

I believe distributing air traffic to Regional airports, such as Palmdale and Ontario is a better alternative to expanding the already congested LAX area. The surrounding area, especially the Freeways, is completely saturated with traffic, pollution and noise.

*Kelly Tson*

Signature

Kelly Tson

Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



June 8, 2001

Congresswoman Jane Harman  
811 N. Catalina Suite 1302  
Redondo Beach, CA 90277

Dear Congresswoman Harman,


I am against any further expansion of LAX. All future plans to expand should be stopped.

We are already affected by severe traffic congestion through the Rosecrans and Sepulveda routes as people attempt to come west and then north to the airport area. In the past it took us fifteen minutes to drive north to the airport. The drive now takes much longer, and in some cases traffic comes to a complete stop due to traffic grid lock.

More takeoffs and landings mean more noise. Airport officials are not concerned about what happens in the South Bay. All they care about is their own interests. The issues have been reviewed and LAX expansion does have a negative affect on the South Bay. Once additional expansion takes place the damage will be done. And the special interests will have what they want at our expense.

The airport will continue to push for expansion until we have the courage to say no to further development.

Sincerely,



Anne Rose  
3525 Elm Avenue  
Manhattan Beach, CA 90266  
310-545-0668

PC02545

**Garth Jensen**  
841 Loma Vista St.  
El Segundo, CA 90245

6/8/01

Dear Ms Harmon,

I recently received your newsletter in the mail regarding the expansion of LAX. Thank you for working hard for the people of your district. I live in El Segundo and am in the 65 + decibel range of LAX. LAX is big enough already. I agree with the idea of a regional plan incorporating the use of regional airports for the expanding population base. Your projections for the population growth in the areas surrounding LAX clearly indicates that those areas will need to expand their facilities to accomodate the growth. In the long run I hope the airlines will realize the potential for expanding their services to those communities and actually reduce the numbers of flights going out of LAX. This may help the airport be more efficient and reduce the number of delays and other problems because of over crowding.

The noise level in El Segundo makes it very difficult at times to even have a conversation. I hope that the noise abatement program offered to homeowners will continue to be available in the years to come. The actual program involving refitting of windows etc. is a very slow process. I hope that additional funding and possible low interest government loans will be available to speed up the process.

Yours truly,



June 10, 2001

Dear Jane Harman,

Congratulations on your recent election.

Can you explain to me how the Democrats let the Supreme Court get away with stealing the election in Florida??

Anyhow, we have been included in the people who want the airport in Palmdale and Octario, for over twenty years. (But we didn't buy land near the airport) We used to belong to a Democratic Party here in Venice Beach, California but it has disappeared.

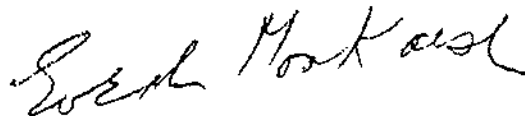
Mark Twain said he belongs to an unorganized party- the Democrats. The same is true of now. Republicans have all kinds of organizations and make sure their people are informed. In the last two elections, we did not receive voting pamphlets or any information about the election for mayor or district attorney.

We need an outpouring of people at local meeting and messengers to our congressman and any other influential people in Congress. There has to be federal funds to build super transportation to these locations but LA needs supervision or outside builders because LA doesn't know how to build anything for many billions and then they cause big problems in the city.

YES we are for Regional Airport Alternative .

Sincerely yours

Max Monkash  
Evealin Monkash  
P.O.Box 1731  
Venice, CA 90294  
310 - 822 8165 phone  
310 - 822 1216 fax



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

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Dear Congresswoman Harman:

Thank you for providing this easy way to reply. In MDR we are highly impacted by traffic, noise. Without any expansion, there is a good amount of noise from jets who are probably violating minimum altitude levels. Another concern is: aircraft noise are the various helicopters which fly close to our rooftops. Currently, there is no law that governs

Signature: *Lynn Ober* (written over the line)

Your Name: *Lynn Ober*

Address: *4549 Alle Rd. -6*

Email: *MDR 90292*

*the altitude for helicopters. We understand police helicopters flying low, but want a law which restricts any aircraft from flying close to residential areas. Thank you for your concern.*

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

*Lynn Ober*  
*4549 Alle Rd. -6*  
*MDR 90292*  
*LYNN W. OBER*



Congresswoman  
**JANE  
 HARMAN**

*Jane Harman*

M.C.  
 Presorted Standard  
 ECRWSS

Postal Patron—Resident  
 36th Congressional District  
 California

Email: [jane.harman@mail.house.gov](mailto:jane.harman@mail.house.gov)  
 Web: [www.house.gov/HARMAN](http://www.house.gov/HARMAN)

**LEADING THE WAY TO A REGIONAL AIRPORT ALTERNATIVE**

Dear Friends,

For eight years, I have advocated a regional plan that fairly shares the benefits and burdens of air transportation across our region. I oppose the proposed LAX Master Plan because it does not impose reasonable limits on growth and fails to include an adequately developed plan for building out other airports in the region.

My view is shared by many others:

- ☛ More than 80 Southern California cities have joined a coalition opposed to the proposed expansion of LAX and in favor of a regional approach.
- ☛ Four counties—Los Angeles, Orange, San Bernardino, Riverside—have revived the Southern California Regional Airport Authority to coordinate development of a fair regional aviation system.
- ☛ Last month, 12 Southern California Members of Congress from both parties joined me to support common-sense principles for developing our airports. In a letter to Transportation Secretary Norman Mineta, we pledged to work toward a plan for Southern California that:
  - Fairly distributes the benefits and burdens of aviation needs across the region.
  - Gives priority to airports eager for more growth like Palmdale and Ontario.
  - Does not force growth on already over-burdened airports like LAX.
  - Includes ground transportation to reduce congestion and improve access to regional airports.

Now it is your turn to make your voice heard. On Saturday, June 9th, the Federal Aviation Administration and Los Angeles World Airports (LAWA) will hold official hearings on the proposed expansion of LAX. I will be submitting testimony to hearings held in the 36th Congressional District at the Furama Hotel in Westchester and the Manhattan Beach Marriott. I want my testimony to reflect the views and concerns of this district and would like to hear from you. The public comment period on the Master Plan ends July 25. If you have comments on the Master Plan that you would like me to include in the official record, you can:

- Mail or fax the response form on the back of this letter to my office.
- Go to [www.house.gov/Harman](http://www.house.gov/Harman) and click on "Comment on the LAX EIS/EIR."

You can count on my continued active involvement on this issue.

Regards,

*Jane Harman*

JANE HARMAN

**District Office  
 Contact Information**

Congresswoman Jane Harman  
 811 North Catalina Avenue  
 Suite 1302  
 Redondo Beach, CA 90277

Phone: 310-372-1600  
 Fax: 310-372-1622

**Washington, DC Office  
 Contact Information**

Congresswoman Jane Harman  
 229 Cannon House Office Building  
 Washington, DC 20515

Phone: 202-225-8220  
 Fax: 202-226-7290  
 Email: [jane.harman@mail.house.gov](mailto:jane.harman@mail.house.gov)  
 Website: [www.house.gov/Harman](http://www.house.gov/Harman)



*On May 3, Congresswoman Jane Harman and LA County Supervisor Don Knabe met on Capitol Hill with other Los Angeles area Representatives to support a Regional Airport Growth Plan.*

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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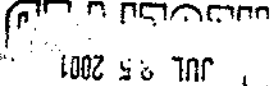

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Signature \_\_\_\_\_

Print your name clearly \_\_\_\_\_

Your Name _____ Address _____ _____ Email _____ _____	Please Place Postage Here
  Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I strongly OPPOSE LAX Expansion. As a Westchester resident-homeowner, I don't welcome more SOUND pollution, air pollution or traffic.

LAX and the surrounding communities are overburdened with passenger & cargo traffic.

Please work to evenly distribute the above, throughout southern CA Regional airports.

*Lolita Reynoso*

Signature

Lolita Reynoso

Print your name clearly

Your Name

Address

Email

Lolita Reynoso  
7308 W 89th St  
Westchester, CA 90045

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277





## Phone Call Intake Form

Taken by:

Date:

### Caller Information

Name: Mrs. Mireya  
Wharton

Phone:

Street: 6522 W 87<sup>th</sup> St

City, Zip: LA 90045

Email:

Specific Legislation:

Issue/other relevant info:

Opposed to expansion of LAX -said LAX  
Redid her windows and doors much, much  
better

- ⇒ Please get as much of this information as possible.
- ⇒ Tell them you will pass their message along to JH and they will receive her written response.
- ⇒ Email is key!! Because then we can communicate with them in the future by mail or e-mail.
- ⇒ Please be nice ☺ and try to get specific information, as this will for a more accurate reply.

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The traffic is already overburden with cars, taxi cabs, buses etc. Lincoln Blvd is now always jammed w/ traffic. The noise has grown along with the traffic. I feel LAX can only handle so much air traffic going out and in and I feel it is near its peak. I agree with the regional airport plan

*Sharon Patton*

Signature



Ms. Sharon Patton  
210 San Juan Ave.  
Venice, CA 90291-3730

SHARON PATTON

Print your name clearly

..... E-mail printed for : william lee .....  
.....

Date: 6/11/01

To: jane.harman@mail.house.gov

Subject: LAX Expansion

---

I live in Manhattan Beach, CA and the noise from airplanes over the South Bay is unbearable. We have commuter planes from Long Beach and John Wayne airports, and large commercial planes from LAX polluting the skies. I love to work in my yard and I like to enjoy my peace from intruding planes flying overhead. Traffic is relative to expansion. Sepulveda Blvd traffic is atrocious heading north. There are too many cars on the highway increasing grid lock and congestion to neighboring cities. Growth of cars bring pollution when they idle waiting for the traffic ahead to open up.

There is no economic impact to the South Bay community. Majority of the residents work for aerospace companies. They are professionals. Airport employees are mostly service oriented people. Their salaries are not affordable for them to purchase a home in the South Bay area. Service employees are sacrificial victims of the airlines, large businesses and labor organizations due to corporate greed. International trade with foreign countries help large businesses not the residences near LAX.

Solution to the problem -- distribute growth to other regional airports in the area (i.e. Palmdale, Ontario) or to other states (i.e. Denver, Phoenix). Limitation of flight departure hours 10PM - 7AM Monday thru Sunday to reduce noise and pollution at LAX.

William Lee

e-mail: wlee@mymailstation.com

.....  
Date printed: Jun 11 2001

PC02552

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*There is already too, too much traffic and airport noise, as well as jet fuel and auto pollution. At present the 405 freeway reaches a standstill at La Tijera at virtually any hour of the day. It is ridiculous to expand the airport here where it would so adversely congest and pollute the area, while most of the traffic would be coming from great distances, and there is really no more land. What we need is an airport outside the city (Palmdale, for instance) with high speed transit from hubs with parking in the three counties. Check in, check your luggage, and get on the airport train. The constant increase in traffic and population increase is decreasing the quality of life in the South Bay, and it has to be controlled!*

Signature

Print your name clearly

Your Name Jan Egan  
 Address PO Box 3547  
MS 90266  
 Email la-surfista@verizon.net

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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I am against LAX expansion. I already see tremendous amounts of traffic as it survives now. The small area of Playa del Rey cannot accommodate a population increase because of our small roads, and how that would affect the community. I hear enough airplane noise already. I also see people leave cars parked in our area for weeks so they can leave town without paying for parking. I know the expansion would only be worse.

Signature: COURTNEY CLARK  
 Your Name: COURTNEY CLARK  
 Address: 3304 DELOANAY AVE  
PLAYA DEL REY, CA 90273  
 Email: \_\_\_\_\_

Print your name clearly: COURTNEY CLARK

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*Congresswoman Jane Harman, 6/13/01  
 Everyone knows we must increase our ability to handle increased airport capacity for both people and freight. Forward, responsible people realize the challenge is larger than LAX; so a regional plan is the only responsible way to solve the problem. A solution will take many years to accomplish; so it must be started now by someone with courage and leadership - you are a good one.*

Signature

*Hugo A Francis*

Print your name clearly

*Hugo A Francis*

Your Name Hugo Francis  
 Address 7832 S Kentwood Ave  
Westchester, CA 90045  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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**WHAT DO YOU THINK?**


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I believe LAX has reached its MAX. Capacity. we need to develop ultra fast rail road up and down the state as well as to Nevada (Los Vegas) so that one can travel between L.A. to S.F. in about 3 hours. Then people use less air flight and LAX Congestion improves. I strongly oppose LAX Master Plan. we need to expand air paths in Riverside, Palmdale and San Bernardino with fast train connection between these countries and L.A.

*Iraj Khalkhali*  
Signature

IRAJ KHALKHALI MD  
Print your name clearly

Your Name IRAJ KHALKHALI

Address  Iraj Khalkhali  
6412 Corsini Pl.  
Palos Verdes Peninsula, CA 90273

Email nephed@AOL.com

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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Given the fact that the changes proposed for the LAX in the Master Plan, once implemented and completed, will still not begin to accommodate the projected number of travelers, it seems ludicrous to put the communities surrounding LAX under so much strain when alternative measures will have to be addressed anyway. It is a "band aid" approach to a severed artery. Surrounding counties are going to have to step up and accept both the responsibilities for transporting their taxpayers, and the benefits that will also (allegedly) come with regional airports.

Carole J Stonich

Signature

Carole T. Stonich

Print your name clearly

Your Name Stonich  
Address 218 Longfellow Ave.  
Hermosa Beach, CA 90254  
Email tocarole@earthlink.net

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277





To Congresswoman Jane Harmon,

My comments and thoughts on the LA X Master Plan:

It stinks.

I have lived in the South Bay for 36 years and in the South Bay are some of the jewels of all of Los Angeles County.

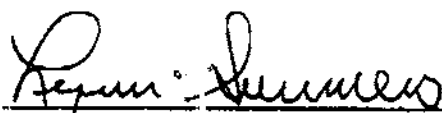
If the airport expands any more, the noise and pollution will be horrible and the additional traffic will be even worse.

My question is, why ruin/destroy one of the best parts of L.A. County and for what? The only answer I can think of is Greed.

Who benefits? The contractors, the airlines, other big businesses. Who loses? We all do.

Riordan is gone.

I truly appreciate all of your efforts to stop this madness that will do nothing but harm to the South Bay cities and its citizens.



Lynn Sumers -  
601 Herondo St. #2  
Hermosa Beach, CA 90254



**Subj:** Opposed to LAX Expansion  
**Date:** 6/11/01 1:31:55 PM Pacific Daylight Time  
**From:** RKingham  
**To:** Jane.harman@mail.house.gov

Dear Congresswoman Harman, 11 June 2001

My family and I are opposed to the current plans for the expansion of LAX. We would support your coalition for a regional approach.

We have lived in the area since the early 1950's. The noise from the airport is currently horrendous, the traffic adversely affects the area for miles surrounding us. It is time to STOP the airport expansion before more residential communities are made uninhabitable. Expansion belongs in Palmdale and Ontario.

Thank you for your effort to coordinate a fair regional aviation system.

Respectfully,  
 Richard J. Kingham  
 rkingham@aol.com

06/11/2001 13:52 3105348124

R J KINGHAM

PAGE 01

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*There is too much air traffic in this airport (LAX), and too many people live and work around the area. The noise and air pollution affect the lives of these people are unspeakable. I support your idea of building airports or expand airports where the population grows the fastest and the need of airport is most earnest.*

*Frencene Chiang*  
\_\_\_\_\_  
Signature

*FRENCENE CHIANG*  
\_\_\_\_\_  
Print your name clearly

Your Name FRENCENE CHIANG  
Address 2570 W. 234TH ST.  
TORRANCE, CA 90503  
Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

RECEIVED

JUL 17 2001

LEGISLATIVE



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

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North LA County	762,000	South Bay	106,000
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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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WE WILL ALL BE AFFECTED BY TRAFFIC, NOISE,  
POLLUTION IN ONE WAY OR ANOTHER.

I RECENTLY USED LAX ON MAY 7, 2001 AND AGAIN  
ON JUNE 3, 2001. IT IS A NIGHTMARE!!! YOU  
FEEL LIKE A HERD OF ANIMALS! MANNERS OF  
PERSONNEL AS WELL AS THOSE OF US TRAVELING  
- IT'S A PUSH AND SHOVE DEAL!! IT'S A WASTE  
OF OUR TAXPAYERS DOLLARS!! IT'S INSANE!!!!  
EXPAND LAX!!!! I SHOULD SAY NOT!

I WOULD NOT BE WRITING THIS EXCEPT I HAVE  
JUST EXPERIENCED THE NIGHTMARE!

*Mary H. Moore*  
\_\_\_\_\_  
Signature

MRS MARY H. MOORE  
\_\_\_\_\_  
Print your name clearly

Your Name _____ Address _____ Email _____	Please Place Postage Here
 Ms. Mary H. Moore 24011 Huber Ave Torrance CA 90501-6725	
_____ The Humane Society of the United States	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

July 8, 2001

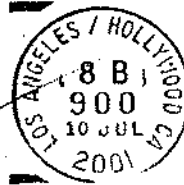
Dear Congresswoman  
I have worked at LAX for a cumulative total of  
approximately 15 years: 10 yrs. for Western Airline;  
1.5 yr. for Continental parking; and 3-5 yrs for  
Pan American Airline, during which times I lived and  
commuted from the South Bay beach cities. I support  
your position as described on the response I did  
this paper. I apologize for not responding sooner,  
please keep up your very good work. I thank you  
for it - Keep me posted please

George Odell

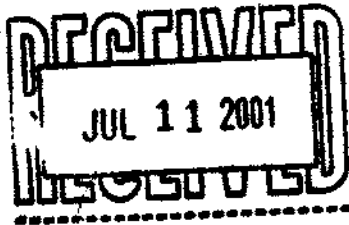
Signature

Print your name clearly

Your Name George Odell  
Address P.O. Box 89  
Hermosa Beach CA 90254-0089  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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1. greasy soot on windows 2 miles of LAX in Westchester
2. Sepulveda  <sup>Blvd</sup> like a freeway with cars, limos and shuttle buses from Valley, hotels in the area, Pasadena / Calabasas, etc. all getting off 405 South bound for LAX.
3. when it rains, airplanes take off inland at which time we hear them and fly-overs from airplanes circling due to traffic jams in the sky sound like they are going to hit us
4. Cargo planes very noisy and congestion of trucks lugging cargo away make 105 and 405 freeways even worse. Cargo planes into LAX! - this doesn't make sense!!

Louetta J. Heiser

Signature

DICK & LORETTA I. HEISER

Print your name clearly

Your Name <u>Heiser</u> Address <u>6320 W. 77th PL.</u> <u>Los Angeles CA. 90045</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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THERE HAVE BEEN MANY CASES OF CANCER IN EL SEGUNDO CAUSED BY POLLUTION. MY HUSBAND, FORMER COUNCILMAN, JIM CLUTTER WAS STRICKEN WITH LYMPHOMA AND DIED. LYMPHOMA IS AN ENVIRONMENTAL CANCER CAUSED BY CARCINOGENS. I HAVE HEARD THAT THERE ARE CASES OF LYMPHOMA AMONG AIRPORT EMPLOYEES.

TRAFFIC AND NOISE ARE A CONCERN FOR OUR HEALTH, HOWEVER I THINK THAT THE SILENT KILLER IS AIR POLLUTION.

Mary Jane Clutter  
Signature

MARY JANE CLUTTER  
Print your name clearly

Your Name	_____		
Address	Mary Jane Clutter		
	615 E. Holly Ave. Apt. 208		
	El Segundo, CA 90245		
Email	_____		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*Dear Jane,*  
 I do not always agree with you but on this issue I think you are right on!!  
 a larger LAX would mean more airport congestion on the ground and both at the airport and nearby. We think that spreading out the traffic to nearby locations in Riverside, Palmdale, Long Beach and Orange County is the best solution. It would also relieve the air traffic pressure control.  
 Frank Scholz  
 \_\_\_\_\_  
 Signature

FRANK P. SCHOLZ  
 \_\_\_\_\_  
 Print your name clearly

 <p>Frank P. Scholz 29024 Covecrest Dr. Rancho Palos Verdes, CA 90275</p> <p>Email <u>frankhs@brop.com</u></p>		
<p><b>Congresswoman Jane Harman</b>                  811 N. Catalina, Suite 1302                  Redondo Beach, CA 90277</p>		





International Airport

International Airport

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Put yourself in a classroom where Plane noise drowns out the "message of the lesson". This goes on daily in many schools - public & private. No More - No Expansion. Children deserve better conditions to do their job! LAX is responsible for the most NOx emissions. They are out of compliance now. Things will be worse under the proposed plan - I say No Expansion. I perform 2 Asthma treatments daily - What could it be in the future? - No Expansion!!

*Carol A. Kapp*  
 \_\_\_\_\_  
 Signature

Carol A. KAPP  
 \_\_\_\_\_  
 Print your name clearly

 Ms Carol A Kapp  
 127 Rees St  
 Playa Del Rey, CA  
 90293-7661



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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6/9/01

I feel with the congestion getting to the airport via surface streets or freeway. It's almost impossible to get there in a reasonable time from Redondo Beach. Growth to areas outside of LA County should share in the burden of airport travel. San Bernardino should not have to drive to LAX or Riverside and Orange Co. Sepulveda Blvd is a nightmare to navigate through the Beach Cities. It's enough to put hokers on top of garages, businesses etc. to lighten the traffic without expanding LAX. Noise will be a factor and we already have enough helicopters flying over the beach cities along with planes from Torrance airport. Thank you

*Phyllis E. Vranesh*  
Signature

Phyllis E. Vranesh  
Print your name clearly

Your Name Ms. Phyllis E. Vranesh  
Address 432 Via Mesa Grande  
Redondo Beach, CA 90277-6642

E-mail eyranesh@ix.netcom.com

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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**THE FIRST WEEK IN APRIL 1999 WAS UNBEARABLE FOR PEOPLE IN MY NEIGHBORHOOD. OUR EASTER SERVICE HAD TO BE INTERRUPTED BECAUSE OF THE NOISE. ALL THE COMPLAINING WENT UNHEARD. THE JOBS WERE SO LOW YOU COULD TELL THE AIRLINE LOGOS. YOU COULD SEE THE TAIL OF ONE JET AND SEE THE NOSE OF THE NEXT ONE COMING UP. I DON'T HAVE ROOM TO TALK ABOUT THE POLLUTION!**

*Charles D. Kishady*  
Signature

**CHARLES D. KISHADY**  
Print your name clearly

Your Name	<b>C. D. KISHADY</b>	 
Address	<b>5532 ELMBANK RD RANCHO PALOS VERDES CALIFORNIA, 90275</b>	
Phone		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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SIX YEARS AGO, FOR FAMILY REASONS, WE MOVED TO EL SEGUNDO FROM P.V. WE LIVE ABOUT 2 BLOCKS FROM IMPERIAL HWY. WE KNEW THERE WOULD BE NOISE BUT NOT THE EXHAUST, PARTICULARLY DURING SANTANAS, THAT WE ARE EXPOSED TO ON A REGULAR BASIS. WITH A PROJECTION OF DOUBLE THE TRAFFIC AND DOUBLE THE FUMES, WHICH MAY OR MAY NOT INVOLVE CARCINOGENS, LAX WILL BE PLANTING SOME SERIOUS SEEDS FOR CLASS SUITS IN 10 OR 12 YEARS. I'M 72 YEARS OLD, STILL FULLY EMPLOYED, WORK OUT DAILY AND DONT EXPECT TO BE A CANCER PATIENT, BUT — LAX BETTER COVER THEIR BETS WITH HUGE UMBRELLA INSURANCE COVERAGE.

*Henri Devine*

Signature

HENRI DEVINE

Print your name clearly

Your Name <u>H. DEVINE</u>	
Address <u>823 SHELDON ST.</u>	
<u>EL SEGUNDO, CA 90245</u>	
Email <u>HANKBENA@AOL.COM</u>	
Congresswoman Jane Hahnman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*It makes little sense to push for expansion of LAX, located in an area of Southern California that is already over-built, over-congested, and becoming daily less viable as a livable community. Palmdale and Ontario are both areas that show vigorous population growth and have the capacity for even greater expansion. It makes eminent sense to expand airport facilities that will provide these growth communities.*

Eugene J. Kasper  
Signature

EUGENE J. KASPER  
Print your name clearly

Your Name	<b>Eugene J. Kasper</b>		
Address	<b>126 26th St. Harmosa Beach, CA 90284-2402</b>		
Email			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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JANE HARMON

*June 9-2001*

*We are 4 adult registered voters in Los Angeles. We agree with Jane Harmon's proposal to regional air ports. LAX is already over crowded - we strongly think Orange, Riverside, + San Bernardino should have a regional system - Also Palm Dale + Ontario. Please support Congresswoman Jane Harmon's view on airports alternatives.*

*Mary C. McMahon, PhD*

*KREG McMAHON - Diana McMahon*

*MARY C McMAHON - Fred McMahon, PhD*

Signature

*Diane Stearns McMahon*

Print your name clearly

Your Name <u>Mary C. McMahon</u> Address <u>716 S. Catalina #7</u> <u>Redondo Bch, CA 90277</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*Dear Congresswoman*  
*LAX is absolutely impossible for driving now — we can't stand more traffic there. And the parking also is impossible. Planes fly over our city constantly — they're loud. The idea of adding more to that airport — with such a small area — appalls me. Good luck to you!*

*Delme McIntyre*  
 \_\_\_\_\_  
 Signature

*Delme McIntyre*  
 \_\_\_\_\_  
 Print your name clearly

Your Name _____		Please Place Postage Here
Address _____	Mrs. Delme O. McIntyre 566 24th St. Hermosa Beach, CA 90254	
Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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Dear Jane Harman —


6-10-01

Why are we spending so much time on this subject?  
 We can not put every damn aircraft in the country in the same place at once, so lets get off the damn or whatever and get the job done. Spread it out over all 4 counties.  
 Put a stop to those people around El Toro airport and make it a regional airport also right now, if not sooner.

  
 Signature

PIERCE M. MAYO

Print your name clearly

Your Name _____ Address _____ Email _____	Please Place Postage Here
 Piercing Mayo 1027 Teri Ave. Torrance, CA 90503	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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	Los Angeles International Airport	Vs.	Denver International Airport
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Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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I'm in favor of ~~a~~ REGIONAL AIRPORTS  
WE HAVE ENOUGH TRAFFIC IN AREA NOW

*Donald D. Curran*

Signature

Donald D. Curran

Print your name clearly

Your Name	DONALD CURRAN	 
Address	111 A Soledad Ave Redondo Beach, CA 90277	
Email	DDCURRAN4@AOL.COM	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

PC02574

LOS Angeles International Airport

Vs.

Denver International Airport

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The LAX Master Plan would be a disaster to quality of life in the area (I live in Marina del Rey - since 1970 - and have already experienced excessive traffic, noise + pollution). The regional plan is definitely in order, and you are to be commended for being such a strong advocate - Thank you! I think that Orange County should be obligated to allow an international airport development as part of the plan - why should it be almost escapable?


*Vivian M. Hall*

*Vivian M. Hall*

Signature

Print your name clearly

Your Name \_\_\_\_\_

Address  \_\_\_\_\_

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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LAX should be viewed as having the same fundamental problems that Denver's former Stapleton and Dallas's Love Fields share... built decades ago within an existing municipal area on relatively small parcels and with intensive ~~pop~~ growth surrounding it. LAX should be constrained to its existing size or smaller & growth in passengers & flights should be migrated to other, regional airports.

*Paul Lombard*  
Signature

David Lombard  
Print your name clearly

DAVID LOMBARD  
116 S GUADALUPE AVE APT 2  
REDONDO BEACH, CA 90277-3407

Email BEACH0277@EARTH.LINK.NET

CA 90277 JUN 11 2001

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*Expansion of other airports within the region expands capacity where population is growing. Expansion of other airports will provide greater choice for carriers and passengers. LAX is a valuable regional resource - don't stretch it beyond the limits of an airport already constrained by urban encroachment.*

*[Handwritten Signature]*  
Signature

*Rodney G Dillehay*  
Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

**Congresswoman Jane Harman**  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*I do not believe that LAX should be expanded. The congestion and lack of parking facilities already create a critical problem. Access to LAX along I am already stressed Lincoln Blvd through Marina Del Rey will further tie up traffic. Noise east of the airport negatively affects residents. I am in favor of the Regional Plan, more smaller airport!*

*Nan J. Wright*  
Signature

*Nan J. Wright*  
Print your name clearly

Your Name	<input type="text"/>	
Address	<input type="text"/>	
Email	<input type="text"/>	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*Traffic is horrible now on Sepulveda & Lincoln Blvds. We should be concerned with reducing growth size of LAX, not increasing it. I used to work as an Immigration Inspector at LAX. I quit because of the forced overtime to accommodate all the needs of the air port. Extra growth forces other agencies to meet the demands of the airport before they have adequate personnel. 75% of the passengers are going to other places in the L.A. area. I know this first hand after admitting them for six years. ~~Regional airports should be equipped to handle international flights or make LAX-international flights only.~~*

*Kathleen Buchanan*

Signature

Kathleen Buchanan

Print your name clearly

Your Name _____		
Address _____		
Email _____		

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*We live right in the heart of LAX flight & traffic problems; they can't handle the existing air traffic - there is no expansion design that could solve existing problems - it ~~can~~ will only get worse. We have a coalition of So. Bay cities presently fighting FEA & LAX re flights not following flight patterns - pilots taking "shortcuts" over residential areas after midnight. We concur that regional control is the only plausible way to offer air traffic growth, which is needed now. ("Not in my backyard") To make this happen, Orange Co. needs to turn El Toro into an International Facility - that alone would take a tremendous load off of LAX. Long Beach could help, but is too close & could create flight safety problems.*

*[Handwritten Signature]*  
Signature

James O. GIERLICH  
Print your name clearly

You to be James GIERLICH  
 Address 53-15th St  
Hermona Beach Ca 90254  
 Email FAX 310-376-5073

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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4/10/01 An International Airport should be located at Palmdale with adequate ground transportation from the outlying airports which would service domestic routes. The quality of life for anyone near the LAX area is truly nonexistent if expansion occurs. The traffic & noise pollution will truly be out of control. Our Blog has never been retrofitted yet.

Bill Huss *fill the current problem*


Signature Bill Huss Print your name clearly

Your Name HUSS

Address PO BOX 9246

Marina Del Rey Ca

Email 90245



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*Has a study been done on whether people are coming from where they use LAX? What is of the passengers are from here, from Orange County, from Orange County, etc?*

*We were out of town when this arrived so our response is late. I feel that LAX should not be responsible for all of (much!) southern Calif. had other areas share in the noise and profits. I never was aware of airplanes noise from LAX jets until the last year or so. Sometimes the noise is continual and sometimes quite loud. I'm sure weather has a bit to do with that, but we don't need to ruin any more neighborhoods with noise. And traffic has intensified with the increase in housing density with no real open space or real parking as part of the increase plans.*


*Deborah S. Regan*

DEBORAH S. REGAN


Signature


*Hermosa Beach*

Print your name clearly



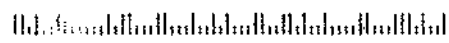
Ms. Deborah S. Regan  
619 8th Pl.  
Hermosa Beach, CA 90254





Email \_\_\_\_\_

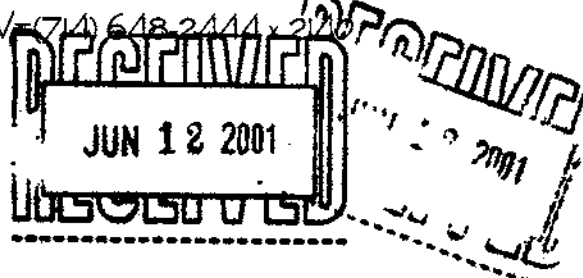
Congresswoman Jane Harman  
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Redondo Beach, CA 90277



C. Pete Mc Kenney pmck35@velnet  
1420 - 17th Street - Manhattan Beach - CA - 90266-4024  
H=(310) 546-3184 ~ W=(714) 648-2444 x 226

June 9, 2001

Congresswoman Jane Harman  
811 No. Catalina, Suite 1302  
Redondo Beach, Ca. 90277



Dear Mrs. Harman:

I want to thank you so very much for your work in trying to prevent the further expansion of this nightmare which Los Angeles calls LAX.

I moved to the East side of Manhattan Beach in 1975 from a townhouse in Cypress because of the nearly constant Helicopter/Police presence in adjacent Hawaiian Gardens night after night. Previous to that I was living in the house in which I was raised, West of the Long Beach Airport, where I clearly remember the terrible noise of war plane production flying directly overhead at very low altitude day after day during World War II and subsequently the Douglas Aircraft Jet noises. I tell you this so you will understand I tried to find a house without night airport noise, and I came to this house several nights prior to purchase to check for similar problems before signing on the dotted line!

Now, I wish I'd stayed in Cypress. In the past 25 years there has been a tremendous increase in Jet noise day and night. There are times when climate conditions are "right" that the house actually vibrates with the rumble coming from LAX. Rarely is there a night which goes by without interruption of sleep by an unusually low flying jet craft or Twin engine PropJet. Add to this the Coast Guard helicopter two or three times a day passage, or the Lifeguard helicopter taking the "boss" to lunch (just kidding) while flying about 150 feet over the house, and the weekend pilots in training coming from the Hawthorne Airport who don't know how to feather their prop and they buzz the entire area one after another. Oh yes! I nearly forgot. We not have a new menace; a few private, twin engine jets which probably take off from the small Hawthorne Airport and fly directly over the house at a very low altitude, climbing at full throttle.

The Airport Expansion will exacerbate these problem a thousand times and since Manhattan Beach is over 1 mile from the airport, we'll have little if any chance to receive city sponsored noise reduction as have my friends living closer to LAX. But even with noise reduction by friends can't go outside and carry on a conversation or just sit quietly reading in their own yards, listening to the birds! (unless those birds are silver) .

You completely correct that regional expansion will reduce pollution in the basin, provide quicker access to flights by the burgeoning population in the outlying counties, and give people lower fares. My coworkers in Orange County are all fighting the conversion of El Toro into a new regional airport. They clearly admit they do not want to deal with the noise increase flights from El Toro might have on their neighborhoods. Yet when they fly somewhere and pay personally - not with company money - they all want to fly from LAX where a \$400.00 ticket at John Wayne Airport in Orange County can be purchased for \$320 or less from LAX - same class. Naturally they drive to the airport, usually on the already overloaded 405 Fwy, and all complain at how bad traffic is on the "405" and how badly sections of the highway are deteriorating. Needless to say I'm really steamed about that whole situation. I just don't see the need to further damage the LAX, South Bay area with a needless increase in traffic and plane noise for persons who drive right past El Toro and John Wayne in Orange County and are clearly engaging in NIMBY at it's worst.

We do, Mrs. Harman, really need your help and I want to urge you to keep up the excellent work to develop alternatives to LAX expansion. As a citizen of this area I have been feeling helpless to do anything to stop the LAX powerful corporate interests who obviously thought they could cram this expansion down our throats. With you working for us there may be hope. I'm honored to say I voted for you and will do so again! Thank you, thank you, thank you.

Kindest Regards

FBS

July 17, 2001

The Honorable Jane Harmon  
229 Cannon Office Building  
Washington, D.C.

Re: LAX Expansion

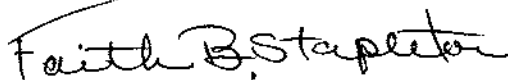
Dear Congresswoman Harmon:

Noise due to aircraft flying Northeast from LAX continues to adversely impact the quality of my life and well being. There is no way to sleep without interruption from jet as well as commuter type planes. The periods most intolerable are from ten pm to 2am and then from 5:45am to 9:30am.

Obviously I am OPPOSED to LAX expansion for these personal reasons as well as crowded skies, additional freeway traffic, and worst of all the excessive pollution which jets generate, and of course property devaluation.

Thank you for your continued support of Opposition to Expansion of LAX which is so totally propelled by greed.

Yours in Good Health,



Faith B. Stapleton

3656 Hightide Drive  
R. Palos Verdes, CA 90275

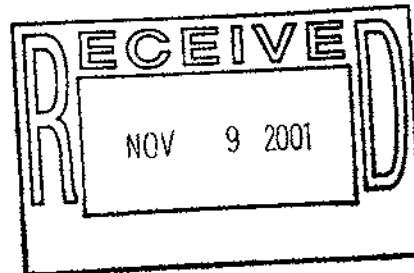
PC02584



NATURAL RESOURCES DEFENSE COUNCIL

November 8, 2001

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216



David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

**Re: Comments on the Draft Los Angeles International Airport Master Plan and Draft Environmental Impact Statement/Environmental Impact Report**

Dear Mr. Ritchie and Mr. Kessler:

On behalf of the Natural Resources Defense Council ("NRDC") and its over 500,000 members, we submit these comments on the documents cited above.

In light of significantly changed circumstances since the draft EIS/EIS was circulated for public comment, we believe that the document should be withdrawn and a new EIS/EIR prepared. In the alternative, we request that a supplemental environmental impact report/statement addressing the implications of the September 11 attacks for the planned expansion of LAX be prepared before any decision on the project is made. Without any doubt, this extraordinary event constitutes significant new information that may fundamentally alter the plan as proposed and, indeed, may ultimately dictate a changed result. The implications of the attack for air travel and security issues are fundamental, as is the importance of meaningful public input on a project as significant as the proposed LAX expansion. Under these circumstances, additional environmental review and public comment is unquestionably required.

Without waiving these requests, we submit as an Attachment brief comments on the air quality and health assessment portions of the draft EIS/EIR as previously circulated for public comment.

Respectfully submitted,

Joel R. Reynolds  
Senior Attorney

## ATTACHMENT

The Air Quality and Human Health Risk Assessment portions of the LAX EIS/EIR raise a number of concerns:

### ***LAWA Should Not Take Credit for Mitigation Measures It Cannot Ensure***

LAWA cannot include or take credit for measures over which it has no control or enforcement, such as a requirement of all construction deliveries to be made with clean fuel vehicles. The modification of airplane operating procedures, which would contribute some of the largest emissions reductions, requires FAA approval. Other proposed measures, such as Intelligent Transportation Systems and traffic management programs require cooperation from MTA and Caltrans. LAWA's commitment to and control over the list of mitigation measures needs to be clarified. Finally, the Technical Report 4, Attachment X, which contains details about air quality mitigation measures, should be redone in a legible electronic rather than scanned form.

### ***The No Action/No Build Scenario Does Not Necessarily Mean Greater Public Risk***

We disagree that the No Action/No build scenario would generate greater air quality risks to the public. Most of the air quality improving measures included in the mitigation and Environmental Action plans could be implemented under this scenario without any changes to current runways. Therefore, the EIS/EIR statements, such as "All of the Master Plan build alternatives would be better, producing lower overall emissions, than the No Action/No Project alternative,"<sup>1</sup> are misleading and false. The appropriate comparison would be with a project that included air quality improvement measures but did not add any changes to the current runways.

The Human Health Risk Assessment goes one step further and states that the No Action/No Project Alternative "would cause maximally exposed individual cancer risks and non-cancer hazards to increase in all areas near LAX in both horizon years."<sup>2</sup> This statement could only be true if the mitigation measures were only applied to the three build alternatives. Again, most of those mitigation efforts could also be implemented without any new runway construction or expansion. In fact, health risks from the No Action/No Project Alternative may be significantly over stated, if the recent Fleet and Commercial Airport Ground Access rules were not incorporated into the emission inventory projections.<sup>3</sup>

### ***1997 Air Quality Standards Should Be Included in the Analysis:***

The air quality analysis in the EIS/EIR should include the ozone and fine particulate standards passed by the US EPA in 1997. The standards were unanimously upheld by the Supreme Court in February of this year. Regardless of the previous uncertain legal status of these standards, LAWA should have included analysis under the more protective standards, as a

<sup>1</sup> On-Airport Emissions Key Conclusions, page 4-460, LAX EIS/EIR

<sup>2</sup> 14a Human Health Risk Assessment Technical Report (HHRA), page 2, LAX EIS/EIR

<sup>3</sup> [http://www.aqmd.gov/news1/Fleet\\_Rule\\_Home.htm](http://www.aqmd.gov/news1/Fleet_Rule_Home.htm) and <http://www.aqmd.gov/rules/rulesreg.html>

conservative precaution. Now that these standards are slated for implementation, they must be used in the EIS/EIR.

Though the EIS/EIR included California Ambient Air Quality Standards (CAAQS), which are slightly more stringent than older national standards, the new national standards are even more protective of human health. Additionally, LAWA should be more sensitive to these concerns given the current "Extreme" nonattainment status of the Los Angeles area with respect to ozone and "Serious" status with respect to particulates.<sup>4</sup>

### ***The "Preferred Alternative" Would Violate Standards for Particulate Matter***

In the General Approach and Methodology section, it is stated that the current method to account for PM<sub>2.5</sub> is to use PM<sub>10</sub> as a surrogate.<sup>5</sup> If this is so, then both the construction and operational unmitigated emissions from all alternatives would exceed the new PM<sub>2.5</sub> standards by significant amounts ranging up to 550% for Alternative A during the peak of construction.<sup>6</sup> With the menu of mitigation efforts in place, all alternatives are still predicted to violate the new particulate standards. The preferred alternative is predicted to be at more than twice the standard during construction and full operation.<sup>7</sup> Nowhere in the EIS/EIR are these issues addressed.

### ***Proposed Mitigation for Particulate Matter and Ozone is Utterly Insufficient***

Despite the large problems with particulate emissions without mitigation, the mitigation efforts included in the plan reduce particulates the least of all the criteria pollutants, a nominal 5 to 7 percent compared to the up to one third reductions in carbon monoxide (CO). Estimates of particulate reductions are conspicuously missing from Table 4.6-16, which lists the reductions of NO<sub>x</sub>, VOC, and CO from mitigation measures. According to Table 4.6-6, stationary sources at LAX contribute significantly to total particulate emissions, accounting for 54 of the 159 tons per year of baseline (1996) emissions, however no mitigation measures are offered to address this large source category. LAWA should focus more attention on mitigation measures that lower particulates.

The EIS/EIR also fails to address the impacts of any alternatives on ozone, a major air quality problem in Los Angeles, in terms of meeting state and federal standards.

### ***Conformity Budgets Should Be Included:***

The emission levels predicted in the EIS/EIR from the preferred alternative are stated to trigger conformity requirements. However, the conformity analysis including these figures will not be available to the public for some time. Without this analysis, it is impossible to assess the feasibility of any alternatives. LAWA should, at a minimum, include in the EIS/EIR the

<sup>4</sup> "PM10" or PM with average diameter less than or equal to 10 microns.

<sup>5</sup> PM<sub>2.5</sub> are particulates with diameters less than or equal to 2.5 microns; page 4-462, LAX EIS/EIR

<sup>6</sup> Based on Table 4.6-13, LAX EIS/EIR; Calculation: (98 ug/m<sup>3</sup> - 15 ug/m<sup>3</sup>)/15ug/m<sup>3</sup>, Annual Arithmetic Mean (AAM)

<sup>7</sup> Based on Table 4.6-20, LAX EIS/EIR; 39 ug/m<sup>3</sup> and 34 ug/m<sup>3</sup> versus 15ug/m<sup>3</sup>, AAM

conformity emissions budget listed in the California State Implementation Plan (SIP), and compare the overall emissions projected in the LAX Master Plan to this budget.

***Questionable Emission Estimates for Toxic Air Pollutants:***

Although the consultants used a wide variety of referenced sources to construct emission profiles for all of the sources at LAX, the "surveys" that were used to obtain operational factors for all of the equipment were not referenced. It is unclear why a phase I set of emissions estimates was constructed for all sources and then later revised as phase II, only changing emission estimates for aircraft.

The report states that the Phase II emission estimates were "refined based on inspections at LAX and interviews with LAX tenants identified by LAWA." It is not clear how these inspections and interviews could cause emission estimates for some of the most toxic chemicals, such as 1,3-butadiene, acetaldehyde, acrolein, arsenic, benzene, cadmium, formaldehyde, lead and styrene to be adjusted downward, while other less toxic chemicals such as hexane, copper, nickel and zinc were increased. Lead, for example, was adjusted from an estimated 1,253 kilograms emitted per year from aircraft to 29 kg per year, with no footnoted explanation of anticipated jet fuel changes or any other such possibility. It is implausible that operational parameters could drastically decrease emission estimates for certain chemicals while increasing others.

***Emissions of Lead from Airport Activity Must Be Better Addressed:***

In the state of California, airports are the largest source of lead, accounting for 149 of the estimated 175 to 182 tons emitted per year.<sup>8</sup> Lead was listed by the state as a Toxic Air Contaminant (TAC) in 1997, and the Office of Environmental Health Hazard Assessment (OEHHA) recently selected lead as one of five TACs that may cause infants and children to be especially susceptible to illness.<sup>9</sup> OEHHA is currently reviewing lead standards to determine whether they are protective of children's health. The agency has already concluded that even airborne lead levels at one third of the current state standard could result in 10 percent of children having lead blood levels above official levels of concern set by the Center for Disease Control and Prevention.<sup>10</sup>

Considering these developments, the exclusion of lead from the air quality and human health risk assessment (HHRA) portions of the EIS/EIR is inappropriate. The EIS/EIR states that emissions of lead are "relatively low and would not contribute to a violation of the Pb NAAQS or CAAQS."<sup>11</sup> However, it is known that harmful effects of lead can occur from exposures below the ambient air quality standard. Since the lead standard was put in place over 20 years ago, it

<sup>8</sup> Proposed Identification of Inorganic Lead as a Toxic Air Contaminant, California Air Resources Board, March 1997.

<sup>9</sup> Under the Children's Environmental Health Protection Act (Senate Bill 25, Escutia; chaptered 1999) and (Health and Safety Code Sections 39669.5(a)); the five TACs were reviewed and endorsed by the Scientific Review Panel.

<sup>10</sup> OEHHA, Lead: Evaluation of Current California Air Quality Standards With Respect to Protection of Children, September 2000.

<sup>11</sup> Section 4.6.6 Environmental Consequences, page 4-482, LAX EIS/EIR

has become clear that lead is a potential human carcinogen and a strong neuro- and developmental toxicant at low levels.<sup>12</sup>

The screening report attached to the HHRA actually named lead as a "significant community health concern... released in significant quantities (2,941 kg/yr) from LAX."<sup>13</sup> It also stated that lead would be "retained as a TAP of potential concern," and the Air Quality report directs the reader to the HHRA for further analysis of lead. However, there it is stated that lead is predicted to be below the ambient standards and therefore eliminated from the analysis.<sup>14</sup> Because lead does not have a Reference Exposure Level (REL), as with other chemicals for which "toxicity criteria are not available," a quantitative toxicity screen was not conducted.<sup>15</sup> In fact, The California Air Resources Board has not yet set a REL for lead because they could not identify a threshold value below which exposure to lead is safe.<sup>16</sup>

The final risk analysis completely excludes noncancer effects of lead as well as cancer risks from lead despite the availability of cancer potency factors.<sup>17</sup> The EIS/EIR for LAX is unacceptable without further analysis of such a major threat to public health.

#### ***Health Risks are Underestimated:***

The Executive Summary of Human Health Risk Assessment states that "methods are used that are more likely to overestimate than underestimate possible health risks" and "risk estimates represent upper-bound predictions of exposure, and therefore health risk, that may be associated with living near, and breathing emissions from, LAX during and after implementation of the Master Plan." The risk assessment, however, upon closer examination, actually underestimates risk in many instances.

The assessment states "cancer risks were estimated for people who grow up and spend most of their adult life near the airport."<sup>18</sup> Consequently, the analysis was based on exposure durations of 30 years for adults and six years for children. This is counter to common risk assessment guidance recommending exposure durations of 70 years for lifetime cancer risk.<sup>19</sup> The resulting assessment, based on these low exposure duration values, underestimates exposure by over one half.

Inhalation Rates used in the analysis were also at the low end of the spectrum.<sup>20</sup> The US EPA Exposure Factors Handbook<sup>20</sup> recommends an average inhalation rate of 1.07 m<sup>3</sup>/hr, more

<sup>12</sup> Agency for Toxic Substances and Disease Registry, ToxFaqs, June 1999

<sup>13</sup> HHRA, Appendix B, Page 19, LAX EIS/EIR

<sup>14</sup> HHRA, page 12, LAX EIS/EIR

<sup>15</sup> HHRA, Appendix B, Page 18, LAX EIS/EIR

<sup>16</sup> Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values, July 2001.

<sup>17</sup> Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values, July 2001.

<sup>18</sup> HHRA, page 19, LAX EIS/EIR

<sup>19</sup> Office of Environmental Health Hazard Assessment, Exposure Assessment and Stochastic Analysis Technical Document, Chapter 11: Exposure Duration, December, 1996; California EPA, Practices, Needs and Methodologies for Human Exposure Assessment at Cal/EPA, Table 4-4; February, 2001; US EPA Exposure Factors Handbook, ORD, August, 1997.

<sup>20</sup> Chapter 5, Table 7



than 70 percent higher than the 15 m<sup>3</sup>/day rate used in this assessment. The assessment also selected the highest average adult body weight, 70 kilograms (kg), which leads to further underestimates in weight-adjusted exposure. Guidance indicates that lifespan exposure analysis (0 to 70 years) should use an average body weight of 62-63 kg, depending on the source.<sup>21</sup> Additionally, if this assessment represents the most sensitive populations, it should use body weight factors for adult females, which range from 62-68 kg, according to EPA's Exposure Factor Handbook.

### ***Health Risk Assessment Based on Alternative C May Underestimate Risks from Other Alternatives***

The risk was also underestimated for the build alternatives under 2005 post-mitigation conditions, because it was based on Alternative C, which the assessment states is "essentially identical" to alternatives A and B.<sup>22</sup> Alternative C, however, would include the least construction activity of the three alternatives and therefore would represent the lowest risk of any alternative. Pre-mitigation analysis for 2005 did not state which alternative the modeling was based on; it was simply noted that all three build alternatives were "predicted to be similar."<sup>23</sup> Alternative B seems to produce the highest modeled concentrations of TAPs in 2015 for both pre- and post-mitigation conditions. Therefore, it would seem to be the logical choice as a conservative estimate for all three alternatives.

### ***Particulate Emissions from Aircraft Must Be Included***

Particulate emission estimates from aircraft should have been considered in the HHRA. It is merely mentioned that their exclusion leads to "uncertainty in the risk estimates presented";<sup>24</sup> it should have been clearly acknowledged that it led to a significant underestimation of risk. The Air Quality analysis stated that "The major sources of PM<sub>10</sub> emissions are aircraft engines (32 percent)..." while the HHRA states that aircraft are expected to emit "relatively little" PM.<sup>25</sup> This later statement is a contradiction and serves to minimize the impacts of the build alternatives which would include more aircraft activity.

Finally, the last section of the HHRA concedes that "incremental cancer risks after mitigation could be underestimated by about 60 percent." This is inconsistent with previous statements that this assessment represents the upper-bound of risk. Assumptions regarding mitigation measures should have been the most conservative, eliminating the uncertainty of underestimation of risk on such a large scale. Uncertainty regarding risk from diesel particulates, which account for a majority of the cancer risk, was not directly addressed. In fact, assumptions were buried in footnotes to two tables.<sup>26</sup>

<sup>21</sup> The CalTOX Model uses a body weight of 62 kg for child/adult combined analysis; OEHHA's Exposure Assessment and Stochastic Analysis uses 63 kg for age 0-70 analysis, according to Practices, Needs and Methodologies for Human Exposure Assessment at Cal/EPA, Table 4-4, February, 2001

<sup>22</sup> HHRA, Page 54, LAX EIS/EIR

<sup>23</sup> HHRA, Page 29, LAX EIS/EIR

<sup>24</sup> HHRA, Page 82, LAX EIS/EIR

<sup>25</sup> Page 4-479 and HHRA Page 82, LAX EIS/EIR

<sup>26</sup> Conversion rates noted in Pages 4-517 and 4-519, LAX EIS/EIR



P.O. Box 92216  
 Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): KEVIN K. TONG Date: 11-9-01

Address: 773 RIDGECREST ST

City: MONTEREY PARK State: CA Zip Code: 91754

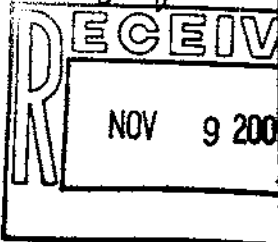
Telephone (Optional): 818-354-7967 E-Mail (Optional): ktong@usa.net

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
 Number: Title:

Comments: I live by Sequoia Park in Monterey Park, which is situated on the highest hill in Monterey Park. The flight pattern has the planes flying directly over this area. When this happens, the noise is as loud as the planes approaching over Century Blvd. What compounds the noise is that my backyard over looks Monterey Pass Road, a Cañon below which amplifies this noise. The noise is non-existent if the planes fly about a mile south, over the Pomona Fwy (CA-60) which the planes ~~usually~~ sometimes do. If you can limit the plane to fly <sup>over</sup> ~~along~~ the CA-60 Fwy in MPK, the noise will be greatly reduced and affect a lot less people.

Office Use Only



Attach additional sheets if necessary.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): CHARLIE CROWDER Date: 11-5-01

Address: 2207 W 8TH STREET

City: DULLES State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

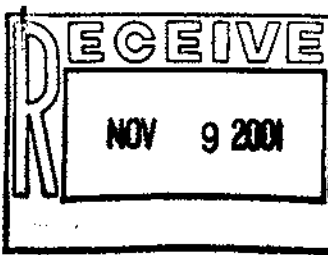
Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_

Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments: I DO NOT WANT EITHER MASTER PLAN OR EIS/EIR

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Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Barbara H. GRIFFIN Date: 7 Nov 01

Address: 249 WATERVIEW

City: Playa Del Rey State: CA Zip Code: 90293

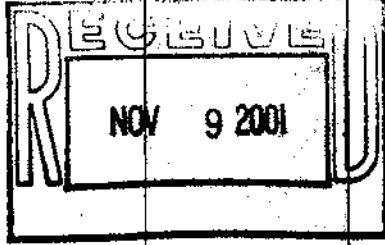
Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Title: \_\_\_\_\_

Number: \_\_\_\_\_

<p>Comments:</p> <p>Certainly would appreciate more info - public meeting etc - regarding spreading the runways &amp; planning using Westchester as the airport parking lot.</p> <p>Also - spreading the runways out was not on EIS, EIR.</p> <p>When will the trees on Rindge/Waterview be removed ? ?</p> <p>Thank you!</p>	<p>Office Use Only</p>
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Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



Mr. Henry I. Dorsett  
1104 W. Avenue J11  
Lancaster, CA 93534

P.O. Box 92216  
Los Angeles, CA 90009-2216

PAGE  
I

# Public Comments

Please print.

Name (First MI Last, or Organization): HENRY IONAH DORSETT Date: 1/60 7-2001

Address: 1104 WEST AVE ST-11

City: LANCASTER CALIF State: CALIFORNIA Zip Code: 93534

Telephone (Optional): 611 942 2732 E-Mail (Optional):

Document: INFO ON  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: Title: SHOWN ABOVE

Comments:

ANTELOPE VALLEY WILL GROW JUST AS THE CITY OF LOS ANGELES AND ALL THE LOWER LOS ANGELES AREA HAS GROWN IN MY LIFETIME THAT I HAVE LIVED HERE IN ANTELOPE VALLEY SINCE THE DORSETT FAMILY MOVED FROM INDIANA BACK IN 1913 AND SETTLED ON A HOMESTEAD 20 MILES WEST OF LANCASTER - WHEN THE LOS ANGELES REQUEDUIT WAS CONSTRUCTING THE NORTH PORTAL DAM AT FAIRMONT OAK F. THE REQUEDUTE WAS TO BRING WATER TO LOS ANGELES FROM SWENS VALLEY. THE PROJECT WAS COMPLETED AND THE WATER IS FLOWING TO LOS ANGELES TO THIS VERY DAY. IT WAS A VERY WONDERFUL PROJECT APPROVED BY A REKATION SMALL TOWN OF LOS ANGELES IN COMPANION WITH THE LOS ANGELES + SURROUNDING TOWN TODAY - THE ANTELOPE VALLEY DURING THE YEAR OF 1913 WAS ALMOST A AREA OF LARGE DRY FARMS AND CATTLE HEAD NUMBERING IN THE THOUSAND AND THOUSAND OF RANGE CATTLE. AT 18 YEARS OF AGE I WAS RIDING WITH THE COWBOYS NUMBERING INTO 20 TO 30 COWBOYS DRIVING CATTLE TO BE BRANDED AND AKTORD TO BE STEARS - THERE WAS NO NEED OF THE PALMDALE AIRPORT THEN AN SOME PEOPLE CAN NOT UNDERSTAND WHY WE DO NOW - SO I WOULD LIKE TO EXPLAIN

Attach additional sheets if necessary. MY THOUGHTS OF WHY WE DO *[Signature]*

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Page 2



Mr. Henry I. Dorsett  
1104 W. Avenue J11  
Lancaster, CA 93534

P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): <u>HENRY IAN DORSETT</u>		Date: <u>November 7<sup>th</sup></u>
Address: <u>1104 West Avenue J11</u>		<u>2001</u>
City: <u>LANCASTER CA.</u>	State: <u>CALIFORNIA</u>	Zip Code: <u>93534</u>
Telephone (Optional): <u>661 942 2732</u>	E-Mail (Optional):	
Document: <u>INFO ON</u>	<input checked="" type="checkbox"/> Draft Master Plan	<input type="checkbox"/> Draft EIS/EIR

Subsection (If applicable):  
 Number: \_\_\_\_\_ Title: SHOWN ABOVE

Comments: BACK IN THE EARLY DAY THERE WERE VERY FEW PEOPLE IN COMPARISON OF THE POPULATION TODAY - TO ILLUSTRATE THE GROWTH I WILL REHATE A STORY OF ONE OF THE BOY'S HORSE WAS IN NEED OF SHOES SO HE ASK THE PRICE FROM A OWNER OF A BLACKSMITH SHOP IN THE VERY SMALL TOWN OF LANCASTER IN 1913 - THE PRICE THE OWNER WAS \$8<sup>00</sup> FOR THE 4 HORSE SHOES - BUT IF HE WOULD RATHER PAY 1 PENNY THE FIRST NAIL AND DOUBLE IT FOR THE 32 NAIL HE COULD PAY THAT. WELL THAT SOUNDED GOOD TO THE COWBOY SO THAT WAS HIS CHOICE UNTIL HE FOUND OUT IT WAS IN THE MILLIONS.

IN LOS ANGELES + ALL THE CITIES THAT DEVELOPED SO FAST LIKE LONG BEACH + COASTAL CITIES AS WELL AS SAN FRANCISCO. AND ALL THAT AREA ONE PERSON CONVINCED A FRIEND THAT WAS THE PLACE TO GO - AND THAT IS WHAT HAS HAPPENED IN OUR GREAT ANTELOPE VALLEY AND LIKE ALL THE OTHER IN LAND CITIES. IT WILL DEVELOP AS EVERYONE TELLS OTHERS WHAT A WONDERFUL PLACE ANTELOPE VALLEY IS - AND AT THE WE ARE BUILDING ROADS AND FREEWAYS WE NEED THE PALM DATE AIRPORT NOW AND TIME IS OF THE IMPORTANT

Attach additional sheets if necessary. Factor see page 3 *[Signature]*

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Mr. Henry I. Dorsett  
1104 W. Avenue J11  
Lancaster, CA 93534

# Public Comments

P.O. Box 92216  
Los Angeles, CA 90009-2216

Please print.

Name (First MI Last, or Organization): Henry I. Dorsett

Date: 7 Nov

Address: 1104 West Ave J-11

2001

City: LANCASTER

State: Calif

Zip Code: 93534

Telephone (Optional): 611 9422732

E-Mail (Optional):

Document:  INFO ON  Draft Master Plan

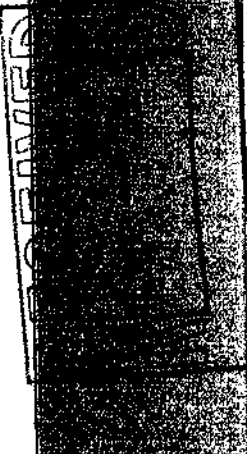
Draft EIS/EIR

Subsection (if applicable):

Number: Title: Shown Above

Comments: *The people living here now and those moving in have relations they need to see or have need to contact - here in Antelope Valley - such as Senior Citizens visiting their family members in other states - their destination is Antelope Valley so they need a airport close and senior citizens come here to retire, they spend retirement money by the hundreds of thousands and that alone will promote condominiums where thousands of people can have relations visiting them all year long - bringing money with them - I have been a supporter of the Palmdale airport for years since 1977 - vice president on two terms - a member for approx. 30 years - We need the airport at Palmdale now - for the comfort of all that travel - the business establishments should all profit from those that will travel by air when accommodations are attractive to their travel*

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Attach additional sheets if necessary

*Henry I. Dorsett*



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

SANER, MANDIE

Date:

NOV 1, 2001

Address:

7152 TRASK

City:

PLAYA DEL REY CA

State:

Zip Code:

90297

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

Number:

Title:

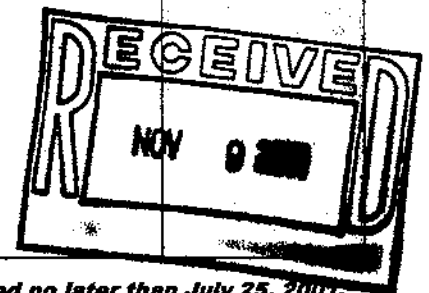
Comments:

Office Use Only

YOUR EIS, EIR HAS NO CREDIBILITY. THE EVENTS OF SEPT 11, 2001 POINTS UP TO ALL OF YOUR DEFICIENCIES.

- 1) YOU DO NOT KNOW WHERE YOUR PLANES ARE. I HAVE TOLD YOU MANY TIMES WHEN PLANES WERE FLYING OVER A RESIDENTIAL AREA AND LODGED THE PROPER COMPLAINTS. YOU SEND ME FLIGHT TRACKS THAT SHOW THEM IN OTHER POSITIONS TO MAKE YOUR COMPLAINT FILES LOOK GOOD
- 2) THE POLLUTION NEEDS TO BE TRACKED WHEREVER YOU HAVE LOW FLYING AIRCRAFT = 4 NAUTICAL MILES AROUND THE AIRPORT - NOT 4 POSITIONS ON AIRPORT PROPERTY. WE NEED HEALTH RISK ASSESSMENT FOR THE FOLLOWING CHEMICALS AND RESEARCH ON WHAT DISEASES ARE DISPROPORTIONATE IN THE POPULATION OF THESE AREAS

Attach additional sheets if necessary.



Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PC02590





# Public Comments

P.O. Box 92216  
Los Angeles, CA 90009-2216

Please print.

Name (First MI Last, or Organization): SAVER, MANDIE		Date: NOV, 2001
Address: 7152 TRASK		
City: PLAYA DEL REY	State: CA	Zip Code: 90293
Telephone (Optional):	E-Mail (Optional):	
Document:	<input type="checkbox"/> Draft Master Plan	<input type="checkbox"/> Draft EIS/EIR
Subsection (if applicable):		
Number:	Title:	

Freon 11, Freon 12, Methyl Bromide, Dichloromethane, cis-1,2-Dichloroethylene, 1,1,1-Trichloroethane, Carbon Tetrachloride, Benzene, Trichloroethylene, Toluene, Tetrachloroethene, Ethylbenzene, m,p-Xylene, o-Xylene, Styrene, 1,3,5-Trimethylbenzene, 1,2,4-Trimethylbenzene, o-Dichlorobenzene, Formaldehyde, Acetaldehyde, Acrolein, Acetone, Propinaldehyde, Crotonaldehyde, Isobutylaldehyde, Methyl Ethyl Ketone, Benzaldehyde, Veraldehyde, Hexanaldehyde, Ethyl Alcohol, Acetone, Isopropyl Alcohol, Methyl Ethyl Ketone, Butane, Isopentane, Pentane, Hexane, Butyl Alcohol, Methyl Isobutyl Ketone, n,n-Dimethyl Acetamide, Dimethyl Disulfide, m-Cresol, 4-Ethyl Toulene, n-Heptaldehyde, Octanal, 1,4-Dioxane, Methyl Phenyl Ketone, Vinyl Acetate, Heptane, Phenol, Octane, Anthracene, Dimethylnaphthalene(isomers), Flouranthene, 1-methylnaphthalene, 2-methylnaphthalene, Naphthalene, Phenanthrene, Pyrene, Benzo(a)pyrene, 1-nitropyrene, 1,8-dinitropyrene, 1,3-Butadiene, sulfites, nitrites, nitrogen oxide, nitrogen monoxide, nitrogen dioxide, nitrogen trioxide, nitric acid, sulfur oxides, sulfur dioxide, sulfuric acid, urea, ammonia, carbon monoxide, ozone, particulate matter (PM10, PM2.5)

[Back to top](#)

### What symptoms can occur with prolonged exposure to these chemicals?

- |                          |                            |
|--------------------------|----------------------------|
| ASPHYXIATION             | LUNG DISEASE               |
| ASTHMA                   | LUNG STRUCTURE DAMAGE      |
| BRAIN CANCER             | LUNG TIGHTNESS             |
| CANCER                   | LYMPHOMA                   |
| CONJUNCTIVE IRRITATION   | MENTAL DEPRESSION          |
| COUGHING                 | MULTIPLE ORGAN INVOLVEMENT |
| DELAYED HYPERSENSITIVITY | MUSCLE WEAKNESS            |
| DISTORTED PERCEPTIONS    | MUTATIONS                  |
| DROWSINESS               | MYELOID LEUKEMIA           |
| DYSPNEA HEADACHE         | NASAL EFFECTS              |
| EKG CHANGES              | NAUSEA, VOMITING           |
| EMPHYSEMA                | PULSE RATE DECREASE        |
| FLUSHING                 | PULMONARY IRRITATION       |
| HALLUCINATIONS           | RESPIRATORY SYSTEM DAMAGE  |
| HEART DISEASE            | SKIN AND EYE IRRITATION    |
| HODGKIN'S DISEASE        | SYSTEMIC IRRITATION        |
| KIDNEY DAMAGE            |                            |

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): SANEK HANDIE Date: NOV 1, 2001

Address: 7152 TRASK AVE

City: PLAYA DEL REY State: CA Zip Code: 90293

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Number: \_\_\_\_\_ Title: \_\_\_\_\_

<p>Comments:</p> <p>3) PROJECTS LISTED AS SOUTHSIDE WESTCHESTER, AND NORTH SIDE PROJECT ARE NOT SPECIFIC ENOUGH AND CANNOT BE EVALUATED FOR ENVIRONMENTAL CONCERNS = UNSUSTAINABLE DEVELOPMENT</p> <p>4) ALL FIGURES FOR ANTICIPATED GROWTH NEED TO BE REDONE. AIRLINE BANKRUPTCIES WILL FOLLOW AND WE SHOULD REMOVE RUNWAYS</p> <p>5) AS FOR MAYOR MAHN'S PLAN FIVE - GET NEW REPORT - THE PEOPLE OF WESTCHESTER DID NOT APPROVE USING THEIR TOWN AS LAX BOARDING AREA - NOR DO WE NEED SPREADING OUT RUNWAYS</p> <p>6) YOU MAY TRY TO WHITE WASH THE AVIATION PROBLEM BUT I AM GOING TO VOTE WITH MY MONEY AND NEVER FLY AGAIN AND SO ARE A LOT OF OTHER PEOPLE WHO KNOW HOW FLAKY YOU ALL ARE!</p>	<p>Office Use Only</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------

Attach additional sheets if necessary.

11040 Spinning Ave.  
Inglewood, CA 90303  
October 20, 01

*c:JR*



The Honorable James K. Hahn  
Mayor of Los Angeles  
Los Angeles, CA

Dear Mayor Hahn:

The purpose of this letter and accompanying copy of my response to the Public Comments to LAX Master Plan and Draft EIS/EIR document is to acquaint and sensitize you to the impact that the over expansion of LAX has had on Inglewood, and how the proposed expansion will further destroy our already over burdened communities and their people.

I would hope that you will continue to be sensitive and compassionate to the people and the environment and will do what is just and right; showing courage and integrity when making decisions concerning further expansion of LAX.

Sincerely yours,

  
Martha Tiddle

cc; Lydia Kennard, Executive Director Los Angeles World Airports  
Congresswoman Maxine Waters (D-35)  
W. Withycombe, Regional Administrator FAA  
Ruth Galanter (D-6), L.A. City Council President  
Supervisor Yvonne Burke (Dist. 2)

PC02591



P.O. Box 92216  
 Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): Martha Tiddle Date: 7/19/01

Address: 11040 Spinning Ave.

City: Inglewood State: Calif. Zip Code: 90303

Telephone (Optional): E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
 Number: Title: DRAFT LAX MASTER PLAN & EIS/EIR REPORT

Comments:

The Draft LAX Master Plan & Draft EIS/EIR Report for expansion of LAX presents the same concerns.

I. The Draft EIS/EIR does not satisfy Environmental Justice requirements.

A. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health.

B. It unfairly and disproportionately burdens minority and low income communities that lie under the primary arrival flight path with significant impacts of noise and toxic air emission.

II. The Draft EIS/EIR fails to satisfy existing law because alternatives to LAX expansion have not been adequately explored or considered.

III. The Draft EIS/EIR improperly measures human health risk.

IV. The Draft EIS/EIR improperly measures noise increases.

A. LAWA's assertions regarding nighttime, "over-ocean" operations are wrong!

B. LAWA's noise exposure contours are understated.

C. It fails to consider the economic impact of the LAX Master Plan on continuous suffering of housing value due to the aggravation of existing and future noise; the decrease in recreational value of local parks and residential back yards.

V. The Draft EIS/EIR improperly analyzes the health effect of aircraft noise on human health.

A. It must consider the health effects of aircraft noise.

B. It needs to address aircraft noise interference and interruptions on human sleep.

C. It needs to address the negative impact on schools under the flight paths.

Attach additional sheets if necessary.



Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

The Draft LAX Master Plan and Draft EIS/EIR Report makes it clear that the expansion of LAX would unjustly, unfairly and unmercifully magnify the already over burdened conditions that have been imposed on Inglewood and surrounding communities over the last eight years because of the excessive increase in passenger and cargo air traffic.

Aircrafts are presently disproportionately flying over Inglewood neighborhoods, overly exposing its residents to noise and jet fuel that contains the carcinogen benzene, among other chemicals, resulting in undue health risk in our minority and low-income communities.

Mrs. Kennard stated, "Airplane engines run quieter now and we have directed that all take offs between midnight and 6 AM must be over the ocean to the west." The above is only true on paper. The "over-ocean" night time operations curfew is frequently ignored, almost none existing.

In the last four months there have not been more than ten nights when "over-ocean" night time curfew operations were observed. Most mornings, cargo planes start flying over around 2 or 3 AM. This is what a typical night is like for us; July 3, 01 - cargo planes started flying over at 2:44---4:19, 4:27, 4:37, 4:43, 4:48, 4:50, 5:09, 5:11, 5:17, 5:20, 5:29, 5:31, 5:35---on. It is impossible to sleep under these conditions. The noise hotline number has become a joke! The phone is usually off the hook, there is no answer or like this AM, 7/19/01, 3:20 I called. The phone was answered. I was immediately put on hold. I was treated as if, I am the problem! Jason, was very curt. I was told, "Yes, planes are coming in and this is normal operations, nothing out of the ordinary." After being on the phone for almost 20 minutes I hung up the fourth time I was put on hold because I could feel my blood pressure going up.

Quieter engines? These aircraft engines are quieter only if one does not live under these conditions twentyfour/seven. Over the last eight years these airplanes are sometimes three levels coming and going. Therefore, they are flying lower, they are noisier (you can hear every one) and they are closer together, lined up coming in. They are flying in all directions, in other than designated flight paths. I am supposedly not in a flight path, however, more and more planes are flying directly over my home. In addition to this constant over-head noise, more and more we are getting this continuous unbearable deep roaring, rumbling vibrating noise coming from the airport shaking windows during the day and at night. This is already a very stressful, troubling and dangerous situation; very deteriorating to the body, mind and spirit. This is much more than anyone should have to try to cope with. Where is the justice in all of this?

In regards to regional expansion. "Our decisions about whether LAX should be expanded or whether air traffic should be based

on environmental and transportation congestion impacts rather than the future economic impacts. The economic benefits to Southern CA are pretty much the same, no matter where in the region demand is met." City Councilwoman Ruth Galanter

"LAX cannot stand alone, every airport in the region, both existing and planned must do their fair share." Mrs. Kennard

"LAX is already one of the top three worst airports in the state of California when it comes to air pollution and noise."

"Expanding LAX would pound surrounding neighborhoods with pollution, noise and traffic gridlock."

"Constructing new cargo facilities, adding to the already cargo cult in and around the airport would increase traffic congestion and new cargo flights over the already over burdened city of Inglewood, would expose its residents to increased air pollution, including toxic dessal emissions."

"LAX isn't critical to the health of the regional economy. rather, the region should look to expan airports in other areas, such as Orange County's El Toro site." The wall Street Journal

El Toro still has one of the largest no housing noise buffer zones in Southern CA. Yet, El Toro airport opponents said that their neighbrohoods would be ruined by an airport at El Toro. They said that a "Great Park" is needed to keep a regional airport out of their back yards. "The average person here makes \$90,000 a year and lives in a \$400,000 home." Gordon

I say to you; It is all too sad that Gordon and those with like counciousness just don't get it. You need to look much deeper and know that the journey is truly about much more than "me, myself and I" and getting and having "material stuff". Even though it is not clear to you that one life (your's) is no more special or important, in the sceme of things, than another (mine). And whether you can believe it or not we in Inglewood, too; enjoy, desire and are just as deserving of peace, beauty, quality of life and being as anyone of you in Orange County in your \$400,000 homes and \$90,000 annual salaries.

I ask this question in all sincerity; Would this issue, LAX expansion, be on the table at this time if "we", people of color in Inglewood were living in Orange County and "they" were living here in Inglewood? I feel very strongly that if that was the case, Lax would have been constrained in its then current foot print years ago and El Toro Airport would now be developed and thriving.

Then L.A. Mayor Riordan stated; "it all comes down to if you want LAX to be competative. If you want LAX to be the leader of the trade in the next century, then you have to do it." He also said that the region would loose the opportunity for business growth. The region? Regional expansion immediately comes to my mind.

What I find missing here is compassion, sensitivity and care about other human beings or the very environment that sustains us all. His only concern is economic success. Did anyone ask the question; Is this the kind of success that is going to matter in the long run? What kind of glory is obtained and for how long when economic success is achieved at the expence of a people and the environment?

I say to Mr. Riordan and those with like consciousness, wiping out a people is wiping out a people whether at Auschirtz or a slow destruction of residents in communities around LAX by means of all the additional ill effects that already out grown, over taxed LAX would bring to our already over burdened communities.

What is happening to America? "More and more we are seeing greed and power replace principles and integrity in America's character, and there is less and less room for compassion. Increasingly we see America helps others when it serves America's power structure, America's richest elite and their collective assets. Loss of compassion is followed by loss of consciousness and this breeds indifference and a false superiority, whereby the plight of others come to be ignored. We forget that the egotistical and vain actions of man, individually and collectively, carries with it a sense of personal responsibility and impending disaster." America needs to wake-up before it is too late.

It was not coincidence that this nation rose to become the most prosperous on earth. If we don't wake-up soon we can loose all that so many worked so hard to create. Is it that collectively we are starting to turn to, "In power and money we trust", rather than, "In God We Trust?" Which is worst, knowledge without wisdom or power and money without understanding? We need a change of consciousness. We need good strong leaders with principles and integrity who are not afraid to stand-up for and do what is just and right.

I don't think anyone, coming from a common<sup>sense</sup> and just position, can honestly feel that this should be happening at all, (further expansion of LAX).

In closing, I ask you to think on the following:

Do you think that you would mind if you...

- . bought a beautiful home in Inglewood 34 years ago. maintained and improved it with the intention of retiring and enjoying your home and life. You take early retirement, take good care of yourself physically, mentally and spiritually then you realize that the quality of your life is being totally destroyed and the value of your property is being so depreciated you can't afford to sell and move even if you want to. This is all happening because of the over expansion of LAX over the last eight years
- . could no longer sit on your patio and enjoy the simple pleasure of reading the newspaper with a cup of tea

- . could no longer enjoy an outing in your large, beautiful back yard with family and friends
- . could no longer open your windows and doors and enjoy the cool ocean breeze, because of the excessive increase in aircraft noise over the last eight years
- . were no longer able to sleep nights with your bedroom window open (or closed) because of aircraft noise all through the night
- . could not function sometimes for days because of loss of sleep caused by noise from aircrafts flying over all through the night
- . have to leave your home some days just to get some relief from the constant aircraft noise
- . could no longer walk daily in your once beautiful neighborhood park because of the excessive increase in aircraft noise over the last eight years (there are two flight paths directly over the park and one on either side)
- . had the exterior of your home painted and a few months later it is blacken with aircraft fall-out
- . could go on and on; excessive health problems in our communities, learning problems in our schools, etc.

Do you think that you would mind living under these conditions 24 hours a day, seven days a week? YES, you would mind and so do we!

We do not need one more aircraft flying over Inglewood, nor do we need one more cargo facility added to the already "cargo-cult" in and around Inglewood. ENOUGH IS ENOUGH! What is going on here is unconscionable! Our communities are already overburdened and are carrying much more than any community should be burdened with. This is environmental injustice to the hilt! And it is asked; Why are we, people of color, angry?



# Master Plan LAX

P.O. Box 92216  
Los Angeles, CA 90009-2216

## Public Comments

Please print.

Name (First, Middle Last, or Organization): Lisa Torrant

Date: 10/30/01

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City: Inglewood

State: CA

Zip Code: 90304

Telephone (Optional): 323-777-9340

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

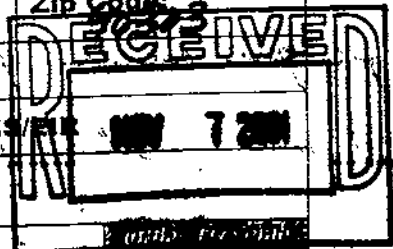
Subsection (if applicable):

Number:

Title:

Comments:

The Master Plan/EIS/EIR Report indicates noise and fudge stops and 118th Street. My pool is covered with fudge along w/ our vehicles. It should be mandatory that fuel organizations along with the City of Inglewood state on all documents to potential residence the conditions they will live in. The City of Inglewood has the worst, or, is in the top ten for terrible air qualities in the Countries. People are not educated to the fact what they think is smoke from the plane is actually fuel being dumped on us. I would have never moved here. Planes, meaning airlines, and stuff.



Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

showing local government, with the exception of  
one, have sold England out. Apologizing for over  
the ocean take-off and landings. Please fly  
at 2:00 or 3:00 am, anytime they please. There is no  
regulation - especially since the 9/11 tragedy. That  
number to call makes me feel self-protecting. Yet  
my families health is at risk. Kids, and older  
people need quality sleep, and fresh air to breathe.  
I am ~~fully~~ against expansion.

We are also at higher risk for planes being shot  
down in our backyards to the 9/11 situation.

How can anyone think about expansion.



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Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): JENNIE SUPAWONG Date: 10/3/01

Address: 705 N. Monterey St., # 205

City: Alhambra State: CA Zip Code: 91801

Telephone (Optional): 626 300-5805 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):

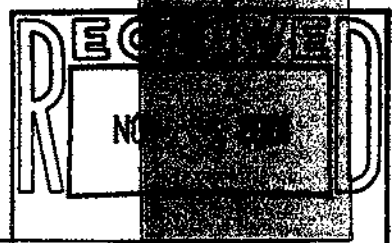
Number: Title:

Comments:

In any state of a national economy and security, it is always a great beneficial to the public to have an airport that is well-planned for both air + ground traffic. An ideal airport should provide both convenience + safety measure.

Although, as far as I understand, safety is not your coverage, but I think it should be your utmost concern and you should be able to give maximum input of suggestion to the Government.

Office Use Only



Attach additional sheets if necessary.

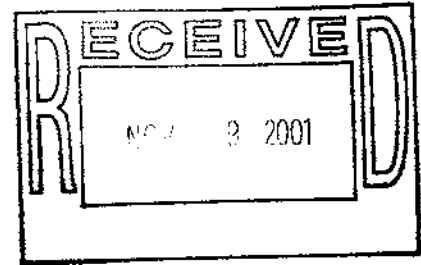


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November 9, 2001



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**RE: Comments on the Draft EIS/EIR for LAX**

Dear Mr. Ritchie and Mr. Kessler:

Heal the Bay is an environmental group with over 10,000 members dedicated to making Santa Monica Bay and Southern California coastal waters safe and healthy again for people and marine life. Although the preferred alternative for LAX will change dramatically based on the events of September 11<sup>th</sup>, the following comments should remain pertinent regardless. For the record, Heal the Bay strongly believes that additional environmental review and a detailed description of Mayor Hahn's LAX proposal is necessary to assess the environmental impacts and the adequacy of proposed mitigation. We believe that this review is required under CEQA and NEPA.

**1. The draft EIR/EIS fails to consider metal pollutants of concern in the stormwater pollutant loading analysis.**

The two water bodies that receive stormwater from LAX include the Santa Monica Bay and Dominguez Channel, both of which are too polluted to support their beneficial uses due to excessive amounts of metals. The Santa Monica Bay is listed on the 303(d) list as impaired due to excessive amounts of metals including cadmium, chromium, mercury, copper, lead, nickel, silver, and zinc. The Dominguez Channel is listed as impaired due to metal loadings of chromium, copper, lead, and zinc. Although the draft EIR/EIS discusses the stormwater loadings of zinc, copper, and lead, the document fails to assess the additional pollutant loadings of cadmium, chromium, mercury, nickel, and silver. Cadmium, chromium, mercury, nickel, and silver are highly toxic to marine life. The California Toxic Rule<sup>1</sup>, promulgated by the U.S. EPA, sets concentration limits for these metals along with lead, copper, and zinc,

<sup>1</sup> The CTR sets toxicity limits for freshwater and saltwater waterbodies for cadmium, chromium, nickel, silver, lead, copper, and zinc. 40 CFR Part 131.



above which there is a significant risk to aquatic organism in water and their uses. Given the various airport activities that are potential sources of these metals such as wear-down of airplane brake pads, metal engine parts, and airplane and vehicle tires, the draft EIR/EIS must estimate the loadings of these metals and assess the environmental impacts associated with the discharge of these pollutants into the receiving waters.

The reason for not assessing these pollutants provided in the draft EIR/EIS is inadequate. The document states only zinc, copper, and lead were considered because these were found in higher concentrations relative to other metals in the stormwater monitoring data collected by the County of Los Angeles Department of Public Works as part of the municipal stormwater permit requirements (page 22 of Part 6 -Hydrology and Water Quality Technical Report). This reasoning is faulty for three reasons. First, the municipal stormwater monitoring results do not characterize runoff from airport- associated land uses and cannot be considered to represent the runoff discharged from LAX. Second, the detection limits of the analytical methods used to obtain the Los Angeles County stormwater data were typically many times greater than the levels at which these metals are toxicity to aquatic life and humans, and are greater than the minimum levels defined as acceptable detection limits in the State Implementation Plan for the CTR<sup>2</sup>. And finally, because metals can accumulate in sediment and bioaccumulate in aquatic organisms, the total loading of these constituents is equally important to the concentration found in the stormwater. Thus, even if the concentrations of cadmium, chromium, mercury, nickel, and silver were lower than the concentrations of copper, lead, and zinc, because of the large amount of impervious surface associated with the alternative projects and the large volume of stormwater runoff, the total loadings of these constituents to the receiving waters must be considered in addition to their concentrations in stormwater.

**2. The draft EIS/EIR failed to estimate the stormwater loadings of polycyclic aromatic hydrocarbons (PAHS) and benzene, toluene, ethyl benzene, and xylene (BTEX), and to assess the water quality impacts associated with the discharge of these pollutants to the receiving waters.**

The primary source of PAHs to stormwater is likely aerial deposition of the products of incomplete combustion associated with car, truck and jet engines. Given the large amount of combustion engines associated with the project alternatives, the activities associated with the proposed project will significantly increase the loading of PAHs to the Santa Monica Bay and Dominguez Channel. Dominguez Channel is already too pollutant to support it's designated beneficial uses due to excessive amounts of PAHs.

PAHs are of a significant concern because they are toxic to humans at very low levels and can bioaccumulate in aquatic organisms. The California Toxic Rule sets limits

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<sup>2</sup>Policy for Implementation of Toxics Standards for Inland Surface Waters, Enclosed Bay, and Estuaries of California, State Water Resources Control Board. May 2000.



water quality limits for the human consumption of water and organisms, and for organisms. The Dominguez Channel Estuary and Santa Monica Bay are used for fishing and the Santa Monica Bay is used for shellfishing. The draft EIR/EIS should estimate the PAH concentrations and total loading in the stormwater discharge from the proposed alternatives and assess the impacts to aquatic life and human health, and to commercial fisheries and shellfishing areas located within the receiving waters.

The draft EIS/EIR also did not estimate the stormwater loadings of BTEX, constituents found in gasoline and jet fuel. Clearly, the proposed project will be a source of these pollutants through the discharge of stormwater. These pollutants are toxic to humans and marine life. Clearly, to adequately assess the environment impacts of the proposed project, the impacts associated with the discharge of these pollutants to the receiving waters must be assessed.

**3. The draft EIS/EIR fails to consider the impacts of the cumulative pollutant loadings associated with the storm water discharge to the receiving waters.**

Metals and PAHs accumulate in sediment and bioaccumulate in aquatic organisms. Both Santa Monica Bay and Dominguez Channel are listed on the State's 303(d) list as impaired due sediment toxicity and benthic community effects, respectively. In addition, the Dominguez Channel is listed as impaired due to the excessive buildup of metals in fish tissue. The draft EIS/EIR does not consider the cumulative loading of these pollutants over of the expected life of the various project alternatives. For example, if Alternative C has an expected life of 20 years beyond 2015, the total loading for copper, lead, and zinc into the Santa Monica Bay is estimated to be 4,400 lb., 1,420 lb., and 28,000 lb, respectively. What is the impact of these large pollutant loadings to the benthic communities in the Santa Monica Bay and the human health impacts associated with consuming fish and shellfish harvested from the Bay? What are the impacts of these loadings to Dominguez Channel, a waterbody already severely impaired due to excessive amounts of metals?

**4. The estimates of stormwater pollutant loadings are inadequate because only the average rainfall amounts were considered.**

A complete analysis of the stormwater pollutant loadings should include estimates of pollutant loadings from the 90<sup>th</sup> percentile storm. The EIR/EIS should assess the impacts associated with these loadings.

**5. The Master Plan commitment HWQ-1 appears to be inadequate to mitigate the impacts associated with pollutant stormwater runoff because pollutant concentrations are not addressed.**

The proposed mitigation (Master Plan Commitment HWQ-1) of the increase in stormwater pollutant loading is to implement BMPs to ensure no net increase in pollutant loadings above baseline levels. Limiting pollution loading to pre-project levels will not mitigate the water quality impacts associated with the stormwater runoff because the concentrations of lead, copper and zinc in the stormwater are



estimated to be many times greater than the toxicity levels set in the California Toxic Rule for aquatic organisms. Thus, as proposed, the stormwater runoff may cause toxicity in the receiving waters, both of which are already impaired due to excessive levels of copper, lead, and zinc, despite any mitigation efforts to ensure no net increase in stormwater pollutant loadings.

As shown in the table below, based on the information on annual runoff and metal pollutant loading provided in the draft EIR/EIS, the stormwater runoff discharged from the preferred alternative C project is estimated to contain concentrations of lead, copper, and zinc many times over the level at which these pollutants are toxic to aquatic organisms. For example, concentrations of copper estimated to be in the stormwater discharge from alternative C are estimated to be 476 times greater than the concentration that will cause toxicity to aquatic organisms in the Santa Monica Bay. Clearly, even if the alternative C includes BMPs that reduce that result in no net gain of pollutant loadings, the stormwater runoff leaving the project site will have metal concentrations that will contribute to toxicity in the receiving waters.

### Comparison of Estimated Metals Concentrations in Stormwater Discharge from Alternative C 20015

Pollutants	Loads(lb/yr) <sup>1</sup>	Runoff(ft <sup>3</sup> /yr) <sup>2</sup>	Estimated Stormwater concentrations (ug/l)	CTR toxicity level (ug/l) <sup>3</sup>	Stormwater - to-CTR ratio
<b>Santa Monica Bay</b>					
copper	222	80387162	1474	3.1	476
lead	71	80387162	472	8.1	58
zinc	1399	80387162	9292	81	115
<b>Dominguez Channel</b>					
copper	139	50071549	1482	9	165
lead	46	50071549	490	2.5	196
zinc	907	50071549	9671	120	81

1. Pollutant loads from draft EIR/EIS Table 17, page 38 of Part 6 – Hydrology and Water Quality Technical Report.
2. Annual Stormwater runoff from Table D-19, Part 6 – Hydrology and Water Quality Technical Report.
3. California Toxic Rule, 40 CFR Part 131. Saltwater values used for Santa Monica Bay. Freshwater values used for Dominguez Channel.

### 6. The current description of the BMPs that will be implemented to fulfill the Master Plan Commitment HWQ-1 is woefully insufficient.

The draft EIS/EIR states the Master Plan Commitment HWQ-1 is to design the storm water system to meet

- a) The requirements in Los Angeles County's SUSMP through incorporation of source control, structural, and treatment control BMPs, and
- b) these BMPs will be designed to achieve "no net gain in pollutant loads discharged to receiving water bodies."

Given the significant size of the proposed project alternatives and the number of different types of land uses the project will encompass, design and implementation of



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BMPs will be a significant part of the project. However, there are no details provided on the specific types of BMPs that will be installed, their locations in the project, who will maintain them and how they will be monitored to determine whether the HWQ-1 goals are met. In addition, there is no discussion of how the "no increase in net loading" promise will be kept during years of high rainfall.

Since the pollutant loadings from the proposed alternatives are large and the potential impacts to the receiving waters significant, the EIS/EIR cannot adequately assess the water quality impacts of the proposed alternatives without a more comprehensive and detailed discussion of the feasibility to design BMPs that will ensure no net increase in pollutant loadings.

#### **7. The draft EIS/EIR fails to assess the water quality impacts associated with the aerial deposition of contaminants from the project operations.**

One of Heal the Bay's biggest concerns is the lack of a scientific analysis on the impacts of LAX expansion on aerial deposition of contaminants in the Los Angeles Basin. Heal the Bay is greatly concerned about the impacts of LAX expansion on pollutant loadings to Santa Monica Bay and the tributaries discharging to the Bay. Aerially deposited contaminants can either land in the Bay directly or on hard surfaces that get scoured during a rain. All of these contaminants get discharged to Santa Monica Bay without any treatment whatsoever. The Southern California Coastal Water Research Project has performed numerous studies over the last twenty years that have demonstrated that both dry-weather and stormwater runoff from Ballona Creek (adjacent to LAX) is toxic to marine life. In fact, both Ballona Creek and Santa Monica Bay are listed on California's S.303d list as impaired water bodies for a wide variety of pollutants including heavy metals, PAHs and toxicity. In addition, all land east of Sepulveda Blvd. drains to Dominguez channel, the most polluted water body in the Los Angeles/Ventura County region.

Recently, UCLA and SCCWRP researchers released a report entitled *Measuring and Modeling of Atmospheric Deposition on Santa Monica Bay and the Santa Monica Bay Watershed* to the Santa Monica Bay Restoration Project (Stolzenbach et al., 2001). Researchers found that the annual rate of atmospheric deposition of trace metals was significant (up to 50% for some metals) in comparison to other inputs of metals (sewage treatment plants, the Chevron refinery) to the Bay. They also found that the annual total of atmospheric deposition of metals to the Santa Monica Bay watershed and the Bay was predominantly the result of daily dry deposition throughout the year, not the result of Santa Ana conditions or wet deposition.

This was the first significant study of aerial deposition of contaminants in the Southern California. Due to funding constraints, the study focused on the Santa Monica Bay watershed as a whole, and not on individual point sources of contaminants. Also, the study focused on metals with very little effort to assess the aerial deposition of organics to the watershed and the Bay. Both of these issues are of





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great concern because LAX is a major source of aeriaily deposited contaminants to Santa Monica Bay and the watershed.

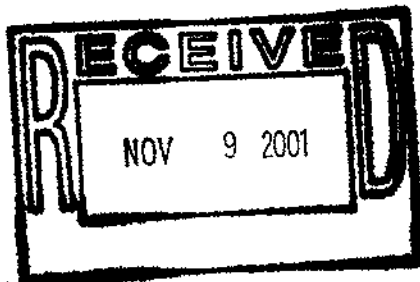
Within this D-EIS/EIR LAX should have assessed their current impacts on aerial deposition within the Santa Monica Bay watershed, the Bay, and the Los Angeles Basin as a whole. While the UCLA-SCCWRP aerial deposition study was being designed, LAX was approached to provide funding to assess the role of the airport on aerial deposition in the watershed and to the Bay. For whatever reason, LAX chose not to provide additional funding for the study so the impacts of the airport, arguably the largest single source of aeriaily deposited contaminants to the Bay, was not assessed. Unfortunately, without data on the current contribution of aeriaily deposited contaminants to the Bay and watershed, it is impossible to accurately estimate the impacts of LAX expansion on pollutant loadings to the watershed and the Bay. Heal the Bay strongly urges LAX to fund a specific component of UCLA's follow-up study in order to assess LAX's environmental impacts on pollutant loadings to Santa Monica Bay. Phase II of the study will begin very soon.

As you know, Santa Monica Bay, Ballona Creek and Dominguez Channel are all listed as impaired for a variety of contaminants on California's S.303d list. As such, Total Maximum Daily Loads (TMDLs) must be developed for all contaminants in these waterbodies. Estimates of pollutant loads from LAX to these receiving waters will be a critical portion of these TMDLs. There is a strong possibility that LAX will get assigned Waste Load Allocations for heavy metals, PAHs and maybe even toxicity as part of these TMDLs. The TMDL approach leads to reductions in pollutant loads to impaired water bodies, not increases. Any alternative for LAX expansion must take in to account the TMDL process, loadings from aerial deposition, and the need to reduce contaminant loads to impaired waters. The D-EIS/EIR does not take any of these issues in to account and certainly does not include an assessment of the impacts of any of the LAX alternatives on these critical water quality issues.

Sincerely,

Mitzy Taggart  
Staff Scientist

Mark Gold, D.Env.  
Executive Director



November 6, 2001

Mr. Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan - Rm. 218  
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Los Angeles, California 90009-2216

Mr. David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007 - World Way Postal Center  
Los Angeles, California 90009-2007

Re: LAX Expansion

Gentlemen:

My husband and I are 20-year residents of Westchester, and as concerned neighbors of LAX, we've been involved in one way or another in the battle against the continuing onslaught by LAX to completely swallow up our community. There are many technical inaccuracies in the Riordan LAX Master Plan, most of which have been articulated by people far more knowledgeable than me.

Nevertheless, I would like the record to reflect our disapproval of the referenced EIR/EIS, as well as the naïve approach taken by our newly-elected Mayor James Hahn. Former Mayor Riordan's 12,000 page report does not adequately address safety issues, even pre-terrorist attacks. The placement of National Guard Troops at our airports are merely for good PR, and offer little deterrent to determined suicidal zealots. Unless and until all baggage, including that which is placed in the cargo hold of the plane, is thoroughly examined by whatever means is necessary (CT scan, human checking, etc.), and every bag is matched to a passenger boarding the plane, our safety is in jeopardy.

There has been talk about "renovating" LAX for security purposes. PLEASE... Everyone is aware that renovation is a euphemism for expansion!

We cannot understand the reasons behind proposing the federalization of baggage screeners. The public finds little comfort in that fact for the simple reasons that the "FEDERAL" Aviation Administration (FAA) has whined about LAX's poor safety record vis-à-vis near misses on runways, yet it has not had the will to regulate flights into and out of LAX. Unless the FAA and LAWA have the courage to stop pandering to the airlines, our airport will never be safe because at the rate we've been going, if the terrorists don't get us, we'll get ourselves!

And by the way, wasn't it the "FEDERAL" Bureau of Investigation (FBI) that has had major security breaches within its own ranks due to complacency?

What about increased traffic, both in the air and on the ground, which of course translates into more noise and pollution?

PC02595

Mr. Jim Ritchie, Deputy Executive Director  
and Mr. David B. Kessler, AICP  
November 6, 2001  
Page Two

Mayor Hahn's commitment to limit growth at LAX flies in the face of his appointments to the Board of Airport Commissioners, having reappointed several of Former Mayor Riordan's appointees, who by the way, have been PRO-LAX Expansion, but who now claim to have abdicated their convictions about the necessity to expand LAX in order to follow their new leader. Why do we have Airport Commissioners if they are there simply to do the bidding of the Mayor?

Further, Mayor Hahn's expectation that any meaningful dialogue can be engaged in with respect to his new alternative proposal when only an abstraction has been presented to the public. Incidentally, we may not have the clout or credentials of constituents in certain other parts of Los Angeles, but we should not be underestimated and insulted.

California has always been a leader... we led the movement towards cleaner car emissions, and the nation as well as other countries followed. Because smoking was banned on flights originating in and bound for California, other states and countries have followed our lead.

Now it's our turn to follow the standards set by other countries in the area of airport security.

We respectfully request that the existing EIR/EIS be declared obsolete, and we welcome the opportunity to become involved in real dialogue with any and all agencies who would be willing to explore a truly regional solution to our air traffic dilemma.

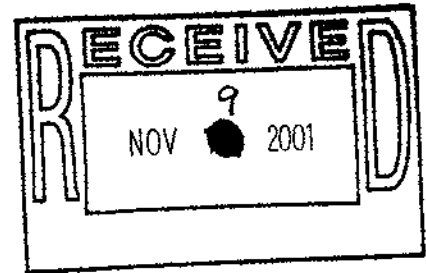
Sincerely yours,

*Mary Jane + Mark Ludwig*  
Mary Jane and Mark Ludwig

6373 Riggs Place  
Los Angeles, California 90045-1239  
(301)649-5171

PC02595

Attn: Mr. Jim Ritchie  
Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216



November 9, 2001

Dear Jim Ritchie,

As longtime residents of Westchester, all of our families have put their hearts and souls into making this community comfortable to live in. With each one of the airport additions, we have tried to work them into our lives. But now, it seems like it is all going to be taken away from us, if the proposed expansion takes place. The future of Westchester and El Segundo and other heavily populated communities around us, all hang in the balance. Is there no end to it ?

Since the events of September 11<sup>th</sup>, we are even more concerned than ever. In the event of an attack on LAX, especially if there is added expansion or more air traffic, it could cost us and our nation, loss of life, even beyond that of the Twin Towers disaster in New York. Too large of an airport, with all the surrounding communities, makes us a 'sitting duck' for a terrorist attack.

If any of us were able to survive, it would become almost impossible to start all over again. Many of us here, have been dedicated to helping each other for more than 50 years now. In recent years, we have been attracting numerous younger families with their children, who are also delighted with the sense of an untroubled community, as well. They are looking forward to a comfortable place to live and grow.

It seems like the wise thing to do, would be to follow the example of several other major airports in the United States that have limited their sizes or relocated their sites. Denver, Chicago and New York, all had similar problems, and they finally moved their major facilities about 20-30 miles outside of the city limits.

The ideal spot for a major Los Angeles airport for the city, could be in Palmdale, just to the north of us, which already has good runways. It will probably never out grow itself there. It ought to be more convenient for dispersing cargo shipments too. A short rail system could be set up to transport people, through or over the mountains, where a central receiving station could be located on the city side to disperse passengers to all parts of the Los Angeles basin. Then so many passengers wouldn't have to drive so far to get to LAX.

The Los Angeles basin has enough other airports in other outlying areas of southern California that should help to carry their own load, in order relieve our terrible congestion. Also, March Air Force Base, in the inland empire, has good runways too, which is still sitting empty.

LAX is long over due for a location change, in order to allow for expansion !

PC02596

Most of us have felt comfortable with an airport that was a reasonable size. But as LAX keeps expanding, we have been forced to tolerate each new addition and our concerns and requests have been completely ignored. This final push for another runway will eventually take away all we have worked for, as well as our sanity. The latest expansion plans for the airport will completely destroy our communities !

Our loss will be great, at least 250 businesses will be taken from us, and we will be forced to drive greater distances to buy food and other necessities. We will be left with only about a two city blocks wide downtown district. And if the LA Department of Transportation gets it's way to widen Sepulveda Boulevard to 8 lanes, and remove more businesses, Westchester will almost be wiped out !

With more jumbo jets arriving and taking off, 'around the clock', and almost on top of us, it will be extremely difficult for our schools and universities, to operate, and church services to be held. The few shops that will be left, will have a hard time trying to survive. So many people will be out of jobs. Sound proofing our homes hasn't help a lot either, and we might as well forget about relaxing in our back yards. Presently, sound levels already reach 65 decibels.

Many long time residents have been driven out of their homes and forced to relocate, due to this continual expansion all along the airport corridors. The surrounding communities are also affected by a constant spray of a soot and oily residue from the jets exhaust. It settles on cars, pitting the paint, and on homes and plants, even floating on the water in swimming pools and fish ponds, causing damage and excess upkeep.

Trying to breathe fresh air is often difficult, adding to the residents Asthma and other respiratory problems, partially caused by this exhaust residue, which saturates the air around us. Before recent events, traffic was already beginning to be a major problem, also, with so much congestion on all the highways by people driving from all over the city to catch flights.

As far as the noise at night goes, I wish someone from the Airport Commission would come to my house, just to hear the roar of engines that we have to put up with during a 24-hour period. It's bad enough now, but can you imagine how unbearable it will be with closer runways and more aircraft over our neighborhoods, especially for those people who live closest to the north runway? Not much attention is paid to the night curfew issue, either. Of course, during this tragic time, I can understand why flight schedules are very unusual.

Why can't we just be good neighbors and have a community, friendly airport (without the latest north runway)? Everyone would happier and healthier again. Palmdale could be a life saver !

Sincerely yours,

8227 Westlawn Ave., Los Angeles, CA, 90045  
(310-670-7566), E-mail, [Bevewest@pacbell.net](mailto:Bevewest@pacbell.net), Website - [BeverlyFredricks.com](http://BeverlyFredricks.com)

cc: David B. Kessler, AICP, Ruth Galanter, Councilwoman, and Jane Harman, Congresswoman

PC02596

**Russell A. Lund, Ph.D., P.E.**  
*Metallurgical and Engineering Consultant*

8406 Loyola Boulevard  
Los Angeles, CA 90045

phone (310) 670-7970  
facsimile (310) 645-5831

November 9, 2001

Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Re: Draft EIS/EIR Comments

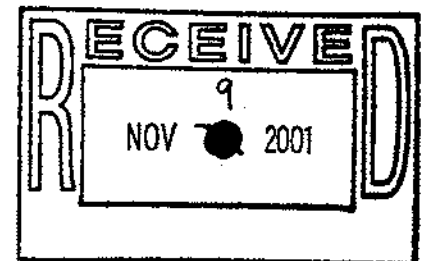
After careful consideration, and review of several portions of the extensive Draft EIS/EIR document, on September 20, 2001 I submitted an eight-page letter presenting my comments and criticisms of LAWA LAX expansion proposals. I have since read that, motivated by the change in our world caused by the September terrorist attacks, fundamental changes in the proposals are now under consideration. I am not aware that details of any such changes have been made public. LAWA cannot proceed with major airport modifications or expansion without providing the public an opportunity to review and comment. LAWA must offer a new, detailed, and complete plan for public comment. To do otherwise would violate the trust placed in our governing bodies, and might well be illegal. I do not want my tax dollars spent in court trying to justify a program that I've not even had an opportunity to review.

Sincerely,



Russell A. Lund, Ph.D., P.E.

eis-eir comments 2.doc

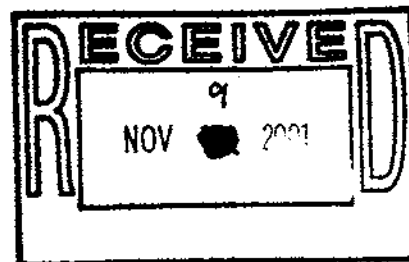


PC02597

# Los Angeles Business Advisors

**SAM P. BELL**  
President

November 8, 2001



Mr. Jim Ritchie  
Deputy Executive Director  
Los Angeles World Airports  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Mr. Ritchie;

The Los Angeles Business Advisors considers adequate air transportation capacity in Southern California to be a very high priority. Clearly we are one interdependent economy that must engage in a competitive global economy where convenient and accessible air transportation is a vital necessity. Regardless of the ultimate configuration of a regional airport system, LAX will remain the primary international hub in Southern California.

We support prioritizing security and safety as the modernization process of LAX progresses. When the final details of the revised project are unveiled we will respond more specifically. In conclusion, we are pleased that the Mayor and Los Angeles World Airport staff has moved expeditiously in responding to a crisis in civilian aviation.

Sincerely,

Sam P. Bell

SPB/kg

November 8, 2001

Mr. Jim Ritchie  
LAX Master Plan



Dear Sir:

In light of heightened security concerns for LAX after Sept. 11th's events, I support a combination of Mayor Fahn's Alternative 5 Proposal + regional airport expansion Plan for the LAX master Plan.

The features I support in Mayor Fahn's proposal include:

1. Capping LAX at 78 million annual passengers
2. No ring road
3. No western Terminal
4. Removing parking lots in the Central Terminal area
5. Constructing a New "check-in" bldg. with parking east of CTA
6. Moving runways further apart

I do not support the extension of the No. Runway over Sepulveda Blvd, causing the loss of some Neilson Pk. homes + partial loss of Westchester's Central Business District.

Secondly, since the population is growing faster near proposed regional airports (Ontario, Palmdale, Orange Cty., etc.) than near LAX (according to U.S. Census + SO. CA. Association of Governments data), it would be very sensible to have airports in these areas absorb some of the expansion proposed for LAX.

Please do your best when discussing <sup>the</sup> Alternative 5



**RECEIVED** <sup>the</sup> LAX Master Plan  
Proposed with Mayor Hahn to delete expansion  
of the ~~North~~ runway over Sepulveda and to  
promote a plan of regional expansion  
instead of a mammoth LAX expansion.  
As a homeowner and voter here in  
Westchester, I want our community  
not to be spoiled with additional  
traffic and <sup>noise</sup> air pollution, resulting  
from an unwise LAX expansion.

Thank you for your help.

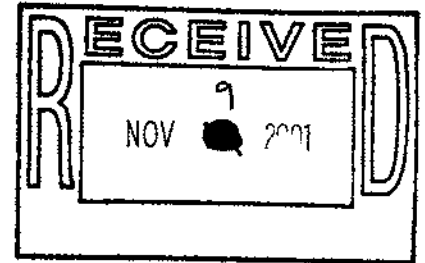
Sincerely yours,  
Jeanine F. Sheehan  
7948 Agnew Ave.  
Los Angeles, CA 90045

P.S. My husband & I voted for Mayor Hahn.

November 8, 2001

Cathy Lindsay  
7109 Knowlton Place  
Los Angeles, CA 90045

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
AWP-611.2  
Post Office Box 92216  
Los Angeles, CA 90009-2216



Dear Mr. Ritchie -

I have already written to you, opposing the LAX Expansion, but I am writing again, because additional considerations have evolved as a result of the September 11<sup>th</sup> World Trade Center attacks. Many people in this area feel as I do, that expanding LAX would make our area more of a target for terrorists, which is the last thing we want! In addition, with the airlines doing so poorly, and people being reluctant to fly, expanding at a time like this would be ridiculous.

Mayor Hahn has tacked on an "Option 5" plan, which he claims focuses on security, rather than expansion. However, his plan would still allow for raising capacity to 78 million, when the all-time high was 67 million, or 27 million over current capacity! If we raise capacity by almost 100%, how many people will REALLY be coming through our airport? How will the increase in jet fuel and car exhaust affect those of us who breathe this air every day? Why should our neighborhood bear the weight of more pollution and traffic congestion, not to mention more lost homes, when there are outlying areas eager to share in a plan for a regional solution?

I strongly resent the fact that Mayor Hahn has tried to push this fifth plan through at the last minute, tacking it onto the Master Plan - without an EIR, or any consultation with members of the community this will affect most. Last-minute hearings on the plan were scheduled for this week, but not one was held in Westchester. I feel he has shown a complete lack of consideration for our community, and I find it hard to believe that throwing in this eleventh-hour plan is even legal!

Please listen to our voices, even though our mayor won't.

Sincerely,

*Cathy Lindsay*

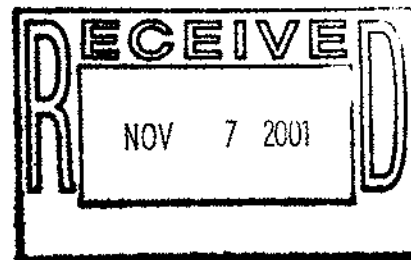
PC02600

November 5, 2001

David B. Kessler, AICP  
U. S. Dept. of Transportation.  
Federal Aviation Administration  
P.O. Box 92007 - World Way Postal Center  
Los Angeles, CA 90009-2007

and

Los Angeles World Airport  
LAX Master Plan - Room 218  
Attention: Jim Ritchie  
P. O. Box 92216  
Los Angeles, CA 90009-2216



REFERENCE: LAX Draft Master Plan and Draft EIS/EIR

And

REFERENCE: U.S. EPA's Detailed Comments on DEIS/R for LAX Master Plan Improvements - September 24, 2001 with Letter dated September 24, 2001 from Enrique Manzanilla, Director, Cross Media Division, U.S. Environmental Protection Agency to William C. Withycombe, Regional Administrator, FAA Western-Pacific Region.

The following comments are submitted to be included in the public record of the LAX Draft Master Plan and Draft EIS/EIR.

The September 24<sup>th</sup> letter from Mr. Manzanilla to Mr. Withycombe states that:

1. All three action alternatives, as well as No Action, cause violations of the National Ambient Air Quality Standards;
2. The DEIS/R acknowledges high adverse impacts from aircraft noise;
3. There are potential adverse health effects from air pollution increases, especially diesel particulates;
4. The LAX Master Plan proposals fail to fully analyze a regionally-based alternative.

These serious objections, as well as others specified in the cited documents, should be given full consideration.

A new plan for LAX must be prepared based on a regional Southern California solution encompassing a three-county or a five-county area.

*Barbara G. Burns*

Barbara G. Burns  
7314 Kentwood Avenue  
Westchester, CA 90045-1224

cc: U. S. Senator Barbara Boxer  
U. S. Senator Diane Feinstein  
U. S. Representative Jane Harman  
Los Angeles County Board of Supervisors:  
Michael Antonovich, Yvonne B. Burke, Gloria Molina, Donald Knabe, Zev Yaroslavsky  
Los Angeles Mayor James Hahn  
Los Angeles City Councilwoman Ruth Galanter

PC02601

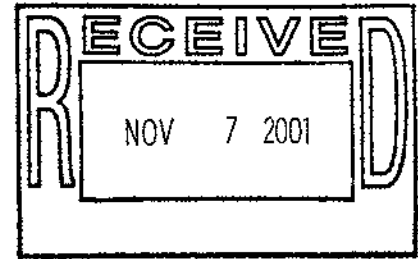
September 23, 2001

David B. Kessler, AICP  
U. S. Dept. of Transportation.  
Federal Aviation Administration  
P.O. Box 92007 - World Way Postal Center  
Los Angeles, CA 90009-3615

and

LAX Master Plan  
Los Angeles World Airport - Room 218

Attention: Jim Ritchie  
P. O. Box 92216  
Los Angeles, CA 90009-2216



REFERENCE: LAX Draft Master Plan and Draft EIS/EIR

The following comments are submitted to be included in the public record of the captioned proposals.

Los Angeles International Airport is endangering public health and safety in at least two major ways.

Surface streets near LAX are gridlocked already, so expansion of the airport is more than impractical, it is foolhardy. Also, the 405 Freeway, the main multi-lane highway to LAX, is already at capacity. After the September 11<sup>th</sup> terrorist attacks during the several days LAX was closed or offering limited service, traffic on the local streets and the 405 Freeway was vastly reduced. Local street traffic was reduced by 60% and 405 Freeway traffic by 40%, according to one estimate.

It is obvious that LAWA cannot handle more passenger and cargo planes at LAX because access to the airport is gridlocked already.

Similar congestion exists in the airspace over the central and western part of Los Angeles because of excess volume flying into LAX.

The congestion on the streets, highways and in the air are putting thousands of citizens at risk daily from airplane crashes, traffic accidents, air pollution and noise impact.

*Barbara G. Burns*  
Barbara G. Burns

7314 Kentwood Avenue  
Westchester, Ca 90045-1224

cc: U. S. Senator Barbara Boxer  
U. S. Senator Diane Feinstein  
U. S. Representative Jane Harman  
Los Angeles County Board of Supervisors:  
Michael Antonovich, Yvonne B. Burke, Gloria Molina, Donald Knabe, Zev Yaroslavsky  
Los Angeles Mayor James Hahn  
Los Angeles City Councilwoman Ruth Galanter

PC02602

November 5, 2001

✓ David B. Kessler, AICP  
U. S. Dept. of Transportation.  
Federal Aviation Administration  
P.O. Box 92007 - World Way Postal Center  
Los Angeles, CA 90009-2007  
and  
Los Angeles World Airport  
LAX Master Plan - Room 218  
Attention: Jim Ritchie  
P. O. Box 92216  
Los Angeles, CA 90009-2216

REFERENCE: LAX Draft Master Plan and Draft EIS/EIR

And

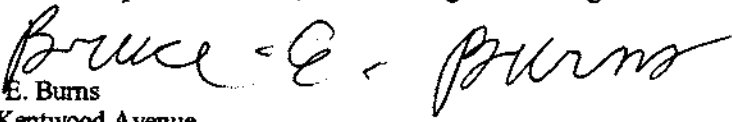
REFERENCE: U.S. EPA's Detailed Comments on DEIS/R for LAX Master Plan Improvements-September 24, 2001 with Letter dated September 24, 2001 from Enrique Manzanilla, Director, Cross Media Division, U.S. Environmental Protection Agency to William C. Withycombe, Regional Administrator, FAA Western-Pacific Region.

The following comments are submitted to be included in the public record of the LAX Draft Master Plan and Draft EIS/EIR.

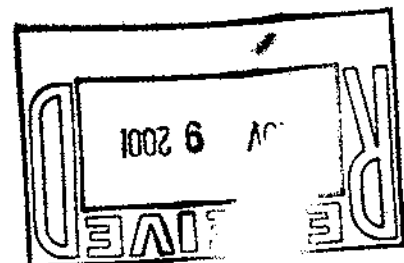
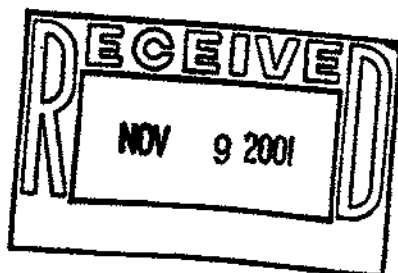
The pollution produced by LAX can injure and kill people. The referenced documents from the EPA prove that LAX, even with no expansion, inflicts upon residents of the area dangerously unhealthy air.

The LAX Master Plan and all five of the Alternatives are totally unacceptable. They should be completely removed from consideration on the basis of environmental evidence alone.

A new plan for LAX, conforming to existing clean standards, must be prepared.

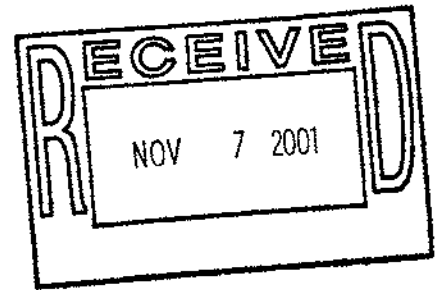
  
Bruce E. Burns  
7314 Kentwood Avenue  
Westchester, CA 90045-1224

cc: U. S. Senator Barbara Boxer  
U. S. Senator Diane Feinstein  
U. S. Representative Jane Harman  
Los Angeles County Board of Supervisors:  
Michael Antonovich, Yvonne B. Burke, Gloria Molina, Donald Knabe, Zev Yaroslavsky  
Los Angeles Mayor James Hahn  
Los Angeles City Councilwoman Ruth Galanter



PC02603

November 6, 2001



David B. Kessler, AICP  
U. S. Dept. of Transportation.  
Federal Aviation Administration  
P.O. Box 92007 - World Way Postal Center  
Los Angeles, CA 90009-3615

and  
LAX Master Plan  
Los Angeles World Airport - Room 218  
Attention: Jim Ritchie  
P. O. Box 92216  
Los Angeles, CA 90009-2216

REFERENCE: LAX Draft Master Plan and Draft EIS/EIR

The following comments are submitted to be included in the public record of the captioned proposals.

Alternative 5 patches some revisions on the LAX Master Plan in a feeble attempt to redeem it.

The Los Angeles area needs a safe airport, with a guaranteed cap of no more than 65 MAP. The 78 MAP in Alternative 5 will not relieve the over-crowded airspace. Therefore, Alternative 5 is unacceptable.

Alternatives A, B and C are unworkable. The No Action/No Project Alternative wrongly allows existing projects and excessive MAP.

Thus, it is obvious that the LAX Master Plan is a flawed concept. The LAX Master Plan and all of its five alternatives should be completely abandoned.

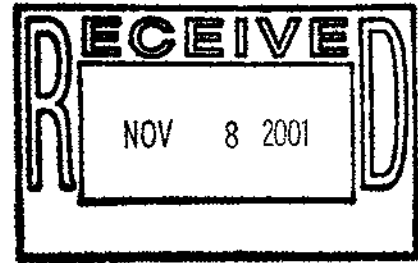
A handwritten signature in cursive script that reads "Bruce E. Burns".

Bruce E. Burns  
7314 Kentwood Avenue  
Westchester, CA 90045-1224

cc: U. S. Senator Barbara Boxer  
U. S. Senator Diane Feinstein  
U. S. Representative Jane Harman  
Los Angeles County Board of Supervisors:  
Michael Antonovich, Yvonne B. Burke, Gloria Molina, Donald Knabe, Zev Yaroslavsky  
Los Angeles Mayor James Hahn  
Los Angeles City Councilwoman Ruth Galanter

PC02604

JIM RITCHIE  
City of Los Angeles  
Lawa  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-2216



Dear Mr. Ritchie,

Comments pertaining to the EIS/EIR

#1. Project the number of passengers, number of aircraft operations, amount of cargo tonnage, etc. that would exist in the year 2015 if no LAX expansion takes place.

#2. Project the number of potential job losses or gains if one of the four expansion project is not adopted.

FAA regulations require that the 'total proposal' be considered. The regulations state the "total proposal includes the proposed action and all other actions reasonably related to it in time and probability." On this basis I have the following questions and comments. The EIR/EIS should address any mitigation activity they might incorporate as a result of the LAX Master Plan evolution.

#3. What will be the landing and takeoff patterns for all alternatives?

#4. What will be the impacts and mitigation measures for any change in landing and takeoff flight paths?

#5. What will the environmental impact be when more commuter planes are jets and carry 50 or more passengers on any proposed runway used for primarily commuter aircraft? What mitigation measures will be implemented?

#6. What affect will the increase capacity of LAX have on over ocean takeoff and landing procedures from 12:00 a.m. to 6:30 a.m.? Will this over ocean window be decreased as a result of increased operations?

#7. What affect will increased aircraft traffic have on preferential runway utilization of 24R and 25L?

#8. Will a potential new Primarily Commuter Runway be used for west to east takeoffs in inclement weather? If so what will be the landing and takeoff flight path patterns?

What will be the mitigation procedures?

A. How about flyovers and wave offs of possible west to east landings?

What will be the mitigation procedures?

B. How about flyovers and wave offs of east to west landings? What will be the mitigation procedures?

C. Where will the air traffic controller direct those aircraft to fly? Where will the flight paths be located?

D. What size planes would be able to use the so-called commuter runways? (727, A320, 757, etc.)

#9. What effect will the changing of the landing and takeoff thresholds have in changing the noise contours and the distribution of polluted air if any of the existing runways are

extended to the east and/or north and/or south?

(The thresholds will no doubt change if any runway is extended especially toward the east has been presented on some of the alternatives.)

#10. How will the FAA improve on the methods to enforce its own rules and regulations pertaining to:

A. no turns until the aircraft crosses the shoreline,

1. Under what conditions may this rule be changed?

B. utilization of the inboard runways at all possible times instead of outboard runways,

1. Under what conditions may this rule be changed?

#11. What changes in your 'Rules and Regulations' could be anticipated with the expansion of LAX?

#12. What potential flight paths, for take offs and landings, will be used for all existing runways and all potential new runways in each concept?

#13. What effect will 'single' event noise have on the adjacent neighbors as a result of LAX expansion? Please include in your answer this very important item of single event noise.

#14. What impact would the increase of minimum flying elevations to 2000' of all helicopters in the LAX area have on any expansion program. Where is this mentioned in the EIS/EIR.?

#15. This concept should have been included in the EIS/EIR. The FAA should have considered 60 DNL (CNEL) as a new measuring standard since single event operations will increase at LAX as well as most every major airport in the U.S.A., over time, and we know people complain about single event noise not DNL (CNEL) noise.

#16. If the FAA is no longer involved in the 'promoting of air commerce, then I suggest you allow LAX to use the ARTS III system of reporting procedures of aircraft operations to be used for enforcement purposes of FAA and LAX Rules and Regulations. This should be included as a mitigation measure to lessen negative environmental impacts as a result of increased aircraft operations.

#17. Will one of the mitigation measures be to have the ATC hold an aircraft in a landing pattern longer in order to avoid a wave-off when there may be congestion on the runways? This should be considered.

#18. What impact will reducing the separation of independent parallel instrument approaches below 4500' or even going as low as 2500'?

#19. Consideration should be given for the FAA to help LAX enforce their Rules and Regulations to mitigate noise?

The Master Plan Brochure states on the first inside page, first paragraph, "The purpose of the LAX Master Plan process is to allow the Los Angeles Department of Airports the best means possible to determine: How best to ensure (my highlight) that the impact of LAX improvements will also improve (my highlight) the environment and quality of life." It appears that this is a commitment by the LAX Department of Airports to the local communities. Is it??

#20. Include in the EIR/EIS materials the methods you plan to use to ensure and improve the environment and quality of life.

#21. Explain how you plan to ensure and improve the environment and quality of life if of the approximate 91 'Initial Study Checklist' items 20 say no impact and the other 71 say yes there is an impact or maybe there will be an impact.

#22. Please give all the potential new runways an identifying number such as 26, etc.



#23. Provide the exact boundaries by street name and number of dwelling units, businesses, hotels, etc. in each concept that may be included in any land acquisition program.

#24. Describe commuter aircrafts that may be using a potential new 'commuter' runway.

#25. Prepare noise contour maps to project the noise contours for five year periods for all Lax Master Plan Project concepts.

#26. All direct and indirect impacts of the proposed actions and their alternatives must be considered. Amongst these are:

1. Air space.
2. Water quality
3. Social impacts
4. Land use
5. Air quality
6. Hazardous waste
7. Flight safety
8. Noise

#27. Did the EIR/EIS address the noise impacts resulting from the combination of the Airside expansion proposed, such as constructing new runways and extending and moving existing runways?

#28. Did the EIR/EIS address the increased noise impacts resulting from the increase of operations, as well as the dispersion of the noise over a larger area to the east, north, and south?

#29. Did the EIR/EIS should address single event noise analysis? (The FAA specifically has agreed to include single event analysis at Minneapolis-St. Paul International Airport, Memphis International Airport, Detroit City Airport, Philadelphia International Airport, and Baltimore International Airport.)

#30. Did the EIR/ EIS must not only examine the combined effects of the actions proposed in the Master Plan, but also consider the combined effects of the proposed actions with other projects both on and off airport property?

#31. Consider another Master Plan option of expanding the airport without adding any new runways.

#32. Consider limiting the new runways to turbo prop aircraft only.

#33. Consider the availability of other airports when their existing restriction expires such as Long Beach and John Wayne Airports.

#34. Consider the mitigation measure of expanding the existing airports or building a new airport in the distant future.

#35. Consider mitigation measures pertaining to the health of children and adults as a result of air and noise pollution.

#36. Considered mitigation measures which will lessen the harmful effects of noise and air pollution in the learning process of young people.

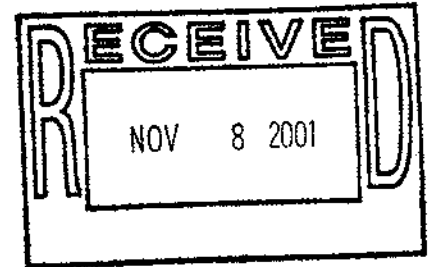
Thank You,

Roy Hefner  
6548 W. 80 th Place  
Westchester, CA 90045-1404

To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Public Comments

From: Jay L. Edie  
7517 Earldom Ave. Playa del Rey, CA 90293  
Comments Re: LAX Master Plan



1. The recent terrorist attack on WTC will likely reduce demand for air travel significantly for an extended time period due to the increased cost of security as well as passenger fears. **Therefore, all plans for LAX expansion should be suspended pending further demand and security evaluations.**

2. There are three components of surface traffic to/from LAX that need to be addressed in better ways, even at the present traffic levels.

(a) Passengers: There is now and in all LAWA proposed LAX expansion alternatives too great a concentration of surface traffic into the terminal areas. The proposals to build added parking facilities at the west end of the LAX property will add to rather than reduce surface traffic congestion. **Therefore, all private vehicles should be banned from LAX and the passenger parking structures eliminated. Remote parking east of LAX with people movers should be used.**

(b) Cargo: The principal regions within Greater Los Angeles which are the destinations/sources of most air cargo are remote from LAX. There appears to be inadequate assessment of the impact of any increases in truck traffic and the huge costs of providing necessary freeway and other infrastructure improvements that would be required if LAX air cargo were increased. **All cargo-only flights should therefore be banned from LAX and relocated to Ontario and Orange County airports.** This will require adding Federal Customs capabilities at those other airports, which is much lower cost than road improvements and should be done anyway.

(c) LAX Employees: People who work at the airports constitute a major fraction of the surface traffic in/out of the LAX area. **There should be much greater use of incentives to these people to use mass transit and people movers from remote locations.** The ban of private vehicles from LAX should include those of people who work at LX. This will also improve airport security.

3. **Landing fees, parking fees, and other incentives should be used to eliminate small private aircraft from LAX and to shift much of the short haul passenger traffic to other regional airports.** This will make runway and taxiway time available for long haul passenger aircraft and so

PC02606

To: Jim Ritchie, LAWA

LAX Master Plan / Room 218

P.O. Box 92216

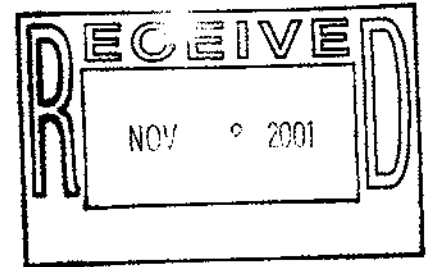
Los Angeles, CA 90009-2216

accommodate any needed growth of that segment and will significantly improve airports safety.

## Public Comments

PC02606

10518 5<sup>th</sup> Avenue  
Inglewood, CA 90303  
November 6, 2001



Jim Ritchie  
City of Los Angeles  
Los Angeles World of Airports  
Master Plan Office

Dear Mr. Ritchie:

I am opposed to the proposed expansion for Los Angeles International Airport. I have been a homeowner at the above address since 1970 when the air traffic was far less than what it is today. The homes in our tract are spacious and well built. Many of our neighbors have nice yards, patios, decks, spas and pools. We are at a point of retirement, having paid for our home, as are many of our neighbors. We are concerned that our property values will decrease in our community due to increased airport traffic.

Despite the no fly time between **midnight and 6:30 a.m.**, many airplanes are flying over our home. When I called to complain about airplane noise, I was told that the overcast conditions at LAX do not permit the landing and taking off of airplanes over the ocean. The coastline is very frequently overcast which means that **our nights are frequently violated by airplane noise.** Please see attached letter from the Aircraft Noise Complaint Hotline at LAX.

I do not believe that your Environmental Impact Study accurately documents the effects of increased aircraft emissions on the air quality, health of residents, and property in the flying zones. Since I have been living at my home I have seen a black sooty residue collecting on my home, my cars, plants and trees and it has increased since 1970. Surely this increase in residue is a direct result of aircraft emissions. The color of the paint on my home does not last as long as it did in times past. Additionally, we have been wondering if airplane emissions caused two orange trees and a grapefruit that were in our yard to die.

My son and daughter who were born while we have been living at this home both have been asthmatic since they were children. My other children who were older when we moved to our home do not have asthma. Did the environmental study responsibly document the effect of airplane emissions on the health of the children who attend the schools under the landing path of LAX? Has the environmental study responsibly documented the effect of airplane emissions on the health of residents of all ages?

I firmly believe that the increase in air traffic must be shared by Palmdale and Ontario airports and by developing the site at El Toro in Orange County. The skies over Inglewood and South Central Los Angeles are already over crowded, polluted and noisy.

Sincerely,

  
Elaine Barnett

C: Charles E. Dickerson, Inglewood District Attorney

PC02607



**LAX**

*Los Angeles World Airports*

July 16, 2001

Ms. Elaine Barnett  
10518 5th Avenue  
Inglewood, CA 90303

Dear Ms. Barnett:

Thank you for contacting Los Angeles International Airport (LAX) on Saturday, June 23, 2001, regarding six aircraft noise event(s) on Saturday, June 23, 2001. As part of our program of examining aircraft operations that result in community noise complaints, we have investigated the following noise incident you reported using flight track data from Federal Aviation Administration (FAA) radar:

- \* The airport was not in Over-Ocean procedures during the reported time period due to fog at the shoreline. This means that aircraft were arriving to LAX from the east instead of west, over the ocean. Regrettably, the FAA flight track radar data for this particular time period is not available, and therefore specific flight track information cannot be provided.

Los Angeles World Airports (LAWA) staff is committed to operating the airport as quietly as possible consistent with safety, and we place great emphasis on reducing noise from aircraft using the airport. To that end we have implemented noise abatement procedures. The LAX Over-Ocean operations procedure, which is in effect from midnight to 6:30 am, direct all aircraft traffic to fly over the ocean when arriving into and departing out of LAX, weather and safety conditions permitting. The run-up of aircraft engines for maintenance is prohibited between the hours from 11 p.m. to 6 a.m. The preferential runway use procedures maximize the use of the inner runways during the evening/early morning hours of 10 p.m. to 7 a.m.

Other noise abatement programs seek and receive voluntary compliance. Jet airplane operators conducting westerly departures are to avoid early turns before reaching the shoreline. LAWA monitors in-flight procedures such as the "loop departure" for minimum elevation and landfall requirements. Helicopter operators are advised to minimize their impact on nearby residential areas by using established routes and altitudes to approach and depart LAX.

LAWA monitors all departures and arrivals through the use of FAA radar flight tracks. When an aircraft deviates from a noise abatement procedure, an appropriate notification is triggered. However, airports do not have the authority to regulate aircraft in flight. FAA Air Traffic Controllers, along with

LAX  
Ontario  
Van Nuys  
Palmdale  
City of Los Angeles  
Richard J. Riordan,  
Mayor  
Board of Airport  
Commissioners  
John J. Aggolia  
President  
Mark E. Schaffer  
Vice President  
Lee Kanon Alpert  
Miguel Contreras  
Christopher C. Pak  
Cheryl K. Petersen  
Warren W. Valdry  
Lydia H. Kennard  
Executive Director

the pilots in command of their respective aircraft, have ultimate control of aircraft operations, including the direction, speed, and altitude of aircraft for both arrivals and departures.

Thank you again for voicing your concerns.

Sincerely,

*Kathryn Pantaja*

for  
Maurice Z. Laham  
Airport Environmental Manager

cc: FAA

Jim Ritchie  
City of Los Angeles  
Los Angeles World Airport  
Master Plan Office  
P. O. Box 92216  
Los Angeles, CA 90009-2216

November 5, 2001

Dear Sir

As a former LAWA Airport Commissioner, I want to voice my opposition to any expansion of LAX.

First, there have not been any adequate studies on aircraft capacity, either in the air or on the ground.

Second, The current ground access is totally inadequate for the current 80 MAP

Mayor Hahn's proposal, what ever it is, is based on "safety and security" If one was interested in safety and security, the answer would be in expanding the other airports in the region. There would not be the current congestion in the air and on the ground at LAX. Terrorists would have to destroy two or three airports to impact air transportation instead of one. Increasing the distance between the runways has nothing to do with safety or security. It will allow the giant Airbus to land. Neither customs or immigration can handle 600 passengers at one time. Ten days ago, I returned from Australia. Due to increased tail winds, we were ahead of schedule. There were several overseas flights arriving at the same time. Due to the number of people, it took a half an hour to clear immigration and another half an hour to clear customs. Instead of further destroying Westchester for the sake of a European Airbus, Ontario airport could be expanded to handle this larger plane. Even though the Sepulveda tunnel has been strengthened, will it support this monstrosity?

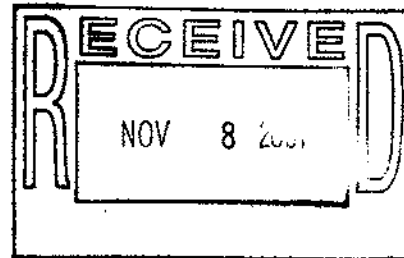
I do not believe that it is legal to consider Mayor Hahn's proposal without knowing exactly what it is and then having public hearings on that specific plan.

There are so many "errors of fact" in the current EIR, it should be scrapped.

Sincerely



D. A. "Curt" Curtiss  
Former Airport Commissioner  
7880 Vicksburg Ave  
Los Angeles, CA 90045





**TRANSPORTATION  
CALIFORNIA**  
Building for the Future

John B. Sandman, Chairman  
Teichert Construction

A. Frederick Gerstell, Vice Chairman  
National Stone Association

Mark A. Grasso, Treasurer  
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Dump Truck Operators Assn.

Michael Camello  
RMC Lanestar

Chuck Center  
Laborers Union

Don Doser  
Operating Engineers

James Earp  
California Alliance for Jobs

Al Fernandez  
Ingersoll Rand

Rich Gates  
De Silva Gates Construction

Jim Ghilotti  
Ghilotti Construction

Eric Haley  
Riverside County Transportation

Ed Kolish  
So. Calif. Contractors Assn.

Norman R. King  
San Bernardino Associated Govt.

Al Landes  
Herzog Construction

Paul Meyer  
Celsac

Jim Smack  
Vulcan Materials

James Walize  
Griffith Construction

David Walis  
Granite Construction

Lawrence W. Fisher  
Executive Director

Mr. Jim Ritchie  
Deputy Executive Director  
Los Angeles World Airports  
P.O. Box 92216  
Los Angeles, CA 90009-2216

November 5, 2001

Dear Mr. Ritchie:

Transportation California, a non-profit coalition dedicated to highway improvement and safety, wishes to go on record in support of continuing the LAX Master Plan process. Both LAX and ground transportation access to the airport must be improved to avoid gridlock and inconvenience for LAX travelers and the surrounding communities.

In light of the events of September 11, the Master Plan must be looked at from a new perspective, while keeping in sight the realities that have not changed. The people of Southern California and the state's economy depend on LAX and will not be well served if the airport and its access infrastructure remain inadequate and inefficient.

Certainly, security and safety must now take center stage with regard to LAX, but the problem of traffic congestion must also remain a central concern. The likelihood is that passenger and freight levels at LAX will "normalize" within a matter of years, if not months. This will happen whether or not the airport is improved.

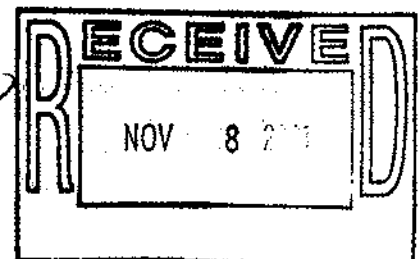
Before September 11, the recommended LAX Master Plan called for significant ground transportation improvements, including a ring road, a 405 Expressway and bringing the Green Line directly into the airport. Obviously, some of these elements will change as the plan is reconfigured, but it would be unfortunate if the emphasis on upgrading ground access is lost in the process.

The 405 is one of the most congested highways in California. While LAX is by no means a principal culprit in creating this congestion, there is no question that more efficient access to LAX from the 405 would ease the burden on this freeway. Likewise, the 105 and surface streets around LAX will all flow more freely if the LAX Master Plan includes major commitments to ground transportation.

We look forward to commenting on the revised LAX Master Plan as it evolves.

Sincerely,

*Lawrence W. Fisher*  
Lawrence W. Fisher  
Executive Director

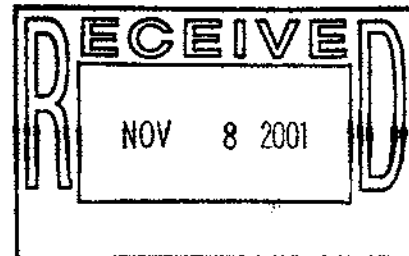




# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

<b>To:</b> David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> David A. Kerzie			<b>Date:</b> 06 November 2001
<b>Address:</b> 40714 25 <sup>th</sup> St. West			
<b>City:</b> Palmdale	<b>State:</b> CA.	<b>Zip Code:</b> 93551	
<b>Telephone (Optional):</b> 661-947-1569		<b>E-Mail (Optional):</b>	
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>	



Comments: I was unable to attend the public hearing held at Palmdale Airport last evening (5 Nov2001). The following comments are submitted concerning possible development/expansion of air service at Palmdale Regional Airport. The comments are personal opinions and do not necessarily reflect those of the USAF and aerospace contractors of which I have served with and been employed for over forty years.

1. Numerous attempts at providing commercial air service out of the Antelope Valley (both PMD and WJF) have failed through the last three decades. The demand for airline service and/or excuse to relieve traffic at LAX, in my humble opinion, simply does not exist at Palmdale.
2. Palmdale Airport is located at a relatively high elevation. The high pressure altitude coupled with the high outside temperatures common at Palmdale yield very high density altitudes. Those that are familiar with aircraft performance are aware of the limitations and possible safety implications especially when operating a heavy airplane in those adverse conditions.
3. A complex of Restricted Areas exist to the immediate north and northeast of Palmdale Airport. These areas include R2515, R2508, R2505, 2524, 2502, among others. Military test activities, which could include the live firing of missiles and other weapons, are conducted on a routine basis. The areas would preclude direct departure and arrival routes for aircraft to and from the north or northeast.
4. As far as I know, PMD is a military installation with respect to the runways and most of the surrounding facilities. Has consideration been provided for the military production and test activities that are currently conducted and planned for at Palmdale? For example....who would have priority.....a military or contractor test mission or arriving or departing commercial airline flight?

Items 2,3, and 4 above are provided in that they have never been addressed to my knowledge.

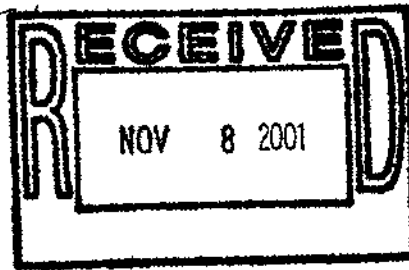
David A. Kerzie  
40714 25<sup>th</sup> St. West  
Palmdale, CA 93551

*Attach additional sheets if necessary.*

EDGAR H. FICKENSCHER

November 7, 2001

Mr. David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007



Dear Mr. Kessler,

We wish to reiterate our objection to the expansion of LAX. Not only would it destroy more of Westchester's business center and homes, but also the additional traffic and air pollution would affect the quality of life and health for Westchester residents.

Since the terrible events of September 11, 2001 led to the closing of the airport and subsequent increased security needs, we feel "all the eggs should not be in one basket." Make better use of Palmdale and Ontario airports. We also believe Orange County should carry its share at El Toro perhaps, instead of adding to the traffic at LAX.

Our city has done its part already and we should not be expected to sacrifice more.

Thank you for your consideration.

Sincerely,

Katherine E. Fickenschner

Edgar H. Fickenschner

7416 Stewart Ave.  
Westchester, CA 90045

PC02611

LAX MASTER PLAN UPDATE

Nov. 5th, 2001

Please notify me of the next meeting.

Last Saturday's meeting at L.A. High School I heard about on the radio and my car was in the shop. The announcement on the radio was too late for me to get a bus to that location.

Please notify me at the address below:



Mary E. Booth  
1019 Ozone Ave.  
Santa Monica, CA 90405

I work as a Travelers Aid every Saturday night at Terminal 1. I have come by bus since Sept. 11's event until allowed to park at T-1 parking and even last Sat. showed up by bus because my car was in the shop.

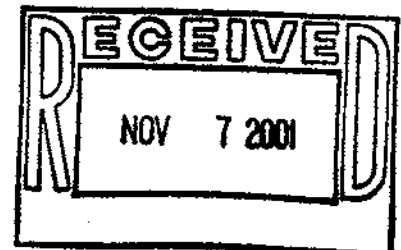
I am deeply concerned with the LAX MASTER PLAN .

I am encouraged with the rerouting of traffic into the airport since Sept 11; it is very good.

Much unfoldment and good is coming forth at LAX.

Sincerely,

*Mary E. Booth*  
*retired teacher*



PC02612

JANE HARMAN  
36TH DISTRICT, CALIFORNIA



COMMITTEES:

ENERGY AND COMMERCE

SUBCOMMITTEES:

TELECOMMUNICATIONS AND THE INTERNET

COMMERCE, TRADE AND CONSUMER  
PROTECTION

ENVIRONMENT AND HAZARDOUS MATERIALS

PERMANENT SELECT COMMITTEE  
ON INTELLIGENCE

SUBCOMMITTEES:

TERRORISM AND HOMELAND SECURITY  
RANKING MEMBER

TECHNICAL AND TACTICAL INTELLIGENCE

# Congress of the United States

## House of Representatives

Washington, DC 20515-0536

WASHINGTON OFFICE:  
229 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-8220  
FAX: (202) 226-7290

DISTRICT OFFICE:  
811 NORTH CATALINA AVENUE  
SUITE 1302  
REDONDO BEACH, CA 90277  
(310) 372-1600  
FAX: (310) 372-1622

WEBSITE: [www.house.gov/harman](http://www.house.gov/harman)  
E-MAIL: [jane.harman@mail.house.gov](mailto:jane.harman@mail.house.gov)

November 9, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Mr. Ritchie,

Enclosed with this letter are comments from more than 1,000 residents of the 36th Congressional District on the proposed expansion of Los Angeles International Airport.

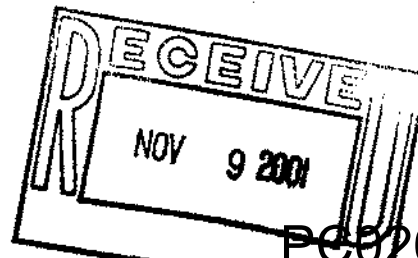
As you know, I expressed serious concerns about the proposed LAX Master Plan. I and many other residents of the South Bay and communities impacted by LAX expansion concluded that the plan would greatly increased noise, air pollution and traffic in our neighborhoods and ill-serve residents in other parts of our region. In July of this year, I led a coalition of Members of Congress, local elected officials and community leaders from Southern California who met with Transportation Secretary Norman Mineta and Federal Aviation Administrator Jane Garvey to urge them to work toward a regional approach to our air transportation needs. Secretary Mineta committed to the establishment of an inter-modal task force on aviation in Southern California.

Since September 11, Mayor Jim Hahn has proposed development of a new master plan that focuses on aviation security and safety. The Mayor has discussed incorporating a regional approach and taking steps to limit the volume or air traffic at LAX. I applaud the direction he has taken and look forward to studying the details of that plan once they are available.

While LAX priorities have changed, the community's views on the airport are still an important factor in any decisions about airport expansion. I urge you and the FAA to review these comments carefully and provide responses as directed by the EIR/EIS process. I have also attached a summary of those comments and the text of my public comments on the plan.

Sincerely,

JANE HARMAN  
Member of Congress



## **SUMMARY OF COMMENTS** **LAX MASTER PLAN EIR-EIS**

Congresswoman Jane Harman  
November 9, 2001

### **Against expansion**

#### **Overview**

After review of nearly one thousand constituent responses about the proposed LAX expansion, it is evident that a great majority (over seven hundred) of those who responded opposes the proposed "LAX Master Plan." Constituents throughout the district replied, and their concerns covered a broad range of issues related to the airport. Most frequently, issues with increased noise, traffic congestion, transportation, air and water pollution were raised, and most respondents favored a regional approach to the congestion problems at LAX. Some additional comments included safety and property value concerns relating to the proposed expansion of LAX.

#### **Noise**

One of the most frequently cited issues among constituents responding to the June mailer was that of increased noise in the areas surrounding the airport. Many respondents included in their opinions the fact that noise levels in their areas have become increasingly noisy and unbearable in the past years. Some constituents complained that noise from planes overhead wake them in the middle of the night, and that flights disturb them throughout the day. Other constituents even took the time to record the number of noisy flights over their homes and passed the information on to our office. The following are some assessments of the noise problem in the areas surrounding LAX, written by constituents:

- "We now have flights from LAX over our homes all day. The most annoying flights are from 1 AM, 2 AM- 4 AM which have increased the last year. The planes are extremely large, very noisy, and very low and still climbing. We are awakened and the whole house shakes. It sounds as if the planes are going to crash into our homes. We can't get back to sleep."  
- Clara Delperdang  
Torrance, CA
- "I have been scared out of bed in the middle of the night by

commercial aircraft, by sound levels I believe greater than 100 decibels, flying very unusual flight patterns. Although these have subsided in recent months, I have a grave concern these disturbances would resume if expansion is allowed."

- Tom Pacheco  
Redondo Beach, CA

- \* Our community is already plagued with air pollution and noise pollution. We are planning on moving from the area because of the air and noise pollution. But for our neighbors' sake, we want no more growth."

- Marianne and Gary Peattie  
Westchester, CA

- "As an Audobon Program docent at the Ballona Wetlands for the past nine years, I have noticed a constantly increasing amount of air traffic noise. It is now so bad that we must shout to be heard by the school children who are trying to have an outdoor learning experience. Airport noise pollution is ruining the wetlands for people."

- Barbara O. Courtois  
Redondo Beach, CA

- "Last night I laid sleepless in bed listening to the endless sound of jets taxiing...Unfortunately, this has been typical of late night noise, which has been on the increase over the past two years. That airport is maxed out, and so is the surface street traffic in the South Bay area."

- James Kokalj  
Hermosa Beach, CA

### Traffic

Another issue of major concern to constituents is the congestion and traffic in and around the LAX area. Many of those who responded referred to an increase in traffic both on the surface streets surrounding the airport and on the 405 and 105 freeways. Several made mention of literal gridlock on the streets, and the increase in time that it takes them to get to and from the airport and destinations in surrounding areas. Others also cited the increase in congestion at LAX itself, with long delays in finding parking and other issues. Some of the comments on the LAX traffic are as follows:

- "We live near Lincoln Boulevard in Venice where traffic has become increasingly dense in recent years. Currently it takes 40 minutes to travel less than 5 miles during peak traffic hours. For this reason

alone, the impact of further airport expansion does not make sense."

- Joan J. Miner  
Venice, CA

- "I commend you for a job well done! I work at LAX. I work for the INS as an Immigration Inspector. I see firsthand the millions of people suffering at LAX due to over-congestion. It has taken me 2 hours to find a parking space. Tom Bradley Terminal can not accommodate any more passengers. Please, hear me, do not expand LAX."

- Marissa Leong-Solano  
Redondo Beach, CA

- "Many times it takes longer to get to the airport (coming from Torrance) than to get to your destination by air. We need other facilities where people can fly from, not only LAX."

- Nora Holm  
Torrance, CA

- "It seems like LAX is 'maxed out' already!"

- Patricia Murphy Johnson  
Palos Verdes Estates, CA

### Transportation

Another frequently cited issue in the responses to the LAX mailer was the issue of transportation to and from the airport. Many constituents, while mentioning the traffic and congestion issues around the airport, also mentioned improving public transportation options to also help alleviate some of the congestion and pollution issues. Most frequently, responses included suggestions of building a metro station closer to LAX to allow resident to take the light rail trains into the airport. Other suggestions included the use of high-speed trains in the southern CA area to alleviate some of the freeway traffic concerns and lessen the need for short commuter flights from LAX. Another suggestion that was received more than once was the idea of expanding a train system from San Diego to the San Francisco area, and perhaps including Las Vegas, to further decrease traffic at LAX.

### Environmental Concerns

Very frequently, residents of the area responding to the mailer discussed concerns with LAX's impact on the environment in the area. There were many complaints of black soot covering constituents' yards, and several even claimed that their health has already been negatively impacted by the air pollution in the area. Complaints about the air pollution caused by the airport were very



frequent, and many residents had concerns about the future impact that such pollution may have on their health.

- “The environmental impact of the LAX expansion cannot be overstated. The residents in this community have in the most cases invested their lives working to develop a community that is safe and healthy to live and retire in...it is now one of the most desirable areas in the LA area to raise a family. To ask us to quietly relinquish this to allow LAX to expand would be cheating our children of their future homes.”
  - Jim Westhoff  
El Segundo, CA
- “I am a pilot and feel that LAX is at capacity. I live here in Westchester and clean the black fallout off of my patios, windows, cars, and I breathe it!”
  - Nancy Reed  
Los Angeles, CA
- “I concur with Congresswoman Jane Harman’s position statement on the reverse side of this form. In particular, the air pollution for more fly-overs to this area concerns me as a medical provider. After living in Los Angeles County for 23 years, I’ve been treating an increasing number of new asthma cases, including adult-onset in nonsmokers. Unfortunately, I have also become one of those health statistics. In addition to its many other attributes, my husband and I chose to buy our single family house in Manhattan Beach because of its relative lack of air pollution and its unusual presence of ocean breezes. I breathe easier here. Why should we pay so much to live in a place where this vital health aspect can be destroyed at LAX expansionists’ whims?”
  - Vickie Ruch, MSN, RN-CS,  
ANP, FNP  
Manhattan Beach, CA

### **Safety**

Several respondents showed concern with safety at LAX. There were some comments citing LAX as one of the more dangerous airports in the country when it comes to accidents and near- accidents on the runway. Incursions were often cited as major concerns to those who frequently use the airport and have experienced the increase in runway traffic first-hand.

- “The critical problem is runway incursions. LAX has the highest and growing number of near-collisions on the ground. Twice within the last year we have had to go around at the last moment due to

an incursion...the accidents will happen and probably soon.  
Construction will only increase accident probability."

- John McGuire  
Torrance, CA

- "Also forgotten- nearly every other major city in the US has more than one major airport...This area knows all about safety issues. We are the ones who live with the knowledge that at some point, a plane unable to land properly could do so in our own living rooms. We are the ones who could hear the crash of the one plane landing on another a few years back. Not one of my neighbors want to relive that again....In my opinion, you can't put an elephant in the middle of a playground. It looks great and you may be able to stay out of its way for a while, but sooner or later, it's going to step on someone."

- David Mamann  
Redondo Beach, CA

### **Property Value and Economic Concerns**

Another part of expansion heavily opposed by respondents was the forced relocation of many homes in the area of LAX. Some older residents who have lived in the area for years have written about how many people have been negatively affected by the expansion and have been asked to move from their homes to make way for the airport. One respondent has had to move twice for expansion of the airport in the years she has lived in the area, and she revealed that the money that was given to her was never comparable to the resale value of her home. Others also complained about loss of property value due to the increase in traffic, noise and pollution in the area.

- "I've looked over the area surrounding LAX, and I see no way to expand it without moving a lot of people out at a great inconvenience and astronomical expense."  
- Edward H. Johnson  
Rancho Palos Verdes, CA
- "LAX expansion not only drives down property values but is a deterrent to an upscale community in the beach towns that is in need for more services- more traffic impacts local traffic to local services and will drive local businesses out."  
- Shiela Hoff  
Rancho Palos Verdes, CA
- "As an employee of a major airline with a major presence at LAX... keep in mind that I for one would certainly benefit from LAX expansion since more flights would arrive and depart creating more

premium flying at my airline...however, I am not willing to sacrifice the quality of life issues that surround an expansion of this size only to benefit from personal job growth at my airline."

- Anonymous  
Redondo Beach, CA

### A REGIONAL Approach

Nearly all of the respondents who opposed the LAX Master Plan also offered their support on a regional solution to the impacted LAX situation. Many constituents provided suggestions of ways to make a regional approach to alleviating LAX congestion more feasible. One of the most frequent suggestions was to make use of existing airports in the area to take on some of the air traffic normally channeled through LAX. A large frustration among constituents responding is the "not in my backyard" sentiment that has contributed to the blocking of the use of regional airports such as El Toro. Some suggested prohibiting all cargo from flying in and out of LAX, suggesting Palmdale for those purposes. Others suggest the use of all regional airports in the area to help spread the burdens and benefits of air travel throughout the region. Overall, the regional approach was overwhelmingly the favorite solution of respondents in order to avoid the need and impacts of an expansion at LAX.

- "The site at the Long Beach Naval Shipyard should be considered. Take offs and landings are over water instead of residential areas. The surrounding space that would be impacted is commercial and industrial. Easy access to freeways and Blue Line transit!"
  - Dorothy Hall  
Torrance, CA
- "A system of regional airports encompassing all of Southern California is the only way to go. LAX is as big as it ever should get. LAX handles a huge volume of air traffic on a relatively small piece of land. The traffic problems at LAX already resemble a zoo. To enlarge LAX will create a situation bordering on chaos! It is already not a pleasure going there. The increasing volume of air traffic must be spread around to other airports!"
  - Kermit Olson  
Rancho Palos Verdes, CA
- "I know of friends who drive over 100 miles just to take a flight out of LAX. They live in developing areas where there is room for population growth, and they deserve regional access to air travel."
  - Jean Takara  
Los Angeles, CA
- "The airline industry needs to rethink its 'spoke and hub' system

which forces 90% of the US air traffic through a few large hubs. There needs to be more point to point service which better utilizes the nation's total airport capacity."

- Jerry Lockenour  
Manhattan Beach, CA

- "We are pleased to know of your strong opposition to the proposed LAX expansion, our view is that one positive way to solve some of the problems is to completely eliminate all air freight from LAX. In so doing, there can be added terminal space, much less air traffic, and considerable easing of traffic on the 405 caused by trucks that deliver and pick airfreight from and to LAX. Move all freight to an air freight terminal in Palmdale. Add more passenger space to Ontario, and push hard for the opening of an Orange County major terminal at El Toro."

- Richard Dickens  
Westchester, CA

- "Expanding regional airports would not only alleviate the burden from LAX itself, but would lessen traffic on all LAX bound freeways. In turn, this could have a positive effect on our air quality. Please consider expanding regional airports instead of going forward with the LAX Master Plan."

- Tate Lundy  
Los Angeles, CA

- "As 27 year residents of the Palos Verdes Peninsula, we strenuously object to ANY further expansion of the Los Angeles International Airport...the time has come to develop regional airports and for the FAA to admit it has increasingly allowed expansion without any representation by voters."

- Mary Lu and Glenn Swartz  
Palos Verdes Estates, CA

### **Pro Expansion**

While the constituent responses to the mailer were overwhelmingly against expansion, there was a group of approximately 300 who did support expanding LAX. There were various reasons for which these respondents supported expansion, but the most commonly cited issues were the positive impact expansion would have on the economy, and the convenience of LAX to the South Bay. Other constituents felt that the problems of LAX were ours, and should not be shifted to other areas in an attempt to alleviate those around this area.

## Economic Concerns

There were quite a few constituents who felt that an expanded LAX would be a positive force for the economy in the South Bay. Many cited a need for the increase in jobs created by an expansion, and some felt that expansion would be good for existing local businesses. The sentiment that LAX is a driving force in the economy of the South Bay area was repeated by several respondents, and many hoped that expansion would boost the area's economy. Some constituents responded that LAX was the "gateway to the Pacific" and is economically successful because of its popularity as a travel hub to and from Asian nations.

- "I'm a small business owner operating from Redondo Beach. I think that the business opportunities that this expansion brings to our community far outweigh the negative short-term impact due to the added construction and traffic. The business that is generated impacts out entire community and it gives our community a much-needed facelift...I know that there are a lot of cities that want the business- let's not give the business and opportunity away. There are solutions to these challenges."
  - Stella W. Samples  
Redondo Beach, CA
  
- "We have our good economy because LAX is the gateway to the Pacific. Companies locate here for that reason. We must expand LAX to remain the gateway to the Pacific."
  - Alvis Johnson  
El Segundo, CA
  
- "I favor expansion of LAX as it is vital to the economic welfare of the LA area. The people complaining of the noise moved in after LAX was opened and knew of the noise."
  - Fredrick Newman  
Marina Del Rey, CA

## Convenience

For many of the respondents favoring expansion of LAX, convenience was one of their main reasons for supporting growth at LAX. For most constituents, having an international airport so close to home is a very positive thing, and many are willing to endure noise and other problems in exchange for the convenience that LAX offers. Some cited the fact that the South Bay area is growing and expected to expand further to support the expansion of the airport. In order to account for population growth in the area, many felt that LAX needs to be expanded and modernized. Additionally, constituents responding in favor of

expansion stated that they would be unhappy and unwilling to make use of regional airports, with LAX so close by. Another issue cited by several respondents is the current state of LAX. Some felt that in order to best serve the area, LAX should be expanded, modernized and improved to better reflect the Los Angeles area.

- "[LAX] is convenient to millions of passengers and is well established. It is easy for us to get to LAX by taxi, bus, shuttle, etc"
  - Alan Carlan  
South Bay resident
- "I probably will not be affected by the LAX Master Plan except to give me a closer, bigger, more modern airport. I do not relish the idea of having to go to Ontario or Palmdale."
  - Kathleen Quadrato  
Torrance, CA
- "Everyone wants to travel from big hub airports."
  - David Talbot  
Marina Del Rey, CA
- "LAX's overcrowding and conditions are an embarrassment to LA. I want the world's greatest city to have the greatest airport."
  - Robert Miller  
Torrance, CA
- "Los Angeles is a major city and must have a major airport. LAX must be expanded if Los Angeles is to stand proud in the eyes of the world. Today LAX is a disgrace for a city the size of Los Angeles."
  - Irving Levine  
Carson, CA

### **Against a Regional Plan**

While many of those who responded in favor of expanding LAX had regional reasons for their positions, there were some who felt that LAX is an entity belonging to the South Bay region, and that its issues should be dealt with in the region. Several respondents were opposed to a regional plan because it meant more traveling time for them to reach the airports. Others, however, felt that the LAX situation was ours alone, and expansion should occur so as not to burden other areas with the problems that come along with a major international airport.

- "I don't believe we should attempt to solve our noise problems by shifting them to another area."
  - Bradley Fox

**Summary**

For many of those responding in favor of expanding LAX, the choice seemed to be simple- for them, expansion is worth the problems it may cause, as long as the airport undergoes what they feel are long overdue improvements.

Constituents are proud to have such an airport in their neighborhoods, and some wished to see it improved upon despite other concerns. Constituent Tim Ihle stated a position that seems to be widely held by those in support of an expansion, by stating:

- "I believe the benefits far exceed any negative impacts that may result."

- Tim Ihle  
Redondo Beach, CA

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## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*(Home owners)*  
 We live in Venice Beach. We would be affected by the LAX Master plan in: Volume of traffic. Increase traffic on Pacific ave. <sup>(a 2 lane road)</sup> of people trying to get around traffic on Lincoln Blvd. Noise - We currently can hear the plane take-offs. More planes may push the air passages close to us. Economic - The above mentioned could decrease the value of our property.

Ramsey McDaniel  
 Signature

RAMSEY MCDANIEL  
 Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



Congresswoman Jane Harman  
811 North Catalina Avenue  
Suite 1320  
Redondo Beach, CA 90277

6037 Mossbank Drive  
Rancho Palos Verdes, CA 90275

June 15, 2001  
Re: LAX Expansion


Dear Honorable Jane Harman:

Thank you for allowing me to submit my view on the subject of LAX Master Plan. In addition, I like to take this opportunity to present my ideas also on telecommunication and the concept of global warming.

- I. **LAX Master Plan** - I have not seen the Master Plan, and I don't see how the Plan can relieve the problem of ground transportation to the airport, let alone the future growth. Further expansion of LAX without accommodating the number of cars commuting to the airport would be an expensive failure in terms of time, money and aggravating the situation. Developing regional airports will certainly be an achievable solution. Metropolitans such as New York, San Francisco and others have demonstrated the success of regional airport system. Please also consider the idea of regional check-in stations more than twenty miles away. Each bus connecting the airport and the regional check-in stations will replace over thirty cars. I have seen regional check-in stations in Paris and New York more than thirty years ago, and I believe that it will relieve the immediate traffic congestions of present days in LAX.
- II. **Global Warming** - I have not seen any scientific data on Global Warming. For the flooding in one region, there is the draught in another region. Los Angeles had an unusually long cold Winter and delayed Spring and Summer. Before we will sacrifice our living for the unknown consequence of Global Warming, there ought to be scientific examinations of the contribution of CO<sub>2</sub> to the green house effect. Less than 1% of our atmosphere is CO<sub>2</sub>. It is easy to experiment the composition of our atmosphere to determining how much the temperature will rise for how much increase of CO<sub>2</sub>. If the earth is indeed warming, could it be the change of sunray intensity or the deviation of earth's rotation axial? There was Glacial era of the earth. The relative warming of the earth since the Glacial Era was certainly not contributed by human generation of CO<sub>2</sub>. If the ocean is indeed warming, would not the cloud be increased, which will shield the sunray and counter balance "total temperature" of the earth? I hope that the Congress will fund *scientific studies* in the issue of Global Warming before the hype goes too far.
- III. **Information Highway and our telephone system.** - As population grow and technology advances, our telephone area code keeps changing. We are loosing contact with our old friends. Major reason for the change of the area code is the multi-telephone numbers in many households. More than ten years ago,

we had made simple analysis to determine that an 8-wire coaxial cable entering our house will accommodate multi-channel telephone, FAX, internet, and interactive high definition TV. The trunk line transmission speed will be 100 Megabyte per second. For people who desire such broadband system, they will place in their home a simple box of concentrator/distributor, costing about couple hundred dollars. Each house will need only one telephone number. But such a system will require a Federal standard. Then, the commercial applications will be designed according to the system standard. Following will be another era of technology development and economic expansion. Ten years ago, when Clinton called for the development of Information Highway, I hoped in vain that such a system was in his plan. Now, I hope that Congress can take the initiating action by requiring the establishment of a national Broadband communication Standard.

Sincerely,

  
Edwin Yu

372.1622. If you need more room, feel free to enclose additional pages with your name and address.

I am opposed to these loaded questions. Aren't there other impacts that are relevant besides economic? Los Angeles develops (read spreads) like a cancer; I see no reason to 'develop' airports in the same fashion. When a cancerous tumor is centralized in one area, it is much simpler to treat via amputation (local) than it is to treat a cancer that has spread throughout the system. It is a mistake to create more noise, pollution, traffic throughout L.A. Rather, castrate the burden at its source before it gets more out of hand. Introduce a dialogue of conservation, as a life of realized art so that travel becomes unnecessary, so that consumption that plagues American society is drastically curbed. Local production, local consumption. Strong community bonds. Elimination of alienation from work, each other. This is what will reduce our reliance on LAX.

*Fernigad Z Bobowich*  
Signature

Fernigad Z Bobowich  
Print your name clearly for Southern Cali.

Your Name Fernigad Bobowich  
Address 109 Breez. Ave #8  
Venice, CA 90291  
Email Fernigad@hotmail.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Have you not learned enough from the 'Trail of Tears?' Do not displace the indigenous of El Segundo!

90277-2138 38



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7-17-01

*I am in favor of LAX Master Plan to some extent. I also favor a regional airport at the closed El Toro facility. I oppose any priority given to Palmdale. In a hot summer day, I doubt that an airplane could take off from Palmdale with full fuel tanks and a full load of passengers.*

*Elsie Burt O'Neal*  
Signature

Elsie B. O'Neal  
Print your name clearly

Your Name <u>Elsie Burt O'Neal</u> Address <u>6870 Edginghill Dr.</u> <u>Rancho Palos Verdes, CA</u> <u>90275 3169</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*I strongly disagree with your opposition to LAX's expansion. You can't stop progress, only screw it up by trying. Example: Our old P.E. Red car rail system - best in the west until the politicians tried to "improve it". The most ironic part is that the majority of the people "bitching" are employed by airport related businesses; wait until their job goes to Arizona or Nevada. But then, this type person has "tunnel vision" - "I've got mine. As it change anything", "Not in my back yard", "No I didn't vote couldn't find time". Believe me! many people will vote, if their jobs disappear.*

*Phil Meller*

Signature

Phil Meller

Print your name clearly

Your Name <u>Phil Meller</u> Address <u>18749 Ashley Ave</u> <u>Torrance CA 90504</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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I don't have no comments for LAX Master Plan. I think it's good to expand LAX. to avoid air and ground traffic and also cars traffic. Also it is good for tourist to see that we have a nice International Airport better than the others all over the world.

Bianca Dove-Peritter      BIANCA DOVE-PERITTER  
 Signature      Print your name clearly

Your Name: Bianca Dove-Peritter  
 Address: P.O. Box 9674  
Marina del Rey, CA 90295  
 Email: \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

Expand LAX a new airport will  
destroy natural habitat. ✓

LAX is convenient, I do not want to  
drive 60 miles to the inland empire for  
a flight.

*Theodore Mozeleski*

Signature

Theodore Mozeleski

Print your name clearly

Your Name

Address



Ted & Neil Mozeleski  
3449 W. 171st St.  
Torrance, CA 90504-2405

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC02620

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THE COMPARISON OF LAX AND DENVER DO NOT MAKE ANY SENSE. LAX WAS HERE BEFORE ALL OF US. DENVER WAS BUILT IN THE PAST FEW YEARS IN THE MIDDLE OF NOWHERE. I AM A RESIDENT AS WELL AS A INCOME PROPERTY OWNER AND BUSINESS OWNER IN WESTCHESTER. THERE IS NOTHING WRONG, IN MY OPINION, WITH THE EXPANSION PLANS. MY LIFE IS MORE IN WESTCHESTER WITHOUT LAX - WE ARE DEAD!!

LET IT GROW!

Signature

ARMANDO FERNANDEZ

Print your name clearly

Your Name ARMANDO FERNANDEZ  
 Address 6060 W MANCHESTER AVE  
LOS ANGELES, CA 90045  
 Email 310-647-8498



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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The traffic near the airport, at the airport and parking will only get worse + it is bad enough now. That only affects me when I go to the airport or near it. Don't know of any other affect on my life but, since others will, other sites should be used.

*Arthur E. Ehlenberger*  
Signature

ARTHUR E. EHLENBERGER  
Print your name clearly

Your Name	ARTHUR E. EHLENBERGER	Please Place Postage Here
Address	2105 VIA FERNANDEZ PALOS VERDES EST, CA 90274	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

TO: CONGRESSWOMAN JANE HARMAN

How CAN  
ANY ONE  
believe  
that the UN  
should take  
such power  
over any  
country?

CERTAINLY  
IT should  
NOT!

TOO MANY  
AMERICANS  
have fought  
& died for  
what is in  
our constitu-  
TION.

You must  
FIGHT to  
prevent this  
A. G. G. G.

# NO U.N. COURT

*Petition to Congressman Ron Paul*

# UNITED NATIONS Fiscal Accountability

## Petition

Mr. Annan,

**Whereas**, you claim that the United Nations building in New York City needs \$1 billion in repairs; and

**Whereas**, you have demanded that the United States pay for these \$1 billion so-called repairs; and

**Whereas**, this comes on top of dozens of other demands for U.S. tax dollars; and

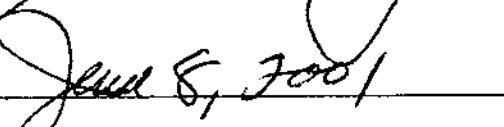
**Whereas**, you have thus far refused to say exactly what this \$1 billion is needed for.

**Therefore**, before you make any further demands on the United States and its people, I demand that you give the American people a full accounting of every dollar you say you need and why.

Respectfully



Date



I believe the  
UN. is going  
far beyond the  
original ideas  
for its being.

Do not believe

President + Treasury

would permit.

This to happen.



10 JUNE 2001  
521 3A ST  
MANTHATA, CA  
90266

THE HONORABLE CAROL ANN HANCOCK  
811 N. CATALINA, SUITE 1302  
HERMONDO BEACH, CA 90277

Dear Congresswoman Hancock:

Your constituent mailed asked for comments on the LAX expansion plan. I favor a well-planned approach to meeting future LAX passenger growth, I do not favor trying to force Palmdale and/or El Toro to be something they are not and can not ever be; airports that would abrogate passenger growth at LAX.

The result of your approach is that passenger growth at LAX will continue, but ad hoc, after-the-fact, catch-up infrastructure improvements will be required after the added passenger load gridlocks us.

Noise is not a factor. LAX is among the quietest I've lived near. Quieter than National Airport when I lived 3 miles north of Mt Vernon. Commercial airplanes will continue to get quieter. Recently I stood on the "Granbelt" between Valley and Ardmore; motorcycles, regular traffic, and crowd made more noise than commercial air traffic out of LAX. Most annoying to me are helicopters and light aircraft flying out of Hawthorne and Torrance. If you want to stop the banner flyers over the beach, being quiet.

Traffic will be the biggest impact. Especially if we back the improvements the master plan offers. Even if drive the Van Wyck expressway between I-4 and

PC02624

g. more 18.7, LAX -2-

La Guardia? The bit of NY has for years tried to force more air traffic to JFK, but customers want La Guardia, so vehicle traffic crowds. Nothing of the sort in LA matches that!

The reason I like Manhattan Beach is proximity to LAX. I have no desire to drive to El Toro or Palmdale. (Especially not Palmdale where the combo of temperature and altitude conspire to make aircraft engine-out operation quite interesting. While an instructor pilot in the Air Force, I used to take my students there to demonstrate effects.) (No, I'm not an airline pilot. Never was.) If the legislation or court case denying LAX expansion would require that all opponents drive to your touted "regional" airport, the vocal opposition might mute.

I have planned expansion of LAX for a few other reasons, but this is too long already. I know, as a Democrat, that you must respond to the majority. Just wanted you to know that it's not a 100% possibility.

Sincerely,

Harold J. (Tony) Moore

P.S. You might find ~~Denver~~ Denver as a comparison. I fly into there at least once a month. For choice - very poor - for a comparison!

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372-1622. If you need more room, feel free to enclose additional pages with your name and address.

*I live in El Segundo and I voted for you - Can you explain why it is impossible to extend the airport through the dunes out part way onto the ocean? It would stop noise and be safer. Are we afraid of hurting a few moths? I have never heard this discussed. This isn't Denver that has huge open areas around it!*

*J. D. Grandpre*  
Signature
J. D. Grandpre  
Print your name clearly

Your Name <u>D. Grandpre</u> Address <u>541 Penn</u> <u>El Segundo 90245</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*We need to expand LAX now, & not be shut sighted just to get re-elected again. Forget regional plans!*

Randall S. Sword, M.D.  
3806 Via Palomino  
Palos Verdes Estates, CA 90274

*R. [Signature]*  
Signature

*Randall S. Sword, M.D.*  
Print your name clearly

Your Name	Randall S. Sword, M.D.	 
Address	3806 Via Palomino Palos Verdes Estates, CA 90274	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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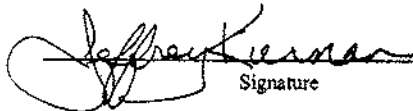
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I support limited expansion of LAX. Specifically, Alternative 'A' which has a limited increase in the number of residences subjected to airport noise (this according to the draft EIR). I feel as though LAX is already too crowded. The problems I see are the increased taxi time that I spend when I travel. Also, it is not realistic to expand the other regional airports to relieve the increase in passengers that Los Angeles can expect.

  
Signature

JEFFREY KIERNAN  
Print your name clearly

Your Name JEFF KIERNAN  
 Address 329 33rd Place  
Hermosa Beach CA 90254  
 Email JEFF.KIERNAN@GOV.CA.GOV

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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This comparison shows how Denver met growing aviation needs. *Make it better more efficient but tie it into LAX!!*

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	87 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
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*Yes Expand LAX as much as possible. A regional approach is unworkable! I fly frequently in my job. Nothing is more of a pain than airports that are spread out all over the place. How the hell do you get from one airport to another when you need to connect? Answer: You don't. And little local airports are always more expensive w/ less flights to choose from. I promise the spread out regional approach will be hated by all who have to use it. I say make LAX as big as possible!! one stop shopping is always easier. Noise? who are you kidding?*

Signature Sam Freazer Print your name clearly

Your Name Sam Freazer  
 Address 216 Vista del Parque  
Redondo Beach CA 90277  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

Denver Airport and so does everybody in Denver.  
 I hate Denver Airport and so does everybody in Denver.  
 Denver Airport is in the middle of nowhere.

Denver traffic! LAX traffic! Denver traffic! LAX traffic!  
 Denver traffic! LAX traffic! Denver traffic! LAX traffic!  
 Denver traffic! LAX traffic! Denver traffic! LAX traffic!



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- Senior Cit., Regist Democrat, 36<sup>th</sup> District.
- Residence: El Segundo adjacent to South runways LAX
- Ignorant of Details of Master Plan e.g.
- Systems Engineering Study + Plan
- Statistical Risk Analysis (Murphy's Law)
- South runways now considered dangerous relative to near collisions + potential strays.
- Sound frequencies equally of concern as decibel level.
- Ground auto traffic. Major impact on feeder freeways (405, 105, 91) Sepulveda, Imperial, Century, Blvd's etc. These routes overworked now. What is in Plan for RE-Engineering; Congestion could be unbelievable.

*E.G. Kendall*

Signature

(page 1 of 2)

Dr. E. G. Kendall

B.S., M.S., Ph.D. (ENG., Physics, Chem)

Your Name

Ernest George Kendall

Your Name Ernest George Kendall  
 Address Box 342  
1625 E. Maple Ave - El Segundo  
310-615-0461

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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Page 2 of 2

- A "time-scaled" expansion would seem warranted to better define the choke points in the execution of the plan.
  - A limiting factor could be something seemingly benign such as the inability of A/C to taxi within the runways to maintain a flight schedule.
- ...I assist in a review of any Consultation

PC02629

as one may  
a flight schedule.

• Would be most happy to assist in a review <sup>of</sup> any Consulting  
Engineering firm's preparation + analysis of a Master Plan.

*E. G. Kendall*

Dr. E. G. Kendall

Signature

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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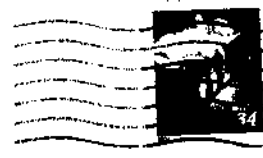
I support additional growth @ LAX  
 I Do NOT support additional growth @  
 regional airports  
 Pls discontinue yr efforts against LAX  
 growth.

*Rishy*

Signature

Ali Reza, PE

Print your name clearly

Your Name	A. Reza	 
Address	1704 Via Boronada PVE CA 90274	
Email	(decline to state)	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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1. Like Denver, if Palmdale was the only airport, everyone would need to drive there. But today, Denver is much too far from the people of Denver and there is poor public transportation (taxi fare excessive).
2. LAX can be made more efficient & effective. Why fight that for currently other 'pic in the sky' plans? Surely, LAX can expand to some extent - let that happen - NOW! vs. Plan I
3. Where and what is your plan? What are the details that "everyone" agrees on? Our political (pol. friction) plans to remove mass transportation in LAC, etc have done a very poor job in the past. Why expect anything different?

*WJ French*  
Signature

William J French  
Print your name clearly

Your Name	William J. French, M.D.	 
Address	600 Tyburn Road Palos Verdes Estates CA 90274	
Email	wj.french@ucla.edu	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*LAX is convenient to the majority of people. Land is available for expansion. Planes take off over the ocean limiting the noise. I'm all for the expansion. Adequate hotels at airport*

*Murray Codman*

Signature

Murray Codman  
4341 Redwood  
Marina Del Rey, CA

Print your name clearly

Your Name  Murray Codman  
 Address  4341 Redwood Ave  
 Venice, CA 90292  
 Email

**Drop  
Vote**  
WWW.CC.ORG

APR 11 2004

2004

Congresswoman Jane Harman  
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I THINK WE WILL NOT BE AFFECTED BY TRAFFIC, NOISE AND POLLUTION RESULTING FROM THE AIRPORT, BECAUSE TRAFFIC IS ALREADY HEAVY IN RUSH HOURS, NOISE AND POLLUTION WILL BE RESPONSIBILITY OF EPA, WHICH IS BEYOND OUR HANDS. FOR THE BUSINESS VIEW, I LIKE LAX EXPANSION PLAN.

Wen Cheng Lin  
Signature

WEN CHENG LIN  
Print your name clearly

Your Name		Please Place Postage Here
Address	27402 LARCHBLUFF DR. R.D.V. CA 90275	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Jane -

Personally, I think the expanded LAX plan is the best. It reduces -  
 the redundancies and provides for a modern facility - with mass transit options -  
 for the people of L.A. & surrounding communities.

*Douglas M. Moss*

Signature

Douglas M. Moss

Print your name clearly.

Your Name <u>DOUGLAS MOSS</u> Address <u>25935 ROLLING HILLS RD, APT 318</u> <u>TORRANCE CA 90505</u> Email <u>DougMoss@pobox.com</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

	LOS ANGELES International Airport	VS. DENVER International Airport
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SEND AS MUCH TRAFFIC TO LAX AS POSSIBLE  
WE NEED THE JOBS.

SEE WHAT YOU CAN DO TO GET THE GREEN  
LINE INTO THE AIRPORT.

Signature

Print your name clearly

Your Name J TERPISIAW

Address P.O. BOX 6646

FULLERTON, CA 92704

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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WE NEED TO EXPAND LAX TO IMPROVE THE  
USAGE OF THIS INTERNATIONAL AIRPORT. WE ALSO  
NEED TO CREATE ANOTHER MAJOR AIRPORT IN  
ORANGE COUNTY. OTHER AIRPORTS IN OUTLYING  
AREAS SHOULD BE DEVELOPED TO LOCAL AND USA  
TRAVEL AND CARGO SHIPMENTS.

*Linda Waters*

Signature

LINDA WATERS

Print your name clearly

Your Name LINDA WATERS  
Address 79 ROCKINGHORSE RD  
RPTV CA 90275  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02637

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Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372-1622. If you need more room, feel free to enclose additional pages with your name and address.

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*Robert J. Wickwire*  
Signature

*ROBERT J. WICKWIRE*  
Print your name clearly

Your Name: ROBERT WICKWIRE

Address: 2900 ANIBY BL  
HERMOSA BEACH, CA 90754

Email: \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*I live in Marina del Rey - 10 minutes from LAX.  
I hope never to have to travel to outlying areas for flights. I do believe if better areas are developed - a very rapid transit system should be available. Ex. LAX is OK.*

*[Handwritten Signature]*

Signature

*JARVIS BISHOP*

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
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*We live at Venice and Lincoln: 7 min driving from air port. Regional airports is only a good idea if we can still enjoy all our flights at LAX. We would not be happy driving anywhere other than LAX to catch a plane. That is our only concern.*

*Angela Capp*  
Signature

MRS. CHUCK CAPP  
Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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6-10-01

Dear Congressman Harman,

In regards to the proposed "expansion of LAX," we in the South Bay badly need the improvements proposed by this plan. Expanding the roadways and transit system directly into the airport would greatly reduce the congestion on Sepulveda + other nearby boulevards. Your attempts to stop the completion of these thoroughfares in front of the airport is a disservice to those of us who live near it + it will not prevent other expansions of LAX which appear to be your reason. Additionally, the airport is very handy to the area, unlike Denver (your example) where you think you are driving clear to the Mississippi River before you get there. I do not want a half day's trip to Palmdale before getting to the airport. As far as noise pollution, we live quite close to LAX and rarely hear airplane noise. This is because take off (when noise is produced) is out over the ocean.

Don L. Freeman, *Supervisor*

DON + SUZANNE FREEMAN



Signature

Print your name clearly

Your Name DON + SUZANNE FREEMAN

Address 1906 AGNES ROAD  
P.O. Box 3580

City MANHATTAN BEACH, CA 90266

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277





1907 Perry Ave #B  
Redondo Beach, CA 90278  
Phone: 310-291-4604  
Fax: 310-318-9977

**CADstar Enterprises**

# Fax

**To:** Congresswoman Jane Harman      **From:** S. W. Samples  
**Fax:** 372-1622      **Date:** June 8, 2001  
**Phone:** [Click here and type phone number]      **Pages:** 1  
**Re:** LAX EIS/EIR      **E-mail:** Cadstar@ix.netcom.com

**Urgent**     **For Review**     **Please Comment**     **Please Reply**     **Please Recycle**

**•Comments:**

Thank you for making an outreach effort to your constituents with regards to this issue. Unfortunately your mailing was not delivered in a very timely manner. I just received it today Friday, June 8, 2001, so therefore my comments will be very brief since I'm not even sure that you will receive them in time.

First of all, I'm a small woman owned business operating from Redondo Beach. I think that the business opportunities that this expansion bring to our community far outweigh the negative short term impact due to the added construction and traffic. The business that is generated impacts our entire community and it gives our community a much-needed facelift.

Secondly, I must applaud LAWA for their outreach efforts,, unfortunately quite a few residents do not feel that it is their responsibility to become involved or informed. LAWA has been very proactive in setting up forums for the public to be involved.

Third, what I as a constituent would like to see is better traffic and noise controls implemented and perhaps a share of the tax revenue generate by the tariffs imposed on using LAX. We have just begun to understand the requirements for developing an infrastructure plan that will allow for continued non-invasive growth and be able to accommodate the neighboring communities need for controls on the noise and traffic impact from this expansion.

I know that there are a lot of cities that want the business let's not give the business and opportunity away. There are solutions to these challenges. I know a lot of people are frustrated due to the traffic, this is a short-term problem – they just don't have the patience to envision what can be.

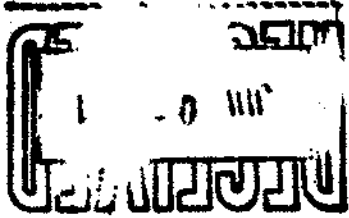
Thank you for this opportunity to express my thoughts. If you have any questions please feel free to contact me.

Sincerely,

Stella W. Samples

D:\PERSONAL\Fax 608.doc

PC02643



JAMES HOWEY  
P.O. BOX 2657  
REDONDO BEACH, CA  
90278-8057

HONORABLE CONGRESSWOMAN  
JANE HARMAN  
811 N. CATALINA, SUITE 1302  
REDONDO BEACH, CA. 90277

HONORABLE CONGRESSWOMAN:

CONGRESSWOMAN HARMAN, I BELIEVE THAT AN EXPANSION FOR THE LAX AIRPORT IS A GREAT IDEA. IT SHOULD HAVE BEEN DONE TWENTY TO THIRTY YEARS AGO. THE AIRPORT WAS HERE LONG BEFORE MOST OF THE PEOPLE WERE HERE. IF THEY DIDN'T WANT TO BE NEAR AN AIRPORT THEY DIDN'T HAVE TO BUY OR RENT THAT CLOSE TO AN AIRPORT. WHEN THEY WERE LOOKING TO RENT OR BUY, I'M SURE THEY WERE IN THE AREA LONG ENOUGH TO BE AWARE OF AIRPLANES FLYING OVER OR NEAR WHERE THEY WERE LOOKING. LAX COULD EXPAND AND THE OTHER AIRPORTS IN SOUTHERN CALIFORNIA COULD ALSO EXPAND, BUT WE STILL NEED THE EXPANSION FOR GROWTH IN ALL AREAS BECAUSE OF THE POPULATION GROWTH.

SINCERELY

PC02644

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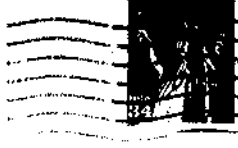
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*I would like to see the expansion of LAX. The businesses in here are not taking care of it here. We should have roads to the airport to handle a large part of the traffic.*

*Don Willock*  
\_\_\_\_\_  
Signature

*Don Willock*  
\_\_\_\_\_  
Print your name clearly

Yr _____ A <b>Don Willock</b> _____ <b>4267 Marina City Club</b> _____ <b>#800</b> _____ <b>Marina Del Rey CA 90292</b> _____ Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*we have our good economy because LAX is the gateway to the Pacific. Companies locate here for that reason. We must EXPAND LAX to remain the gateway to the Pacific.*




*on our main street, companies are suffering because most are afraid to drive on main - I can give us back our safe main street.*

*Alvis J. Johnson*

Signature

ALVIS J. JOHNSON

Print your name clearly

Your Name _____		
Address _____  Alvis J. Johnson 706 W Pine Ave El Segundo, CA 90245		
Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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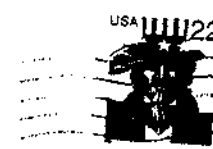
I want LAX to expand where it is!  
It drives the economy of the South Bay.  
Your attitude is the same as thinking as  
the environmentalists who refused to build  
power plants for years.

Signature
Print your name clearly

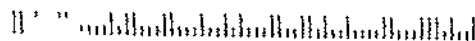
Your Name Joseph Black III

Address 3400 S. Catalina Rd  
Rolling Hills, Ca 90274

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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Honorable Jane Harman:

I think that expansion of LAX is the way to go. It is convenient to millions of passengers and is well established. It is easy for us to get to LAX by taxi, bus, shuttle, etc.

Industry in the south bay depends on LAX. It creates many jobs and enriches our communities. With improved aircraft, pollution will be reduced.

Alan J. Carlan  
Signature

ALAN J. CARLAN  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
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*How Jane Harman,*



*It is a little tough to oppose something not described. I use LAX a lot in my travels. If the airport I use becomes better - great! But without knowing what the expansion is all about - how can I endorse or oppose it? Luckily, I found [HTTP://www.laxmasterplan.org](http://www.laxmasterplan.org). Now I endorse the expansion. LAX's overcrowding and condition is an embarrassment to LA - I want the world's greatest city to have the greatest Airport! (Get more money, and expand the all!!!)*

*Robert J. Miller*

Signature

*Robert J. Miller*

Print your name clearly

Your Name <u>Bob Miller</u>	 
Address <u>4471 PCH A308</u> <u>TORRANCE 90505</u>	
Email <u>RMILLER6@SOCAL.RP.COM</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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Los Angeles is a major city and we must have a major airport. LAX must be expanded if Los Angeles is to stand proud in the eyes of the world. Today LAX is a disgrace for a city the size of Los Angeles.

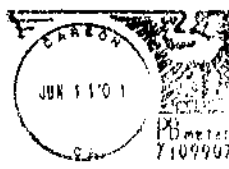
Regional airports are a necessity, but will not and cannot be the substitute for a new LAX. I urge you to support an expanded and improved LAX.

*Irving M. Levine* - CHAIRMAN

Signature

IRVING M. LEVINE

Print your name clearly

Your Name <u>Irving M. Levine</u> Address <u>18910 Wilmington Avenue</u> <u>Carson, CA 90746</u> Email <u>ilevine@multiquip.com</u>	Please Place Postage Here  U.S. POST
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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DEAR CONGRESSWOMAN HARMAN.

EXPANDING LAX IS A GOOD PRACTICAL PLAN.

PLACES LIKE PALMDALE ARE UNREALISTIC.

EVERYONE WANTS TO TRAVEL FROM BIG HUB AIRPORTS. PLEASE SUPPORT YOUR

BUSINESS AND FREQUENTLY TRAVELLING CONSTITUENTS.

*David Talbot*

Signature

DAVID TALBOT

Print your name clearly

Your Name	Mr. David Talbot	Please Place Postage Here
Address	4712 Admiralty Way # 186 Marina Del Rey, CA 90292-6998	
Email	DAVID@A-FRAME.COM	
<p><b>Congresswoman Jane Harman</b> 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		

Hello -

At the risk of being in the minority, I feel compelled to indicate that I SUPPORT the proposed expansion of WAX as currently defined. WAX must be further modernized to support growing area needs. The proposal put forth by the WAX staff should be approved if we are to be prepared for the days ahead.

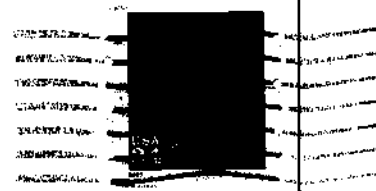
Signature

Joseph F. Wollner, Jr.  
6-8-01

Print your name clearly

JOSEPH F. WOLLNER, JR.

Your Name JOSEPH WOLLNER  
Address 370 PALOS VERDES BLVD.  
REDONDO BEACH, CA 90277  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC02653



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

Region	Pop. Growth 2000-2026	Region	Pop. Growth 2000-2026
North LA County	762,000	South Bay	1,000,000
San Bernardino County	1.2 million	West Side	1,266,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

### WHAT DO YOU THINK?



Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*How great it is to have LAX so handy to the South Bay. You have again identified with a non-issue that will be resolved by market forces. When Palmdale Ontario ect can support more traffic it will happen. We would be better served in the 36th by a representative who reduces taxes and worked on the massive immigration problems in So Cal*

*Stanley Rigney*  
Signature

Print your name clearly  
**STANLEY RIGNEY**

Your Name S. RIGNEY  
 Address 1807 CARNEGIE #2  
REDONDO BEACH CA  
 Email none

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



THE ERRONEOUS COMPARISON WITH DENVER IS APPLES & ORANGES  
WHILE I UNDERSTAND THE PC OF CATERING TO YOUR  
CONSTITUENTS, THE ONLY PRACTICAL SOLUTION IS TO EXPAND  
LAX, AS I AM SURE YOU KNOW. THE SMOKE ABOUT  
EXPANDING TO PALMDALE HAS BEEN GOING ON FOR 30 YEARS AND  
STILL JUST TALK, BECAUSE IT IS JUST NOT PRACTICABLE  
OR IN THE LONG RUN COST EFFECTIVE. YOUR PANDERING &  
DELAYING WILL ONLY MAKE THAT \$12 BILLION ESTIMATE  
GO HIGHER AND THAT'S MY OPINION.

*James F. Overstreet*  
Signature 6-8-01

JAMES F. OVERSTREET  
Print your name clearly

Your Name

Address



James Overstreet  
1554 Fifth Street  
Manhattan Beach, CA 90266

Email

JAMES.OVERSTREET@JFE.NET



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2128 25

11 11 11 # dddbblllll

PC02656



# FACTS ABOUT LAX AND REGIONAL AIP

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near than near LAX.

Region	Pop. Growth 2000-2020	Region
North LA County	762,000	South Bay
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Riverside County	1.4 million	Gateway Cities

- This comparison shows how Denver met growing aviation needs:

Los Angeles International Airport	
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928
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Flights Per Day (average)	2,146
Size	3,425 acres
	34,000 acres

Sources: Los Angeles World Airport; Denver International Airport. \* Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?


Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

I HAVE SUPPORTED JANE HARMAN FOR A NUMBER OF YEARS, BUT I TOTALLY DISAGREE WITH HER ON THIS ISSUE. I HATE TO SEE HER GIVE IN TO A VERY VOCAL GROUP REPRESENTING A SELECT, SPECIAL INTEREST GROUP OF HOMEOWNERS. THEY KNEW THEY WERE NEAR AN AIRPORT WHEN THEY BOUGHT THEIR HOMES, WHICH IS PROBABLY WHY THEY PURCHASED THEIR HOMES AT A DISCOUNT. WOULD THESE NIMBY'S PROMISE NEVER TO USE LAX EVER AGAIN. I DON'T THINK SO!

*Keith Duane Magers*  
Signature

KETH DUANE MAGERS  
Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_



  
 DAMAGED IN HANDLING  
 IN THE POSTAL SERVICE

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

I believe that LAX definitely needs improvement. If that means expansion - so be it. Top priority public transportation to the airport to alleviate congestion. Also, a separate approach for Super Shuttle type vehicles, would help.

  
Signature

INGRID WILMOT  
Print your name clearly

Your Name _____		
Address _____	Ms. Ingrid Wilmot 3108 Martingale Dr. Rancho Pls Vrd, CA 90275-5287	ASCA _____
Email: _____		
		
		
		X.C. 01111
		Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277

Jane:

Expansion is definitely necessary regardless of traffic, noise and air pollution. The ~~major~~ problems will be transportation, access and egress. in a timely manner. Science will eventually solve the other problems with a little pressure from government.

Carl A. Caprio  
Signature

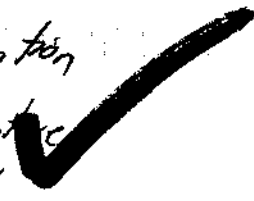
CARL A. CAPRIO  
Print your name clearly

Your Name Carl Caprio  
Address 3225 Sonoma St.  
Torrance, CA 90503-5944  
Email

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

I whole-heartedly support the expansion/modernization of LAX. I believe the benefits far exceed any negative impacts that may result. I have lived in the South Bay for six years and I hardly ever see or hear any large passenger aircraft flying overhead. Anyone driving on L.A.'s freeways see the need to improve L.A.'s transportation infrastructure now. I do not want to see the gridlock that occurs daily on the freeways also occur at LAX. Especially since we have the opportunity to mitigate the gridlock before it occurs.



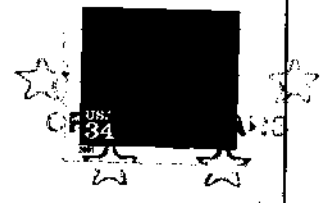
*Tim Ihle*

Signature

Tim Ihle

Print your name clearly

Your Name Tim Ihle  
Address 428 N. Broadway  
Redondo Beach, CA 90277  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 3A

There is no noise problem in my neighborhood  
in R.P.V. ~~The~~ <sup>my</sup> most serious problem is the traffic con-  
gestion (auto) + parking. ✓

I don't believe we should attempt to solve our  
noise problem by shifting it to another area  
by supporting the building of a new airport at El Toro,  
this will inflict noise pollution + property value loss  
on our neighbors to the south.

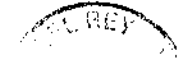


Signature

Bradley Fox

Print your name clearly

Your Name \_\_\_\_\_  
Address **4952 DELACROIX RD.**  
**RANCHO PALOS VERDES**  
**CALIFORNIA 90275**  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 35



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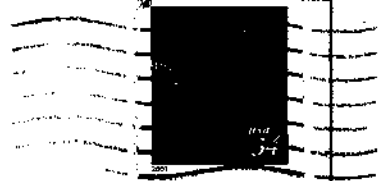
PLEASE JANE DON'T PLAY WITH US, WE BOTH KNOW THAT THIS IS NOT AN "EITHER-OR" CHOICE. WE WILL NEED BOTH "LAX" EXPANSION AND MORE REGIONAL AIRPORTS. YES I KNOW ANTI-LAX EXPANSION GETS VOTES BUT THE EXPANDING DEMAND FOR AIR TRAVEL WILL DETERMINE THE FUTURE. IT IS TIME FOR A HIGH SPEED RAIL SYSTEM FROM UNION STATION DOWNTOWN DIRECT TO PALMDALE AIRPORT THROUGH THE SAN GABRIEL MOUNTAINS. (20 MINUTES). THEN THE PALMDALE AIRPORT CAN BE DEVELOPED. WITHOUT THIS FORESIGHT WE WILL BE IN THE SAME SITUATION AS WE ARE NOW WITH THE ELECTRIC MESS.

James R. Buch  
Signature

JAMES R. BUCH

Print your name clearly

Your Name JAMES R. BUCH  
Address 3654 SPENCER ST, APT.#114  
TORRANCE, CALIF. 90503  
Email JIMBUCH@hotmail.com



Congresswoman Jane Herman  
811 N. Catalina, Suite 1002  
Redondo Beach, CA 90277

90277-2038 38



PC02662



RUTH GALANTER  
COUNCILMEMBER, SIXTH DISTRICT

**City Council**  
of the  
**City of Los Angeles**  
**City Hall**  
90012

200 N. SPRING STREET  
ROOM 475, CITY HALL  
LOS ANGELES, CA 90012  
(213) 485-3357  
FAX (213) 847-0549  
E-mail: galanter@council.lacity.org

DISTRICT OFFICE  
7166 W. MANCHESTER AVE  
LOS ANGELES, CA 90045  
(310) 568-8772  
FAX (213) 847-0553

November 9, 2001

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Mr. Ritchie:

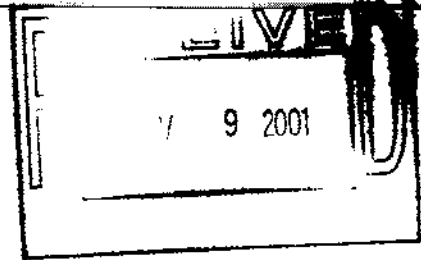
I am forwarding comments provided by my constituents in response to the Environmental Impact Report and Statement prepared for the proposed LAX Master Plan. Please ensure that the enclosed comments become part of the official public record on this project.

Sincerely,

**RUTH GALANTER**  
*Councilmember, Sixth District*

cc: David Kessler  
Federal Aviation Administration





**From:** <MikeBonin44@aol.com>  
**To:** <MikeBonin44@aol.com>  
**Date:** 11/8/01 9:12PM  
**Subject:** (no subject)

Comments, Draft EIS/EIR, Los Angeles International Airport Proposed Master Plan Improvements, Ca;of/ State Clearinghouse No.: 1997061047

Dear Sirs:

The Master Plan proposal for expansion of Los Angeles International Airport is a profoundly and inherently flawed document that never should have been brought forward for approval. While it promises expansion of regional airport capacity, its true impact would be to devastate surrounding communities, generate horrendous environmental consequences, and perpetuate a needless chokehold in regional transportation.

The result of years of labor and millions of dollars, the Draft Environmental Impact Report is insulting. It practically ignores the potential for a regional plan for airport expansion that would share the many burdens of air transit throughout Southern California.

Crafting sound and responsible public policy is about making choices. Yet the choices presented by the DEIR are flawed because they answer the wrong question. LAWA does not ask: "How does Southern California handle the anticipated growth in air traffic in the region?" Instead, LAWA asks the far more restrictive question: "How does LAX handle the anticipated growth in air traffic in the region?"

The answer is predictable. The choices are narrow. The consequences are dire.

#### DEVASTATION OF THE SURROUNDING COMMUNITY

As proposed in the DEIR, the expansion of Los Angeles International Airport would continue a generations-old assault on the communities of Westchester and Playa del Rey, as well as El Segundo, Inglewood and Lennox. Over the past decades, large swaths of Westchester and Playa del Rey have been lost to airport expansion. With proposed runway extensions, a new ring road and other features, large stretches of a residential community and a large chunk of the Westchester business community would be displaced. This is clearly unacceptable.

In addition to lost homes and businesses, remaining elements of the community would be constantly under siege by dramatic spikes in noise and traffic congestion. Talk in the DEIR of mitigations means little to Westchester and Playa del Rey. Commitments of traffic mitigations and pledges of noise reductions from LAWA ring hollow to those with lengthy lists and accurate memories of unkept or broken promises.

In the sprawling metropolis that is Los Angeles, Westchester and Playa del Rey are small towns, true neighborhoods, with "mom and pop" stores, weekend barbecues, Little League games, Elks and Rotarians. For generations, residents have tried to coexist peacefully with the airport. With each passing year, with increased noise, with more planes and passengers, that relationship has suffered. This expansion plan would surely kill that relationship. More significantly, it threatens - perhaps promises - to kill the spirit and small-town quality that makes Westchester and Playa del Rey

special.

#### THE TRANSPORTATION CHOKEHOLD

By concentrating airport expansion predominantly at LAX, the DEIR would continue, exacerbate and stimulate a phenomena that has been surely and rapidly undermining the quality of life in Los Angeles: congestion.

Millions of additional passengers at LAX each year means considerably more traffic - regardless of mitigations that might tinker at the margins of the problem. The 405 Freeway, already a traffic nightmare for most commuters, will grow ever worse. As a result, frustrated motorists will seek speedier routes on the few remaining north-south thoroughfares: Lincoln and Sepulveda. As those roads grow more congested, a domino effect takes hold, forcing drivers onto residential streets throughout the Westside: Motor Avenue, Centinela Avenue, Inglewood Avenue, and Walgrove Avenue.

The impacts of increased traffic throughout residential communities are myriad and virtually impossible to measure. How does one mitigate the impacts of a parent who loses precious time with a growing child because of a two-hour commute home from work? How does one mitigate the impacts of a child unable to play Frisbee or catch in the street because his or her road has been clogged with traffic? How does one mitigate the peace and quiet lost to honking horns, automobile accidents, increased levels of frustration?

Clearly, the impacts of LAX expansion are far greater than those contemplated by the DEIR.

#### ENVIRONMENTAL IMPACTS

The environmental impacts from the DEIR are profoundly frightening. The proposed plan does not adequately address the significant threat to air quality in the Los Angeles area.

Air pollution would result from two sources: increased air traffic and increased automobile traffic. The proposed plan underestimates both.

**Air traffic:** LAWA's projections assume LAX will handle 98 million passengers annually. But there is no way for LAX to cap that figure or limit the number of flights. Air traffic could - and likely will - exceed the projected number of passengers and flights. As a result, there will be more delayed flights, more planes idling on the ground or circling the skies waiting for landing clearance. Those air pollution impacts are not considered.

**Automobile traffic:** The LAWA proposal does not mitigate pollution; it merely redistributes it within the same area through new or expanded roadways. That is not a solution; it is barely a magician's cheap card trick.

The question of environmental justice gets little more than lip service from the DEIR. The worst impacts from LAX fall disproportionately on those communities under the landing pattern: South Los Angeles, Inglewood, and Lennox - communities with predominantly African-American or Latino populations. Increasing capacity and operations at LAX will unavoidably exacerbate this situation. The only way to approximate environmental justice is to distribute the burdens more equitably across the region.

Moreover, the potential impact of human health in these communities from the increased pollution gets short shrift in the LAWA proposal. The DEIR fails

to comment specifically on the impacts to seniors and young children - who make up larger than average percentages of the population in the areas near LAX. LAWA should be more vigilant, not less, when it comes to our most vulnerable residents.

A further concern is the threat to the several federally protected endangered species in the El Segundo Dunes Preserve. Development of a Ring Road and increased use of LAX's Westside would threaten many of the 30 species, which would have to be relocated - a risky and a likely unsuccessful proposition.

#### JOBS

An argument in favor of LAX expansion has been that it will generate jobs, particularly construction jobs. That is a most worthy goal. But like most else in the fight over airport expansion, the myopic focus on LAX alone obscures greater opportunities -in this case for more jobs.

Granted, expansion of LAX will mean more jobs. But it seems logical that expansion of several regional airports -- less constrained by geography or nearby residential communities - would mean more and larger projects -and therefore even more jobs. Moreover, since the population of Southern California is growing at faster rates in outlying areas than in the communities near LAX, the jobs created would be closer to the homes of working people.

#### REGIONAL SOLUTIONS

LAWA insists repeatedly that it is without power to influence the decisions of the airline industry. LAWA claims it can no more create regional air transportation than human beings can make the sky open up and rain. The experience of other cities and other airport agencies tells us otherwise.

My family lives in Massachusetts, an hour outside of Boston. Ten years ago, a holiday visit meant an expensive flight to Logan International Airport, a long commute in heavy traffic for my family, and a fierce battle for parking.

Today, after an aggressive marketing campaign by Massport and a commitment to regional airport expansion by local officials, easier, quicker - and far cheaper options - are available at any number of outlying airports. Hartford, Providence, Manchester are all much further away, but cheaper destinations and easier to access by car.

LAWA has even greater opportunities to develop, market and build for regional expansion. Palmdale and Ontario, owned by LAWA, are merely two of the options. The region has 12 airports available for commercial use. Many would welcome the opportunity to develop passenger and cargo service and absorb their fair share of the 157 million annual passengers expected to flood Southern California skies by 2015. Many have strong community support in part because buffer zones help keep airport impacts a safe distance from residential areas.

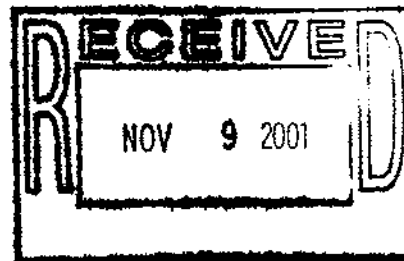
Nowhere in this proposal can I find evidence that LAWA gave serious or thorough consideration to a truly regional plan for airport expansion.

#### SECURITY

This DEIR is by-product of a world and a way of thinking about air travel that no longer exists. The tragic events of September 11, 2001 require an entirely new plan that makes as its chief concerns security and safety.

Thank you for your consideration. I look forward to your responses to these concerns.

Mike Bonin  
313 Mildred #10  
Venice, CA 90291  
(310) 822-1962



November 8, 2001

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

**Re: Comments on the Draft Los Angeles International Airport Master Plan and Draft Environmental Impact Statement/Environmental Impact Report**

Dear Mr. Ritchie and Mr. Kessler:

On behalf of the Natural Resources Defense Council ("NRDC") and its over 500,000 members, we submit these comments on the documents cited above.

In light of significantly changed circumstances since the draft EIS/EIS was circulated for public comment, we believe that the document should be withdrawn and a new EIS/EIR prepared. In the alternative, we request that a supplemental environmental impact report/statement addressing the implications of the September 11 attacks for the planned expansion of LAX be prepared before any decision on the project is made. Without any doubt, this extraordinary event constitutes significant new information that may fundamentally alter the plan as proposed and, indeed, may ultimately dictate a changed result. The implications of the attack for air travel and security issues are fundamental, as is the importance of meaningful public input on a project as significant as the proposed LAX expansion. Under these circumstances, additional environmental review and public comment are unquestionably required.

Without waiving these requests, we submit as an Attachment brief comments on the air quality and health assessment portions of the draft EIS/EIR as previously circulated for public comment.

Respectfully submitted,

Joel R. Reynolds  
Senior Attorney

## ATTACHMENT

The Air Quality and Human Health Risk Assessment portions of the LAX EIS/EIR raise a number of concerns:

### ***LAWA Should Not Take Credit for Mitigation Measures It Cannot Ensure***

LAWA cannot include or take credit for measures over which it has no control or enforcement, such as a requirement of all construction deliveries to be made with clean fuel vehicles. The modification of airplane operating procedures, which would contribute some of the largest emissions reductions, requires FAA approval. Other proposed measures, such as Intelligent Transportation Systems and traffic management programs require cooperation from MTA and Caltrans. LAWA's commitment to and control over the list of mitigation measures needs to be clarified. Finally, the Technical Report 4, Attachment X, which contains details about air quality mitigation measures, should be redone in a legible electronic rather than scanned form.

### ***The No Action/No Build Scenario Does Not Necessarily Mean Greater Public Risk***

We disagree that the No Action/No build scenario would generate greater air quality risks to the public. Most of the air quality improving measures included in the mitigation and Environmental Action plans could be implemented under this scenario without any changes to current runways. Therefore, the EIS/EIR statements, such as "All of the Master Plan build alternatives would be better, producing lower overall emissions, than the No Action/No Project alternative,"<sup>1</sup> are misleading and false. The appropriate comparison would be with a project that included air quality improvement measures but did not add any changes to the current runways.

The Human Health Risk Assessment goes one step further and states that the No Action/No Project Alternative "would cause maximally exposed individual cancer risks and non-cancer hazards to increase in all areas near LAX in both horizon years."<sup>2</sup> This statement could only be true if the mitigation measures were only applied to the three build alternatives. Again, most of those mitigation efforts could also be implemented without any new runway construction or expansion. In fact, health risks from the No Action/No Project Alternative may be significantly over stated, if the recent Fleet and Commercial Airport Ground Access rules were not incorporated into the emission inventory projections.<sup>3</sup>

### ***1997 Air Quality Standards Should Be Included in the Analysis:***

The air quality analysis in the EIS/EIR should include the ozone and fine particulate standards passed by the US EPA in 1997. The standards were unanimously upheld by the Supreme Court in February of this year. Regardless of the previous uncertain legal status of these standards, LAWA should have included analysis under the more protective standards, as a

<sup>1</sup> On-Airport Emissions Key Conclusions, page 4-460, LAX EIS/EIR

<sup>2</sup> 14a Human Health Risk Assessment Technical Report (HHRA), page 2, LAX EIS/EIR

<sup>3</sup> [http://www.aqmd.gov/news1/Fleet\\_Rule\\_Home.htm](http://www.aqmd.gov/news1/Fleet_Rule_Home.htm) and <http://www.aqmd.gov/rules/rulesreg.html>



conservative precaution. Now that these standards are slated for implementation, they must be used in the EIS/EIR.

Though the EIS/EIR included California Ambient Air Quality Standards (CAAQS), which are slightly more stringent than older national standards, the new national standards are even more protective of human health. Additionally, LAWA should be more sensitive to these concerns given the current "Extreme" nonattainment status of the Los Angeles area with respect to ozone and "Serious" status with respect to particulates.<sup>4</sup>

#### ***The "Preferred Alternative" Would Violate Standards for Particulate Matter***

In the General Approach and Methodology section, it is stated that the current method to account for PM<sub>2.5</sub> is to use PM<sub>10</sub> as a surrogate.<sup>5</sup> If this is so, then both the construction and operational unmitigated emissions from all alternatives would exceed the new PM<sub>2.5</sub> standards by significant amounts ranging up to 550% for Alternative A during the peak of construction.<sup>6</sup> With the menu of mitigation efforts in place, all alternatives are still predicted to violate the new particulate standards. The preferred alternative is predicted to be at more than twice the standard during construction and full operation.<sup>7</sup> Nowhere in the EIS/EIR are these issues addressed.

#### ***Proposed Mitigation for Particulate Matter and Ozone is Utterly Insufficient***

Despite the large problems with particulate emissions without mitigation, the mitigation efforts included in the plan reduce particulates the least of all the criteria pollutants, a nominal 5 to 7 percent compared to the up to one third reductions in carbon monoxide (CO). Estimates of particulate reductions are conspicuously missing from Table 4.6-16, which lists the reductions of NO<sub>x</sub>, VOC, and CO from mitigation measures. According to Table 4.6-6, stationary sources at LAX contribute significantly to total particulate emissions, accounting for 54 of the 159 tons per year of baseline (1996) emissions, however no mitigation measures are offered to address this large source category. LAWA should focus more attention on mitigation measures that lower particulates.

The EIS/EIR also fails to address the impacts of any alternatives on ozone, a major air quality problem in Los Angeles, in terms of meeting state and federal standards.

#### ***Conformity Budgets Should Be Included:***

The emission levels predicted in the EIS/EIR from the preferred alternative are stated to trigger conformity requirements. However, the conformity analysis including these figures will not be available to the public for some time. Without this analysis, it is impossible to assess the

<sup>4</sup> "PM10" or PM with average diameter less than or equal to 10 microns.

<sup>5</sup> PM<sub>2.5</sub> are particulates with diameters less than or equal to 2.5 microns; page 4-462, LAX EIS/EIR

<sup>6</sup> Based on Table 4.6-13, LAX EIS/EIR; Calculation: (98 ug/m<sup>3</sup> - 15 ug/m<sup>3</sup>)/15ug/m<sup>3</sup>, Annual Arithmetic Mean (AAM)

<sup>7</sup> Based on Table 4.6-20, LAX EIS/EIR; 39 ug/m<sup>3</sup> and 34 ug/m<sup>3</sup> versus 15ug/m<sup>3</sup>, AAM

feasibility of any alternatives. LAWA should, at a minimum, include in the EIS/EIR the conformity emissions budget listed in the California State Implementation Plan (SIP), and compare the overall emissions projected in the LAX Master Plan to this budget.

***Questionable Emission Estimates for Toxic Air Pollutants:***

Although the consultants used a wide variety of referenced sources to construct emission profiles for all of the sources at LAX, the "surveys" that were used to obtain operational factors for all of the equipment were not referenced. It is unclear why a phase I set of emissions estimates was constructed for all sources and then later revised as phase II, only changing emission estimates for aircraft.

The report states that the Phase II emission estimates were "refined based on inspections at LAX and interviews with LAX tenants identified by LAWA." It is not clear how these inspections and interviews could cause emission estimates for some of the most toxic chemicals, such as 1,3-butadiene, acetaldehyde, acrolein, arsenic, benzene, cadmium, formaldehyde, lead and styrene to be adjusted downward, while other less toxic chemicals such as hexane, copper, nickel and zinc were increased. Lead, for example, was adjusted from an estimated 1,253 kilograms emitted per year from aircraft to 29 kg per year, with no footnoted explanation of anticipated jet fuel changes or any other such possibility. It is implausible that operational parameters could drastically decrease emission estimates for certain chemicals while increasing others.

***Emissions of Lead from Airport Activity Must Be Better Addressed:***

In the state of California, airports are the largest source of lead, accounting for 149 of the estimated 175 to 182 tons emitted per year.<sup>8</sup> Lead was listed by the state as a Toxic Air Contaminant (TAC) in 1997, and the Office of Environmental Health Hazard Assessment (OEHHA) recently selected lead as one of five TACs that may cause infants and children to be especially susceptible to illness.<sup>9</sup> OEHHA is currently reviewing lead standards to determine whether they are protective of children's health. The agency has already concluded that even airborne lead levels at one third of the current state standard could result in 10 percent of children having lead blood levels above official levels of concern set by the Center for Disease Control and Prevention.<sup>10</sup>

Considering these developments, the exclusion of lead from the air quality and human health risk assessment (HHRA) portions of the EIS/EIR is inappropriate. The EIS/EIR states that emissions of lead are "relatively low and would not contribute to a violation of the Pb NAAQS or CAAQS."<sup>11</sup> However, it is known that harmful effects of lead can occur from exposures below

<sup>8</sup> Proposed Identification of Inorganic Lead as a Toxic Air Contaminant, California Air Resources Board, March 1997.

<sup>9</sup> Under the Children's Environmental Health Protection Act (Senate Bill 25, Escutia; chaptered 1999) and (Health and Safety Code Sections 39669.5(a)); the five TACs were reviewed and endorsed by the Scientific Review Panel.

<sup>10</sup> OEHHA, Lead: Evaluation of Current California Air Quality Standards With Respect to Protection of Children, September 2000.

<sup>11</sup> Section 4.6.6 Environmental Consequences, page 4-482, LAX EIS/EIR

the ambient air quality standard. Since the lead standard was put in place over 20 years ago, it has become clear that lead is a potential human carcinogen and a strong neuro- and developmental toxicant at low levels.<sup>12</sup>

The screening report attached to the HHRA actually named lead as a "significant community health concern... released in significant quantities (2,941 kg/yr) from LAX."<sup>13</sup> It also stated that lead would be "retained as a TAP of potential concern," and the Air Quality report directs the reader to the HHRA for further analysis of lead. However, there it is stated that lead is predicted to be below the ambient standards and therefore eliminated from the analysis.<sup>14</sup> Because lead does not have a Reference Exposure Level (REL), as with other chemicals for which "toxicity criteria are not available," a quantitative toxicity screen was not conducted.<sup>15</sup> In fact, The California Air Resources Board has not yet set a REL for lead because they could not identify a threshold value below which exposure to lead is safe.<sup>16</sup>

The final risk analysis completely excludes noncancer effects of lead as well as cancer risks from lead despite the availability of cancer potency factors.<sup>17</sup> The EIS/EIR for LAX is unacceptable without further analysis of such a major threat to public health.

***Health Risks are Underestimated:***

The Executive Summary of Human Health Risk Assessment states that "methods are used that are more likely to overestimate than underestimate possible health risks" and "risk estimates represent upper-bound predictions of exposure, and therefore health risk, that may be associated with living near, and breathing emissions from, LAX during and after implementation of the Master Plan." The risk assessment, however, upon closer examination, actually underestimates risk in many instances.

The assessment states "cancer risks were estimated for people who grow up and spend most of their adult life near the airport."<sup>18</sup> Consequently, the analysis was based on exposure durations of 30 years for adults and six years for children. This is counter to common risk assessment guidance recommending exposure durations of 70 years for lifetime cancer risk.<sup>19</sup> The resulting assessment, based on these low exposure duration values, underestimates exposure by over one half.

Inhalation Rates used in the analysis were also at the low end of the spectrum. The US

<sup>12</sup> Agency for Toxic Substances and Disease Registry, ToxFaqs, June 1999

<sup>13</sup> HHRA, Appendix B, Page 19, LAX EIS/EIR

<sup>14</sup> HHRA, page 12, LAX EIS/EIR

<sup>15</sup> HHRA, Appendix B, Page 18, LAX EIS/EIR

<sup>16</sup> Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values, July 2001.

<sup>17</sup> Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values, July 2001.

<sup>18</sup> HHRA, page 19, LAX EIS/EIR

<sup>19</sup> Office of Environmental Health Hazard Assessment, Exposure Assessment and Stochastic Analysis Technical Document, Chapter 11: Exposure Duration, December, 1996; California EPA, Practices, Needs and Methodologies for Human Exposure Assessment at Cal/EPA, Table 4-4, February, 2001; US EPA Exposure Factors Handbook, ORD, August, 1997.

EPA Exposure Factors Handbook<sup>20</sup> recommends an average inhalation rate of 1.07 m<sup>3</sup>/hr, more than 70 percent higher than the 15 m<sup>3</sup>/day rate used in this assessment. The assessment also selected the highest average adult body weight, 70 kilograms (kg), which leads to further underestimates in weight-adjusted exposure. Guidance indicates that lifespan exposure analysis (0 to 70 years) should use an average body weight of 62-63 kg, depending on the source.<sup>21</sup> Additionally, if this assessment represents the most sensitive populations, it should use body weight factors for adult females, which range from 62-68 kg, according to EPA's Exposure Factor Handbook.

***Health Risk Assessment Based on Alternative C May Underestimate Risks from Other Alternatives***

The risk was also underestimated for the build alternatives under 2005 post-mitigation conditions, because it was based on Alternative C, which the assessment states is "essentially identical" to alternatives A and B.<sup>22</sup> Alternative C, however, would include the least construction activity of the three alternatives and therefore would represent the lowest risk of any alternative. Pre-mitigation analysis for 2005 did not state which alternative the modeling was based on; it was simply noted that all three build alternatives were "predicted to be similar."<sup>23</sup> Alternative B seems to produce the highest modeled concentrations of TAPs in 2015 for both pre- and post-mitigation conditions. Therefore, it would seem to be the logical choice as a conservative estimate for all three alternatives.

***Particulate Emissions from Aircraft Must Be Included***

Particulate emission estimates from aircraft should have been considered in the HHRA. It is merely mentioned that their exclusion leads to "uncertainty in the risk estimates presented";<sup>24</sup> it should have been clearly acknowledged that it led to a significant underestimation of risk. The Air Quality analysis stated that "The major sources of PM<sub>10</sub> emissions are aircraft engines (32 percent)..." while the HHRA states that aircraft are expected to emit "relatively little" PM.<sup>25</sup> This later statement is a contradiction and serves to minimize the impacts of the build alternatives which would include more aircraft activity.

Finally, the last section of the HHRA concedes that "incremental cancer risks after mitigation could be underestimated by about 60 percent." This is inconsistent with previous statements that this assessment represents the upper-bound of risk. Assumptions regarding mitigation measures should have been the most conservative, eliminating the uncertainty of underestimation of risk on such a large scale. Uncertainty regarding risk from diesel particulates, which account for a majority of the cancer risk, was not directly addressed. In fact, assumptions

<sup>20</sup> Chapter 5, Table 7

<sup>21</sup> The CalTOX Model uses a body weight of 62 kg for child/adult combined analysis; OEHHA's Exposure Assessment and Stochastic Analysis uses 63 kg for age 0-70 analysis, according to Practices, Needs and Methodologies for Human Exposure Assessment at Cal/EPA, Table 4-4, February, 2001

<sup>22</sup> HHRA, Page 54, LAX EIS/EIR

<sup>23</sup> HHRA, Page 29, LAX EIS/EIR

<sup>24</sup> HHRA, Page 82, LAX EIS/EIR

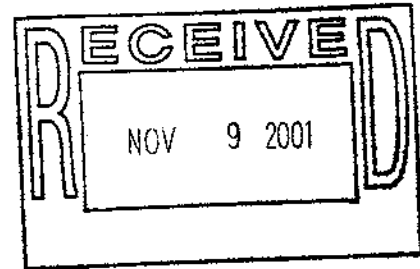
<sup>25</sup> Page 4-479 and HHRA Page 82, LAX EIS/EIR

were buried in footnotes to two tables.<sup>26</sup>

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<sup>26</sup> Conversion rates noted in Pages 4-517 and 4-519, LAX EIS/EIR

**Meryt McGindley - Pleasant chat with Jim Ritchie regarding the Green Line and LAX**



After attending and speaking briefly at a sparsely-attended LAX expansion hearing at San Pedro earlier tonight (I'm gonna guess about 30 people showed up total), I had the pleasure of talking at-length with Jim Ritchie, who is the deputy executive director of LAWA (LA World Airports).

After hearing my little 3-minute input, Mr. Ritchie jokingly told me after the hearing that I could have a "plant" having attended the recent transportation meetings conducted between LAWA and the MTA. In other words, our goals are quite similar with respect to the Green Line, and certainly Mr. Ritchie held a great deal of respect and sympathy for our efforts to revive rail as a way to improve Southern California living.  
Green Line in the future.

Although Mr. Ritchie asked me not to elaborate on any specific details (because they are still a work in progress and cannot be confirmed yet), I got the idea that those of us in Friends of the Green Line will appreciate the compromise, security-minded LAX modernization plan supported by Mayor Hahn.

To summarize:

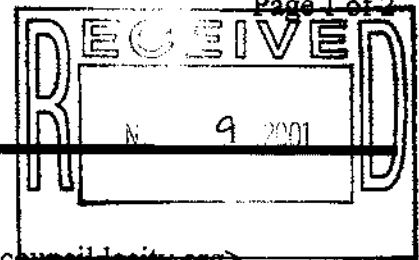
1) Any people mover plans on the part of LAWA to connect the Green Line to the LAX terminals would be like a connecting rail line and NOT a busway. Furthermore, it would NOT be mutually exclusive from any long-term plans to connect the Green Line with any future Crenshaw Line.

2) And speaking of the Crenshaw Line, both Mr. Ritchie and a Robert Gilbert (Deputy Program Manager of URS, which I guess is affiliated with the LAX expansion/modernization plans) mentioned that the MTA and LAWA were both excited at the prospect of the heavy rail/freight line MTA-owned right-of-

-of-way to connect with the Blue

3) Mr. Ritchie and I agreed that it was important to distinguish between short-term solutions (which the voting, taxpaying public wants NOW) and the longer-term, more expensive and legally-difficult solutions of connecting light rail to LAX. Since the latter might take 20 years or more to fund and build, it was critical to focus on short-term solutions that would provide immediate relief but which would NOT preclude future MTA rail connections.

4) Distant parking/passenger and luggage check-in using the Green Line is NOT fantasy, but already being actively considered by LAWA--who is trying to emulate the successful and popular Valley Flyaway Shuttle program. I emphasized to Mr. Ritchie that a "win-win" scenario of LAWA constructing parking structures along the Green Line to enhance both Green Line ridership and LAX access was one that offered LAWA a deserved o



**Meryt McGindley - Linking LAX Modernization with LAX Access**

**From:** <SEALNBEAR@aol.com>  
**To:** <jritchie@lawa.org>, <MahaLAXWA@aol.com>, <galanter@council.lacity.org>, <hahn@council.lacity.org>, <padilla@council.lacity.org>, <jgivens@cityofinglewood.org>, <mayor@elsegundo.org>, <gstefenhagen@ci.norwalk.ca.us>, <nakano@assembly.ca.gov>, <senator.bowen@sen.ca.gov>, <senator.murray@sen.ca.gov>, <governor@governor.ca.gov>, <Dan.wasserman@mail.house.gov>, <jimclarke@mail.house.gov>, <senator@feinstein.senate.gov>, <senator@boxer.senate.gov>, <jluera@ci.norwalk.ca.us>, <ckelley@ci.norwalk.ca.us>, <rbermudez@ci.norwalk.ca.us>, <mmendez@ci.norwalk.ca.us>, <BeAPro@aol.com>, <Pam-oconnor@santa-monica.org>, <FifthDistrict@bos.co.la.ca.us>, <SecondDistrict@bos.co.la.ca.us>, <Don@bos.co.la.ca.us>, <Molina@bos.co.la.ca.us>, <Zev@bos.co.la.ca.us>, <Jhahn@mayor.lacity.org>, <Bernson@council.lacity.org>, <Fasanajr@pcmagic.net>, <Froberts@cityoflancasterca.org>, <Ayoh@ucla.edu>, <PCHudson@broadwayfed.com>  
**Date:** 11/2/2001 8:08 AM  
**Subject:** Linking LAX Modernization with LAX Access

Good morning:

As promised to Mr. Ritchie of LAWA and Airport Commissioner Mahala Walter, I am forwarding a summary of my statements at the San Pedro LAX Expansion Hearing last night. Although opinions abound as to what the future of LAX should be, I feel a greater emphasis of simultaneously improving our local infrastructure to enhance access to LAX and decrease freeway congestion requires more attention.

I am forwarding a copy of this E-mail to MTA and local city governments, in that I sincerely hope they will cooperate more in the future to address one of Southern California's greatest problems: congestion and the lack of mass transit to mitigate this congestion.

We all wear many hats in addressing the different issues in our jobs and lives (I wear a few of my own!), and I feel this issue is too critical to ignore.

**To LAWA and the Los Angeles City Council:**

- 1) To improve LAX security and our local economy, we must update/improve/modernize LAX, especially with respect to access.
- 2) Both Mayor Hahn and the MTA have committed to connecting LAX with the Green Line, in particular via an Inglewood Intermodal Transportation Center from which a people-mover would connect to LAX airport terminals.
- 3) A direct LAX-to-downtown rail line, particularly in the form of the proposed Crenshaw-Prairie light rail line (which enjoys overwhelming support by the business community and the government of the City of Inglewood), would be extremely helpful both for the local economy and for LAX access.
- 4) Connecting LAX to Orange County, and potentially Ontario airport, by linking the Green Line to the Norwalk Transit Center, would enhance a truly regional approach to Southern California air travel.
- 5) LAWA should assist in constructing distant parking structures and passenger/baggage check-in in lots along the Green Line, Blue Line and Red Line should LAX be connected to our growing mass transit system--and would therefore deserve to profit financially by operating these parking lots.
- 6) Our elected local, state and federal representatives should lobby to garner citizen support and state/federal funding to expedite the expansion of the Green Line to LAX and the Norwalk Transit Center. Such connections between LAX and both Los Angeles and Orange Counties are years, if not decades overdue.

Sincerely,

**Kenneth S. Alpern, M.D.,**

**1)Associate Clinical Professor, UC Irvine Dept. of Dermatology**

**2)Dermatologist and Chairman of Specialty Care, La Vida Medical Group (clinics in Culver City, Downtown L.A. and Gardena)**

**3)Member, Friends of the Green Line (volunteer citizens advocacy group working to extend the Green Line to enhance its usefulness to Southern California)**



**Meryt McGindley - No LAX Expansion**

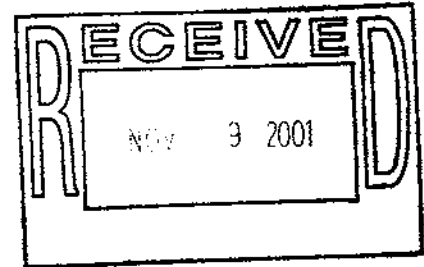
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**From:** <Casacntent@aol.com>  
**To:** <mbonin@council.lacity.org>  
**Date:** 11/5/2001 3:39 PM  
**Subject:** No LAX Expansion

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This is a copy of what we've sent via U.S. mail:

PATRICK J. FOLAN  
GAIL Y. FOLAN  
7834 McConnell Avenue  
Los Angeles, California 90045  
(310) 641-1445



November 5, 2001

Mr. David B. Kessler                      Mr. Jim Ritchie  
AICP U.S. Dept. of Transportation      Los Angeles World Airports  
Federal Aviation Authority              LAX Master Plan, Room 218  
P.O. Box 92007                              P.O. Box 92216  
World Way Postal Center                  Los Angeles, CA 90009-2216  
Los Angeles, CA 90009-2007

Re: LAX Master Plan

Dear Sirs,

We are writing to voice our strong opposition to the expansion plans proposed for Los Angeles International Airport (LAX) and the EIR/EIS prepared in connection therewith. Any proposed expansion or addition of runways beyond the existing airport perimeter will be seriously detrimental to all of the surrounding communities, and the additional passenger and flight traffic created thereby would adversely impact both adjacent and remote communities.

We are longtime residents of the Westchester community, adjacent to LAX. We enjoy living in an environment that still maintains a "small-town" feel despite the surroundings of a sprawling metropolis. Our two young children attend school in the community and we are active participants in local YMCA, church, park, AYSO and numerous other activities that bring our community together. Part of what makes

this community so special is the large number of families and others of all ages who are willing to patronize local businesses in our revitalized business district, as well as live and play in the neighborhood without great fear for personal safety.

An increase in passenger and airline traffic at LAX, and/or the expansion, in any manner whatsoever, of LAX facilities beyond the existing airport boundaries (we do not, for example, support inclusion of any Manchester square property), would severely and detrimentally impact our community by bringing added noise, air and ground commuter traffic and pollution. Additionally, since the events of September 11, it has been suggested that expansion of LAX to accommodate more passengers, planes and cargo would only serve to increase its potential as a target for terrorist activity. Finally, but not any less significant, the expansion of LAX would destroy the ability of our community to exist peacefully next to LAX. Thriving businesses would be eliminated, requiring residents to shop elsewhere (adversely impacting remaining businesses and ultimately inconveniencing the consumer); residents would become frustrated by unbearable noise and pollution levels !! from ground and air traffic; ground traffic transversing our community, without stopping to patronize any businesses and in great haste to make airline connections would raise great safety concerns for pedestrian traffic and neighborhood tranquility; and the increase in transient and/or temporary visitors does little to enhance the feeling of security and safety that comes with knowing your neighbors.

All of the above would necessarily result in the destruction of life as we know it today in Westchester (and all of the other communities surrounding LAX). The skies above Los Angeles are already too crowded and pose known safety hazards. Efforts are being undertaken to preserve and improve upon neighborhoods and quality of life throughout Los Angeles. The health, safety and welfare of Westchester residents is of paramount importance, and, fortunately, there is a viable alternative to the expansion of LAX.

We support the efforts of those groups that have promoted a "regional" approach to airport expansion. It is time to stop wasting time and money on LAX expansion and instead refocus the issue to quickly and efficiently developing regional alternatives.

In light of the September 11 events, this approach also gives the added benefit of decreasing the visibility of LAX as a possible terrorist target. While we agree, conceptually, that some safety issues with the LAX facility need to be addressed, it should be within the strict confines of maintaining or reducing current passenger, airline and cargo capacity, and be accomplished without any further destruction of homes or businesses.

Thank you for your thoughtful consideration of these important matters.

Sincerely,

Gail Y. Folan

GYF/abm

cc: Councilmember Ruth Galanter  
Mayor James Hahn  
Congressperson Jane Harmon



Los Angeles  
International Airport

Vs.

Denver  
International Airport

Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.	39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928	0
Price Tag	\$12 billion (projected)	\$4.2 billion (actual)
Flights Per Day (average)	2,146	1,371
Size	3,425 acres	34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

### WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*The LAX Master Plan makes no sense because of the already crowded air traffic and freeway/street conditions getting to & from the airport. That relatively small area should not bear more of the responsibility for the greater LA area. Regional airports should be developed.*

*Janice Y. Rey*

Signature

JANICE Y. REY

Print your name clearly

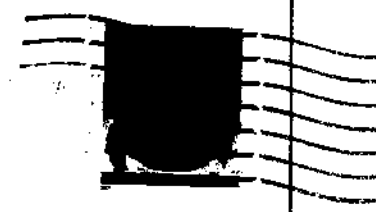
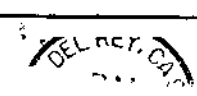
Your Name

*Janice Rey*

Address

*5401 Chelsea Road  
Palms Verde Est, Ca. 90274*

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

Region	Pop. Growth 2000-2020	Region	Pop. Growth 2000-2020
North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
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*I support you in your regional airport alternative with further expansion to Palmdale & a more common-sense approach to the problem. We need a safer LAX.*

*Ann S. Ecklund*

Signature

*Mrs. Ann S. Ecklund*

Print your name clearly

Your Name	Ann S. Ecklund		
Address	3214 Antonio St. Torrance, CA 90503		
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

PC02671

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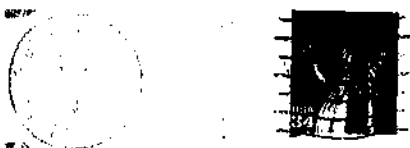
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*I didn't receive this until after the 9th but I wanted you to know that your views are the same as mine. Good Luck!*

*Melinda Abramofsky*  
Signature

MELINDA ABRAMOFSKY  
Print your name clearly

Your Name <u>MELINDA ABRAMOFSKY</u> Address <u>42-21st STREET</u> <u>HERMOSA BEACH, CA 90254</u> Email <u>MELINSUEA@AOL.COM</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*LAX IS MAXED*

*I oppose the LAX Master Plan. LAX is encroaching on our wonderful South Bay and West Side neighborhoods. Additional growth cannot be absorbed in this location. It affects our quality of life (air, noise, congestion) and increases flight safety concerns. We need another international airport to share the benefits + burdens. With good planning areas such as Palmdale or Riverside could see economic benefits with careful planning burdens would be minimized.*



*M. Vranicar* Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

**M. Vranicar**  
1251 9th St.  
Manhattan Bch., CA 90268

**Congresswoman Jane Harman**  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277





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*A regional airport plan is the way  
to go. LAX cannot be increased in size forever and  
the service to airline passengers would get worse.*

*F. Frank Stecker*  
\_\_\_\_\_  
Signature

F. Frank Stecker  
\_\_\_\_\_  
Print your name clearly

Your Name F. Frank Stecker 5549 Broomwood Dr. Rancho Palms Verde, CA 90275 Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*Thank you for the position you have taken on the Los Angeles airport issue. As a neighbor and former frequent user of LAX I have experienced its tremendous growth. Actually, one of the reasons for locating in the South Bay 30 years ago was its proximity to LAX. We still are able to enjoy its proximity for meeting visiting friends and family. Having said that, I can't for the life of me understand why in an area as spread out as Los Angeles and Orange Counties, it would not be to everyone's benefit to enlarge the other regional airports. The South Bay area with its high population density, cannot absorb any more traffic. The 405 and Sepulveda Blvd. have reached their maximum capacity which even now pushes traffic into neighborhoods ill equipped to handle it. This leads to more dust & grime, air pollution, increased noise level & even ocean pollution from run off. My neighbors and I are all opposed to further LAX expansion.*

*George Newburn*  
 \_\_\_\_\_  
 Signature

**GEORGE NEWBURN**  
 \_\_\_\_\_  
 Print your name clearly

Your Name GEORGE NEWBURN  
 Address 2125 Manhattan Ave  
Hermosa Bch, CA 90254  
 Email ggnewburn@aol.com

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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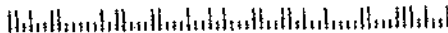
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*I am totally against any expansion of LAX airport. Aside from the additional traffic, noise & pollution, it will be even more of a nightmare to pick up or drop off someone at the airport. I live at the north end of Manhattan Beach. The normal drive to LAX is about 12 minutes. With ~~any~~ any traffic, it takes about 30 minutes. With additional traffic that expansion will bring, it will take an hour for a 12 minute drive.*

*DONNA L. COTTON*

Signature *Donna L. Cotton* Print your name clearly

Your Name <u>DONNA L. COTTON</u> Address <u>3916 THE STRAND</u> <u>MANHATTAN BCH, CA 90266</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*We do not need anymore congestion in Westchester. What this area needs are regional airports that will save passengers travel time & relieve the streets and freeways of some of the traffic especially during the rush hours.*

*As for those people who are NIMBY's. Other people want a decent life too! We need to share the noise, congestion and disruption.*

*Florence D. Levinson*  
Signature

FLORENCE D. LEVINSON  
Print your name clearly

Your Name			
Address	FLORENCE LEVINSON 8116 GONZAGA AVE LOS ANGELES CA 90045		
Email			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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(1) POLLUTION & NOISE ARE ALREADY OVER BURDENING BEER AREA.

(2) THE TRAFFIC SITUATION IS BECOMING INTOLEARABLE TO IMPOSSIBLE

(3) THERE IS CONSIDERABLE SOOT CONCENTRATION ALREADY OUTSIDE & INSIDE MY HOME ENOUGH IS ENOUGH!

**NO LAX EXPANSION AT ALL!**

Signature

Mr. A. & Johanna Van Leeuwen  
7481 McConnell Ave  
Los Angeles, CA 90045

ariy

Your Name

Address

Email



Mr. Andrew Van Leeuwen  
7481 McConnell Avenue  
Los Angeles, CA 90045-1036



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



Dear Friends,

For eight years, I have advocated a regional plan that fairly shares the benefits and burdens of air transportation across our region. I oppose the proposed LAX Master Plan because it does not impose reasonable limits on growth and fails to include an adequately developed plan for building out other airports in the region.

My view is shared by many others:

- ☛ More than 80 Southern California cities have joined a coalition opposed to the proposed expansion of LAX and in favor of a regional approach.
- ☛ Four counties—Los Angeles, Orange, San Bernardino, Riverside—have revived the Southern California Regional Airport Authority to coordinate development of a fair regional aviation system.
- ☛ Last month, 12 Southern California Members of Congress from both parties joined me to support common-sense principles for developing our airports. In a letter to Transportation Secretary Norman Mineta, we pledged to work toward a plan for Southern California that:

- Fairly distributes the benefits and burdens of aviation needs across the region.
- Gives <sup>ABSOLUTE</sup> priority to airports eager for more growth like Palmdale and Ontario.
- ~~Does not force~~ <sup>FURTHER</sup> growth on already over-burdened airports like LAX. **[PROHIBITS]**
- Includes ground transportation to reduce congestion and improve access to regional airports.

*SHOULD  
COUNTERMANS*

Now it is your turn to make your voice heard. On Saturday, June 9th, the Federal Aviation Administration and Los Angeles World Airports (LAWA) will hold official hearings on the proposed expansion of LAX. I will be submitting testimony to hearings held in the 36th Congressional District at the Furama Hotel in Westchester and the Manhattan Beach Marriott. I want my testimony to reflect the views and concerns of this district and would like to hear from you. The public comment period on the Master Plan ends July 25. If you have comments on the Master Plan that you would like me to include in the official record, you can:

- Mail or fax the response form on the back of this letter to my office.
- Go to [www.house.gov/Harman](http://www.house.gov/Harman) and click on "Comment on the LAX EIS/EIR."

You can count on my continued active involvement on this issue.

Regards,

*Jane Harman*

JANE HARMAN

*TOO LITTLE, TOO LATE.*

*ARRIVE June 13th*

**District Office  
Contact Information**

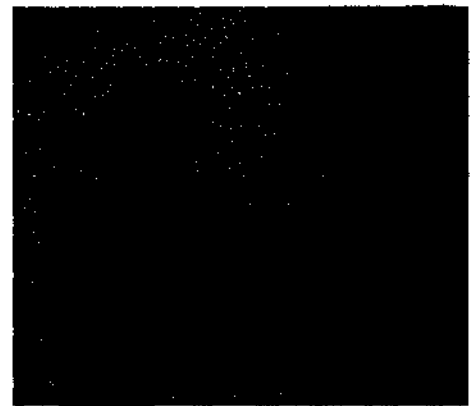
Congresswoman Jane Harman  
811 North Catalina Avenue  
Suite 1302  
Redondo Beach, CA 90277

Phone: 310-272-1800  
Fax: 310-272-1822

**Washington, DC Office  
Contact Information**

Congresswoman Jane Harman  
1250 Constitution Avenue, NE  
Washington, DC 20002

Phone: 202-225-4110  
Fax: 202-225-4111



On May 3, Congresswoman Jane Harman and LA County Supervisor Don Knabe met on Capitol Hill with other Los Angeles area Representatives to support a Regional Airport Growth Plan.

This mailing was prepared, published, and mailed at taxpayer expense.

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PC02678

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Dear Congresswoman Harman:  
 Thank you for your interest in correcting the LAX air and ground traffic congestion by proposing a regional plan. Traffic and pollution in and around LAX has reached the limit. Let us build/expand regional airports where lots of land is available and is more economical. Am losing precious time whenever I must drive on P.C.H. or the 405 Hwy.

*Peter Krahenbuhl*  
 Signature

Peter Krahenbuhl  
 95 Cypress Way  
 Rolling Hills Estates  
 California 90274-3416

\_\_\_\_\_ name clearly

Your Name _____ Address _____ _____ Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*Dear congresswoman Harman,*  
*I concur with your approach regarding LAX +*  
*regional airports.*  
*I also totally support a left/center political*  
*approach vs the Bush/right agenda.*  
*Keep up the good work.*

*Bruce Porter*

Signature

*Bruce Porter*

Print your name clearly

Your N:	Bruce Porter		
Address	758 Milwood Ave Venice, CA 90291		Please Place Postage Here
Email	<i>bruce.porter@mechaone.net</i>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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WE ARE ALREADY IMPACTED BY NOISE FROM LOW FLYING  
JET AIRCRAFT. HAVING LIVED IN THIS HOUSE FOR OVER  
30 YEARS WE FIND EACH YEAR THE POLLUTION ON OUR  
PROPERTY IS INCREASED YEAR BY YEAR, EVEN THOUGH  
SOUTH REDONDO IS APPROX 12 MILES SOUTH OF THE AIRPORT.  
ALSO PATH FROM TORRANCE BLVD USED TO BE AROUND  
20 MINUTES BY CAR - NOW - ESPECIALLY AT PEAK PERIODS  
TAKES AROUND ONE HOUR. WE DO NOT WANT ANY MORE  
EXPANSION OF LAX, SPREAD THE EVER INCREASING  
AIR CRAFT TRAFFIC EITHER - NORTH, SOUTH OR EAST. MAYBE  
AT MIRAMAR - PALMDALE OR ORANGE!

*Arthur Balderson*  
Signature

ARTHUR BALDERSTON

Print your name clearly

Your Name			
Address			
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

PC02681

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*INCREASE TRAFFIC, NOISE & pollution from an expansion of LAX would de-value my home and MAKE ACCESS to beaches, harbors & entertainment more difficult. The South Bay area would become a less desirable place to live.*

*Joseph N. Manfredi*  
Signature

JOSEPH N. MANFREDO  
Print your name clearly

Your Name <u>Joseph N. Manfredi</u> Address <u>505 Via Geronimo</u> <u>Palos Verdes Estates</u> <u>CA 90274-1409</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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Do not force growth on already over-burdened airport like LAX  
Give priority to airports eager for more growth like PalmDesert and Ontario.

*Ben Lin Huey Lin*  
Signature

BEN LIN, HUEY LIN  
Print your name clearly

Your Name BEN LIN, HUEY LIN  
 Address Ben H. Lin  
P.O. Box 670  
Lomita, CA 90717-0670  
 Email BEN.LIN@BIGPLANET.COM

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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TRAFFIC ON THE 405 FREEWAY + SURROUNDING SOUTHBAY MAJOR ROADWAYS ~~ARE~~ CURRENTLY SO ROADBLOCKED, IT INHIBITS TRAVEL + COMMERCIAL EXCHANGE. ALL TYPES OF BUSINESS TRANSACTIONS MUST BE IMPACTED ADVERSELY. MORE + MORE, PEOPLE WE TALK TO WANT TO LEAVE THE AREA + ARE RESTRICTING THEIR TRAVEL. WE HAVE BEEN PERSONALLY AFFECTED.

AIR TRAFFIC IS CURRENTLY BREAKING INTO OUR SLEEP AT NIGHT. WE WORRY ABOUT LOSS OF SLEEP AND/OR A COLLISION OVER THE COASTLINE AS SMALL PLANES ADD TO THE CONGESTION. EMPLOYEE TRAFFIC FROM ADDED PLANES AND INCREASED PASSENGER GROUND TRAVEL TO AND FROM THE AIRPORT INCREASES POLLUTION - TRASH, FUMES, FUEL DUMPING IN A VERY SMALL, CONGESTED AREA.

Kathryn F. Ford

Signature

KATHRYN F. FORD

Print your name clearly

Your Name KATHRYN F. FORD  
 Address 320 5th ST.  
MANHATTAN BEACH CA 90266  
 Email Kayford@earthlink.net



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*We do need to improve our airport systems  
without long delays. I support a regional approach*

*WFS*  
Signature

William F. Sandifur

Print your name clearly

Your Name _____	 
Address <u>Bill &amp; Karen Sandifur</u>	
<u>255 Main Street #301</u>	
Email <u>Veritor, California 90291</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Los Angeles International Airport should be considered at full capacity. No expansion should be allowed.*



*There also should be no building west of Lucia Blvd in the Playa Vista area. That the building east of Lucia is ENOUGH!*

*Pamela Dennis*

Signature

Print your name clearly

Your Name Dennis  
 Address PO Box 720  
Van Nuys 91411-0720  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



- Orange Co. airport can't be expanded.
- Expansion of LAX would ~~increase~~ result in traffic gridlock
- Converting El Toro Air Base into a commercial airport appears most feasible.

*Ray E. Jones*  
Signature

Ray E. Jones  
Print your name clearly

Your Name Jones  
 Address 48 Rockinghorse Rd.  
Rancho Palms Verde  
California 90275  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

90277-2136 3\*



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

Dear Congresswoman Harman,

June 8, 2001

Opinion: The size of the proposed Regional airport Plan is too large for the number of acres at LAX, and, the noise these airplanes emit has already become so bothersome I no longer enjoy or look forward to my hobby - working in the family garden.




*Jeannette M. Mucha*

Signature

Sincerely  
 Jeannette M. Mucha  
 5538 Littlebow Road  
 Rancho Palos Verdes  
 Ca 90275 - 2767

Jeannette. G MUCHA

Print your name clearly

Your Name	 Mrs. Jeannette Mucha 5538 Littlebow Rd Rancho Palos Verdes, CA 90275		
Address			
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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- BUSINESS SAVVY DEVELOPERS NOT POLITICIANS OR MAD-CAP DEVELOPERS NEED TO HEAD THIS.
- BIGGER IS NECESSARILY BETTER. AN ORGANIZED AND WELL LAYED OUT PROJECT & DEVELOPMENT OF THAT PROJECT IS REQUIRED.
- DO IT RIGHT. DON'T RE-DO IT IN TEN YEARS BECAUSE IT WASN'T THOUGHT OUT.

*Dan Dickson*

Signature

DAN DICKSON

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email KNOXVILLE 5@AOL.COM

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02689

- ① build roads dedicated to transport
- ② adequate parking
- ③ Good surroundings
- ④ ATC improved
- ⑤ buy land as far as necessary for noise abatement
- ⑥ Keep POLITICIANS & BEAUCROCRATS OUT OF THE Decision making

SOUTH BAY IMPACT

- ① We have NO noise problem
- ② ROADS FOR ACCESS ARE A PROBLEM now and getting worse
- ③ LET LOCAL FOLKS do the planning and please stay out of it yourself and other Gov't employees too

Don A. Doud

Don A. Doud

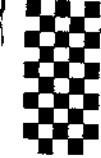
Signature

Print your name clearly

Your Name Don A. Doud  
 Address 2809 VIA RIVERA  
PALOS VERDES CA 90274  
 Email LUNADADON@HOME.COM

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



To: Hon. Jane Harmon  
36<sup>th</sup> Congressional District

From: Anthony Bledsoe  
8828 Pershing Drive, Unit 302  
Playa del Rey, CA 90293

Re: No to LAX Expansion

I have lived in Playa del Rey for 11 years and have supported you in your efforts. I now understand that one of the proposed plans in the LAX expansion is to close Pershing Drive and use it for an airport entrance.

Between Playa Vista and the LAX expansion how can Playa del Rey survive?

I live on Pershing and would like to trust that my investment as well as the quality of life for my family will be intact.

DO NOT CLOSE PERSHING DRIVE.....

Thank you for your support

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6-11-01

I feel the area is already overburdened with heavy traffic and noise. I live in Palms Verdes and dread the thought of going near the airport. Also, in this area we are besieged by Turbo prop airplanes during the early morning and late evening. Some times the jets get too close to shore and you can hear them as well. The more power the airport has, the more they will take advantage of.

Robert H. Zymet  
Signature

Robert H. Zymet  
Print your name clearly

for the neighboring communities.

Your Name: <u>Robert Zymet</u>	Please Place Postage Here
Address: <u>30346 Via Barica</u>	
<u>R.P.V. 90275</u>	
Email: _____	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

3811 Ocean Front Walk  
M.D.R., CA 90292

To: Congresswoman Jane Harman  
FAX: 310-372-1622

Dear Congresswoman Harman:

We appreciate your stance in advocating for a regional plan rather than a dramatic expansion at LAX.

Hong Kong should serve as our model by locating the airport out of the city and providing first class transportation to and from the airport. The cut off of Century Freeway's light rail system short of LAX never made sense.

LAX and surrounding communities are already over burdened; it is only fair to share the development / peaks / burdens with other regions that presently utilize LAX, having few alternatives

Sincerely,  
Myra [Signature]

G.L. STUVER  
5406 TOWERS ST  
TORRANCE CA 90503  
310-371-7179  
J HARMON

6-9-01

I DON'T KNOW WHY IM WRITING THIS MAYBE ITS BECAUSE  
IM NOT VERY SMART.

THE L.A. AIRPORT SHOULD NOT BE EXPANDED, BUT IMPROVED,  
THE PALMDALE DEVELOPEMENT SHOULD TAKE PLACE BY  
~~ZONING~~ THE AREA TO BUSINESS AND MANUFACTURING.  
ALLOWING FOR EXPANSION

1. IMPROVE HWY 2 NORTH OF HWY 210 TO INTERSECT  
WITH HWY N3 AND ON TO PALMDALE LOCATION  
AS A HIGH SPEED HWY

PROVIDE SERVICE FROM RECEDA, BURBANK & W COVINA  
PROVIDE UNLIMITED PARKING, SHUTTLE SERVICE AND  
BAGEAGE SERVICE TO AIRPORT AT BURBANK LOCATION  
+ RESTRUANT & TOILET FACILITIES

(NOTE) RAIL SERVICE FOR FREIGH INTERSECT AT VICTORVILLE  
COST YES BUT CONSIDER THE FUTURE AND THE  
POSSIBILITY OF CLOSING OR RESTRICTION OF THE L.A.  
AIRPORT AND THE ADVANCEMENT OF AIR TRAVEL AND  
EQUIPMENT - HIGH SPEE RAIL

THE POPULATION OF PALMDALE VICTORVILLE HISPERIA,  
APPLE VALLEY THESE AREAS WILL CONTINUE TO  
EXPOND AND WE WILL NEED A AIRPORT TO COVER  
COVER THIS AREA. I REMEMBER L.A. AS IT  
WAS IN 1926 AND MINES FIELD AS A BIG PIECE  
OF DIRT WITH A 30' TOWER. CLOVER FIELD IN  
SANTA MONICA HAD MORE TRAFFIC.

Mr. G.L. STUVER

*G.L. Stuver*

Signature

G. L. STUYER

Print your name clearly

Your Name G.L. STUYER.

Address 5406 TOWERS ST  
TORRANCE CA 90503

Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X213a 3a



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*see attachment*

*William Woodall*  
Signature

WILLIAM R. WOODALL  
Print your name clearly

Your Name _____	William Woodall	Please Place Postage Here
Address _____	 1456 11th St. Manhattan Beach, CA 90266	
Email _____	W4LW1456@AOL.COM	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



June 9, 2001

Jane Harman, Congresswoman  
811 N. Catalina Ave., Suite 1302  
Redondo Beach, CA 90277

Dear Congresswoman Harman,

We have lived in the South Bay for the last 35 years. During that time we seen a lot of growth. We are not among the people who are against growth, but there comes a time when things like the Airport have gotten as large as they should be.

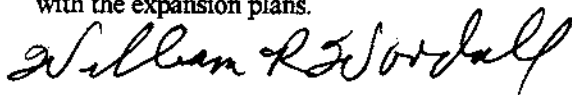
I lived and grew up in West Los Angeles, and I remember when I flew to New York City in the '50s. That is now where the freight flights are. Then they built the tunnel under the runway on Pacific Coast Highway. I remember this because my Grandma and Grandpa lived in Manhattan Beach and we would visit them. I have heard talk about the creation of the Palmdale Airport since the 1950's and nothing has been done about it. A fast rail system could be built into L.A. from there. I used to hunt rabbits out where there are thousands of houses now. If we wait any longer to start another International Airport for all of that area we will be the losers.

We cannot drive the 405 Freeway between El Segundo Blvd. and Jefferson most of the time because it is stop and go, and at peak times it is a parking lot. For example, we left Manhattan Beach recently around 5:30 on a Saturday night to go to Westwood, and it took us 1 hour to get there. When traffic is moving it usually takes about 20-25 minutes.

There are 3 airports not including LAX within an 18 mile circle of where we live -- Torrance, Hawthorne and Santa Monica airports, and a little father east, Long Beach airport. So we have not only small aircraft flying about, but also the large jets. The jets seem to take advantage of low clouds and fog, ( as we are unable to see them) and fly over our area.

We do need relief from any more airport traffic. When we go on vacation my wife and I notice that our noses do not run as they usually do. Planes drop a lot of pollution in the air and to increase flights will make it even worse. One doesn't have to be an expert to determine if more traffic should be allowed at the airport. All one has to do is go to the airport and open their eyes as to what is happening going to and coming from, and especially while one is there at the airport (as I'm sure you know).

We live about 15-20 minutes from the Airport. With the population growth you have estimated in the next 20 years, LAX will not have to worry about losing revenue to another international airport in another area. After all, what we are really talking about is money, isn't it? It is time to start thinking more about people's lives and the quality of life. We hope for once the FAA will listen to the people and use a little common sense. We hope you can convince them that they will destroy a beautiful area if they continue with the expansion plans.



Mr. and Mrs. William Woodall



William Woodall  
1456 11th St.  
Manhattan Beach, CA 90266

PC02695

THANK YOU FOR YOUR EFFORTS TO KEEP THE AIRPORT FROM UNREASONABLE EXPANSION.

MY PROBLEMS IN EL SEGUNDO.

1. RUNWAYS SEEM TO GET CLOSER
2. AIRPLANES MAKE EARLY TURNS (PARTICULARLY AT NIGHT) AND FLY RIGHT OVER THE HOUSE.
3. WE INSTALLED DOUBLE PAINED WINDOWS BUT THE JETS SEEM TO CREATE MORE & MORE NOISE & POLLUTION.
4. WITH THE ENERGY "CRUNCH" WE CANNOT AFFORD OR IN GOOD CONSCIENCE USE AIR CONDITIONING - YET OPENING OUR WINDOWS IS OUT OF THE QUESTION.
5. THE TRAFFIC HAS REALLY GOTTEN CONGESTED.

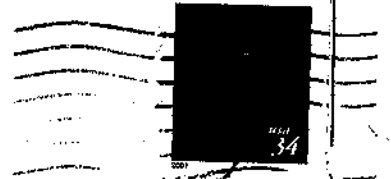
Martha L. Nivans

Signature

MARTHA L. NIVANS

Print your name clearly

Your Name MARTHA L. NIVANS  
Address 203 E. Sycamore Ave  
El Segundo, CA 90245  
Email MLNIVANS@Juno.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02696

I BELIEVE WE NEED REGIONAL AIRPORTS TO MORE FAIRLY DISTRIBUTE TRAFFIC  
CONGESTION, NOISE AND OTHER POLLUTION.

WE ALREADY HAVE AN AIRPORT IN TORRANCE WHICH CONTRIBUTES ITS  
OWN SHARE OF NOISE.

Marguerite Stadvec  
Signature

MARGUERITE STADVEC

Print your name clearly

Your Name MARGUERITE STADVEC  
Address 2284A NAOMI CIRCLE  
TORRANCE CA 90504  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02697

From my home I watch planes taking off from LAX one right after another, trailing black clouds of pollution. They fly out over Santa Monica Bay, then swing back, depending on weather and time of day (usually midnight or later) over my house, very noisily. More important, the airspace is too crowded to be safe.

I use LAX myself, hate it, don't see that enlarging it would in any way benefit anyone except whoever stands to gain financially, know people in other areas who would be happy to use an airport closer to their homes.

And I am a long-time, reasonable Republican, so fed up with arrogance in my party that I'm changing my registration. Hurrah for Jim Jeffords!  
And kudos to you, Jane Harman!

Virginia Proctor

Signature

VIRGINIA PROCTOR

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02698

Very much against LAX expansion. I think  
it needs improved not expanded. Their  
boarding, etc. methods are obsolete.  
The regional alternative should make  
sure it doesn't bother nearby  
communities. THANK YOU!

J.P. Woolman  
Signature

JACK P. WOOLMAN  
Print your name clearly

Your Name Mr. & Mrs. Jack Woolman  
Address 2520 Loretto Street  
Paramount, CA 90660  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

**WHAT DO YOU THINK?**

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TRAFFIC DEFINITELY, I GO TO THE AIRPORT  
A COUPLE OF TIMES A MONTH AND NOTICE AN  
INCREASE EVERY TIME. AN INCREASE IN PASSENGERS  
ALSO CALLS FOR AN INCREASE IN HOTELS, MOTELS,  
RESTAURANTS AND OTHER AMENITIES. AS A 50 YR +  
RESIDENT OF THE AREA, ENOUGH ALREADY.  
ORANGE CO. SHOULD HELP WITH EL TORO FOR THEIR  
RESIDENTS.

*Lois M Robertson*

Signature

LOIS M ROBERTSON

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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CLEARLY WE NEED ADDED AIRPORT CAPACITY, BUT THE CURRENT PLAN FAILS TO MEET ANY LOGICAL CRITERIA FOR ACCEPTABILITY EXCEPT INCREASED LA CITY TAX INCREASES AND MINIMUM COST TO THE AIRLINES. THE INCREASED NOISE, POLLUTION, AND CONGESTION WILL SERIOUSLY IMPACT THE ENTIRE WEST SIDE. AT A TIME OF HIGH FUEL PRICES, DOES IT MAKE SENSE TO BRING TRAVELERS FROM UP TO 50-60 MILES TO LAX!! RATHER THAN PALM DALES, ONTARIO, ETC.? NO!!

T.M.C.  
Signature

T.M. CUMMINGS  
Print your name clearly

Your Name T.M. CUMMINGS  
Address 620 BERYL #16  
REDONDO BEACH, CA 90277  
Email CUMMINGSTM@AOL.COM



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 36



PC02701

THE NATIONAL CHILDREN'S CANCER SOCIETY

THE NATIONAL CHILDREN'S CANCER SOCIETY

June ~  
 I like your suggestion to promote  
 airport growth at Ontario and Palmdale;  
 also to provide ground transportation  
 that will reduce congestion and improve  
 access to other airports. This should  
 have a favorable impact on our Smog  
 problems.

Margaret G. Dorman  
 Signature

6/12/01

MARGARET G. DORMAN

Print your name clearly

MARGARET G. DORMAN  
 P.O. Box 3344  
 Torrance, CA 90510

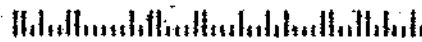
Email



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

www.children-cancer.org

90277-2138 38



www.children-cancer.org

PC02702

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*I am already affected by traffic, lolu? Because our County and city people never focused on public transportation. We are the louiest city re. public transportation. We were beter 100 years ago.*

*The last thing I want is an airport farther away, because of our inferior public transportation. Please don't tell me we can't afford. All you are spending is our tax money anyway, so let's spend it to the benefit of the people.*

*Brigitte Schuegraf 9/8/2001*

Signature

Print your name clearly

Your Name BRIGITTE SCHUEGRAF  
 Address 30331 Castles Dr  
Riv, CA 90275  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

TO WHOM IT MAY CONCERN,

THE REGIONAL PLAN PUTS THE NEEDS OF ALL THE PEOPLE AND NOT THE WANTS OF A FEW.

THE POPULATION OF SOUTHERN CALIFORNIA IS GROWING AND WILL CONTINUE TO GROW.

TO CONCENTRATE THE NEEDS OF AIR TRAVELERS IN ONE SPECIFIC LOCATION IS SMALL MINDED AND SELF-SERVING TO A SMALL GROUP OF BUSINESS PEOPLE.

LOOKING DOWN THE ROAD A HUNDRED YEARS FUTURE GENERATIONS WILL SAY THAT IS WAS SMART TO DISTRIBUTE AIR TRAFFIC ALL AROUND SO. CALIFORNIA AND WILL THANK YOU FOR IT.

*John R. Carter*

Signature

JOHN R. CARTER

Print your name clearly

Your Name

Address

Email

John R. Carter  
4010 Cathann St  
Torrance, CA 90503



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02704

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*INCREASED FLIGHTS WILL OCCUR OVER THE SOUTH BAY CITIES AND MORE PILOTS WILL SHORT-CUT THEIR FLIGHTS OVER THE PALOS VERDES PENINSULA ESPECIALLY DURING UNCLIMATE WEATHER RATHER THAN FLYING OUT OVER THE OCEAN AND AROUND THE PENINSULA.*

*IT IS AT BEST A BAD EXPERIENCE TO DRIVE TO LAX TO CATCH A FLIGHT BECAUSE OF ROAD CONGESTION, POOR PARKING, AND OFF-LOADING SHORTCOMINGS AT THE TERMINALS. AN EXPANSION OF LAX WILL BRING MORE OF THE SAME JUST TO SATISFY THE GREED OF MAKING MORE MONEY FOR L.A. CITY.*

*[Handwritten Signature]*  
Signature

JOHN R. ONGARATO  
Print your name clearly

Your Name	<u>John R. Ongarato</u>	---
Address	<u>19 Sycamore Lane</u>	---
	<u>Rolling Hills Estates</u>	---
	<u>California 90274</u>	---
Email	_____	---

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

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*I agree with the concept of developing regional airports to cope with the already serious problems at LAX and the projected growth of surrounding regions. The congestion on the field and the long lines at counters are already insupportable. As a resident of the Palos Verdes Peninsula I am also concerned with aircraft noise and pollution, to say nothing of the hair-raising sight of planes coming in for landings at chillingly close intervals. Having read James Fallows cogent article "Freedom of the Skies" in the June Atlantic Monthly, I am convinced that the 80 So. Cal. cities and 12 So. Cal. members of Congress have the right plan!*

*Mary Elen Babbe*

Signature

MARY ELEN BABBE

Print your name clearly

Your Name MARY ELEN BABBE  
 Address 32859 SEAGAR DRIVE  
RANCHO PALOS VERDES, CA. 90275  
 Email g.babbe@aol.com



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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I strongly support the regional airport plan and oppose the proposed LAX Master Plan which, if implemented, will substantially increase noise, pollution and traffic in my community area.

*Ramesh U. Dugel*  
Signature

Ramesh U. Dugel  
Print your name clearly

Your Name Ramesh U. Dugel  
Address 623 Calle de Arboles  
Redondo Beach, CA 90277  
Email rameshdugel@earthlink.net

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

310 372.1622

Dear Congresswoman Harman,

11 June 2001

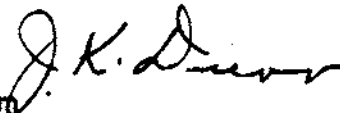
My family and I are opposed to the current plans for the expansion of LAX. We would be very interested in joining your coalition supporting a regional approach.

We have lived in Westchester since 1945 and have been "condemned and moved" twice to make room for LAX expansion. The noise from the airport is currently horrendous, the traffic adversely affects the area for miles surrounding us. It is time to STOP the airport expansion before more residential communities are made uninhabitable. Expansion belong in Palmdale and Ontario.

Thank you for your effort to coordinate a fair regional aviation system.

Respectfully,

Judy K. Dunn  
jdunn1918@aol.com





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Dear Jane,  
 Thanks first of all for meeting with the PVP group this week. It really was a worthwhile meeting. Just a thought - is the Fed. government able to help states with University or community college construction costs. Might this afford more students education opportunities?  
 Now, about LAX. Already we have more noise the last 6 years since we moved here. We hear about the air traffic controllers' head problems at the present load. I hate to think how much head it would be with additional traffic. Consumers travel less time to get to and pay airports when there are several in various areas as opposed to one giant one.  
 Mary G. Ross

Signature

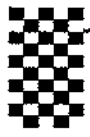
MARY G. ROSS

Print your name clearly

Your Name MARY G. ROSS  
 Address 30172 Rhon Drive  
RDV, CA 90275  
 Email \_\_\_\_\_

Please  
 Place  
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 Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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*It seems obvious to me the regional plan makes more sense since the people using those airports would also have a smaller commute to the airport, lessening overall environmental impact.*

*The South Bay already tolerates a large amount of traffic and noise, the property values would be adversely affected by LAX expansion, the noise level would rise and coastal environmental concerns would also be adversely affected. NO ON LAX EXPANSION!*

*Renee Kayon*  
Signature

RENEE KAYON  
Print your name clearly

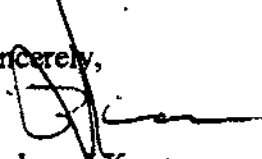
Your Name <u>R KAYON</u>	Please Place Postage Here
Address <u>1792 HERRIN ST</u> <u>Redondo Beach CA 90278</u>	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

Please use the space below for comments on the LAX Master Plan. How would you be affected by noise, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-212-1622. If you need more room, feel free to enclose additional pages with your name and address.

Dear Ms. Harmon,

The LAX airport has been a problem concerning us for more than a year. Now take-off patterns have been changed so that planes are looping back over our home toward the ocean. I've been to many meetings concerning this and the airport expansion. I used to call all the time to the noise complaint number. Sometimes letters come a few days later explaining there were no planes at the times I called. Even the people at the noise complaint line say that it is useless to call because no one pays attention to their tally. I've given up trying to report those late night incidents (some after midnight even up to 2 AM that wake me out of sleep fearing a plane will crash because it is so loud). So expansion of LAX is out of the question for us. If they are not considerate enough to pay heed to our calls, what will they do with the excuse of more air and land traffic. What happened to the Palmdale airport location??? Even a bullet train out there from LAX??? Why doesn't the metro greenline go into the airport?? People moving will have to improve a great deal. What about extra air pollution over the South Bay??? Our opinion is a resounding NO to expansion. Help keep our home investment (which is our future retirement money) a reality and eliminate the further disruption of peace and quiet in our neighborhoods.

Sincerely,

  
Barbara J Kane  
Ernest D Kane  
1305 Elm  
Manhattan Beach, CA 90266

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

TOTAL P.01

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We are so congested here, especially with Playa del Rey buildup... it will be impossible to get anywhere along Lincoln Blvd & 405. I live in Venice & work in Long Beach. Please don't allow this to happen. Our quality of life is already threatened with Playa del Rey planned buildup

*Geraldine Hannon*  
Signature

Geraldine Hannon  
Print your name clearly

Your Name Geraldine Hannon  
Address 655 Palms Blvd  
Venice CA 90291  
Email Hannon8@mediaone.net

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*Expansion is ridiculous.  
 Denver airport is a good example  
 of airports away from the city.  
 Hong Kong has an airport about  
 25 min. out of the city.  
 So does Korea. We can adjust*

*Marguerite Hogan*  
 Signature

Marguerite Hogan  
 Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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Dear Congresswoman Jane Harman,

My comment on the LAX master plan can cause major health problems, blunder same and danger of ones crossed cars and airplanes landing every 2 seconds. Please consider we Families with children have to live with the noise of plane landing and the inhalation of airplane poisonous fuels. not the business people, we choose to live here and enjoy the airport the way it is. But if expansion occur people are forced to move.

Genieve Epps  
Signature

Genieve Epps  
Print your name clearly

Your Name Genieve Epps  
Address 2007 Pullman  
Redondo Beach, CA 90278  
Email Epps@cinet.net

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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WE are strongly opposed to any expansion of LAX. The traffic, pollution and noise at current levels is excessive. We found the 6/9 hearings at the Forum Hotel to be a well orchestrated "snow job." For example, projections shown for 2015 included 20 million passengers using El Toro. Do the people in Orange County know this? Another poster stated that pollution would be reduced with the expansion. When asked the consultant replied that the reduction would be only around the current terminals and did not take into account "new pollution" at the proposed new north terminal. Misleading? Yes. STOP EXPANSION!

*Glynn Morris*  
Signature

GLYNN MORRIS  
Print your name clearly

Your Name <u>GLYNN MORRIS</u>	Please Place Postage Here
Address <u>353 REES ST</u>	
<u>PUNTA DEL REY CA 90293</u>	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I have lived in Hermosa Beach for over 30 years. Quality of life is very important to me. I see the expansion of LAX as putting an unnecessary burden on the surrounding communities. I have noticed more airplane noise in the past 5 years. I understand the need for airport growth. But I believe other region of So. Calif. should share the responsibility

Mariann Scolinis  
Signature

MARIANN SCOLINOS  
Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	



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Please continue your efforts advocating the regional plan that more fairly shares the good and bad of air transportation across our area.

There is no question that LAX is already over-burdened as well as the surrounding neighborhoods.



Signature

**AL SCHACHTOR**

Print your name clearly

Mr. & Mrs. Al Schachter  
7001 Rindge Ave. & Playa Del Rey, CA 90293-7711

Please  
Place  
Postage  
Here

Email JANAL12@AOL.COM

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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Dear Congresswoman Harman:

Both my wife and I believe that a higher priority should be placed on developing other airports rather than increasing the size of LAX. Admittedly, LAX is a night mare right now. Possibly the greatest problem is not the air traffic, but rather the ground traffic (over Memorial day, we spent 30 minutes just trying to get out of the parking structure at 11pm! Due to such a traffic jam!!) Since Orange County is one of the fastest growing regions, we would like to see El Toro developed into a regional and international airport. At the present growth rates of the different regions in Southern California, more people will live closer to it than to LAX in 40-50 years. Also more dollars should be placed into increasing the traffic into and out of Palmdale and Ontario.

Thanks for your consideration. Good luck at the hearings.

*Ron Blackwelder*

Signature

*Ron Blackwelder*

Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

I do not want to see LAX expanded. A regional approach is much more fair and practical.



Signature

ROBERT DUNNE

Print your name clearly

Your Name ROBERT DUNNE  
Address PO BOX 1018  
VERMOSA BEACH, CA 90254  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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I support A REGIONAL SOLUTION,

MODERNIZATION IS NOT THE SAME  
AS EXPANSION. EXPANSION WILL HURT  
THE QUALITY OF LIFE FOR HUMANS AND  
ANIMALS

*Charles M. Poritzky*

Signature

CHARLES MARK PORITZKY

Print your name clearly

Your Name	Charles M. Poritzky	Please Place Postage Here
Address	8405 Pershing Drive #304 Playa del Rey, CA 90293	
Email		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		

PC02720

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As a resident of Marina del Rey, I live in the shadow of LAX. It is no longer a fair option for the residents of this area to bear most of the burdens of L. A. county air transportation. I strongly support the regional airport development/expand plan.

Jane B. Rosenstein  
Signature

Joanne B. Rosenstein  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
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Senator Harman,

Please count this family as opposed to the proposed LAX expansion. We can barely drive by the airport during busy times. The infrastructure cannot handle additional airport traffic without severely impacting us at home. We don't want it!!! There's just no more room here. Please don't let it happen!

Laurie Krinsky  
Signature

Laurie R. Krinsky  
Print your name clearly

Your Name KRINSKY FAMILY  
Address 970 Rosecrans Ave  
Manhattan Beach, Ca 90266  
Email ~~Laurie.Krinsky@h~~  
Laurie-Krinsky@hotmail.com

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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CLEARLY, THE ECONOMIC PLUS THAT THE AIRPORT PROVIDES MUST BE WEIGHED AGAINST THE ENVIRONMENTAL IMPACT THAT EXPANSION + INCREASED TRAFFIC WOULD BRING. I FAVOR YOUR PROPOSED REGIONAL PLAN. PLACE SOME AIRCRAFT ACTIVITY IN SOMEONE ELSE'S BACKYARD. WHAT'S YOUR PLAN FOR CALIFORNIA TOWER CRUNCH? QUICK - IT'S GETTING WARMER



R. B. LAGATREE

Signature

Print your name clearly

Your Name R. B. LAGATREE  
 Address 612 S. CATALINA AVE  
REDONDO BEACH, CA 90277  
 Email RLAGATREE@HOTMAIL.COM

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

	International Airport	vs.	International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
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We are in total agreement with your position in regards to the immediate development of Regional Airports. Concurs. Please, your efforts in opposing the current proposed LAX Masterplan -

Muriel R. Blatt

Muriel R. Blatt  
Signature

MURIEL R. BLATT  
DANIEL BLATT

Print your name clearly

Your Name MURIEL R. BLATT  
Address 29225 Stonecrest Road  
Rolling Hills Estates, Ca 90276-4938

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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North LA County	762,000 <i>PALMDALE</i>	South Bay	106,000
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*pollution - noise - traffic already impact us in the South Bay. Expanding LAX should be limited or not allowed!*

*Already too much traffic on Sepulveda & 405 - ~~expanding~~ expanding the beach will be terrible for Pershing & Vista Del Mar - already too many planes taking off & idling. El Toro, Palmdale, etc... should be utilized.*

*Francis Monaserein*  
Signature

FRANCIS MONASERIN  
Print your name clearly

Your Name	<u>FRANCIS MONASERIN</u>	Please Place Postage Here
Address	<u>1400 WALNUT AVE MANHATTAN BEACH, CA 92666</u>	
Email	<u>FRANCIS.MB.ATT.NET</u>	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*Increased traffic, noise & pollution.  
When I use the LAX airport, it will be more crowded.  
This airport should be for people in this area.  
There is increased danger for residents who live here.*

**I AM AGAINST LAX EXPANSION - WE NEED AIRPORTS IN OTHER COUNTIES**

*[Handwritten Signature]*  
Signature

**LINDA JO FARROW DDS.**  
Print your name clearly

Your Name \_\_\_\_\_

Address 1235 S. BERTRUDA AVE  
REDWOOD BEACH CA 90277

Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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I support the Regional Airport plan and am opposed to the proposed expansion of LAX. LAX is already an over-taxed and dangerous airport. As well, the immediate neighborhoods including Westchester, Mauna Del Rey & Venice will suffer the noise consequences plus the traffic congestion consequences of an expanded LAX. We need a Regional System like NYC & Chicago.

Nora Dvosin

Signature

NORA DVOSIN

Print your name clearly

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*I support your position for a regional airport plan.*

- 1. we have too much congestion*
  - A. people*
  - B. vehicles*
- 2. we have too much pollution*
  - A. air*
  - B. noise*
- 3. Every takeoff and landing is a potential accident*

*Richard W. Berry, Jr.*

Signature

*RICHARD W BERRY, JR.*

Print your name clearly

Your Name RICHARD BERRY  
 Address 22938 B. NADINE CIR.  
TORRANCE, CA. 90505  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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I, As, other's, oppose LAX.  
MASTER PLAN.  
Thanks FOR working, hard  
all those years for us. The  
people. Sincerely (Lucky)

*John Griego*  
Signature

John E. Griego  
Print your name clearly

Your Name	John Griego 2001 Havemeyer Ln. Redondo Beach, CA 90278-4929		
Address			
Email			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*This arrived yesterday - sorry for my late response. I own a property in South Bay which is already impacted by noise and pollution from jet fuel. The airport is already a nightmare to use - making it larger would be such a mistake.*

*We are impacted with traffic and noise now and unless we recognize, it will be worse.*



*[Handwritten Signature]*

*GLADI M. ADAMS, Ph.D.*

Signature

Print your name clearly

Your Name	Glad M. Adams, Ph.D.		
Address	1030 Fifth St. Hermosa Beach CA. 90254-4813		
Email	<u>DRGLADI@AOL.COM</u>		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

*Thank You!*



	LOS ANGELES International Airport	Vs.	DENVER International Airport
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*I oppose the LAX Master Plan and fully support your regional plan.*

*W. C. Lively*  
Signature

WILLIAM C. LIVELY

Print your name clearly

W. C. LIVELY  
CHERRY PLACE  
LOS VERDES, CA 90275  
WLYBILL@AOL.COM



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*You're right on, Jane!  
Expanding LAX is ridiculous.*

*David A. Conlon*  
Signature

DAVID A. CONLON  
Print your name clearly

Your Name <u>DAVID CONLON</u> Address <u>7163 CREST RD.</u> <u>RANCHO PALMS VERDES, CA 90275</u> Email <u>dconlon@ix.net.com.com</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*I live on the East side of L.A.V. When the weather is foggy - heavy rain or Santa Ana's - a shift in air current we are disturbed by jet noise - even to acoustical ceiling droplets - as I sit by my window - I can see & sometimes hear the planes. We have most of our savings invested in our home - I am a senior lady & enjoy relative peace and quiet - (except for airlines - private planes - helicopters. Goodbye blimp - all passing over! Please no more planes - of any kind!*

*Edwina M. Matharu*  
Signature

EDWINA M. MATHARU  
Print your name clearly

Your Name: Edwina Matharu  
Address: 2334 Colt Rd. Rancho Palos Verdes, CA 90275  
Email: \_\_\_\_\_

MAILING INFORMATION: SAN RAFAEL, CA 94903 PM 9 JUL 2001

Postage stamp: 10c

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*BEFORE EXPANDING LAX, PLANNERS SHOULD FIRST SOLVE THE TRAFFIC PROBLEM. WHAT GOOD WOULD IT BE TO TAKE A 90 MINUTE FLIGHT TO SAN FRANCISCO IF IT TAKES 3 HOURS TO GET TO THE TERMINAL?*

Signature \_\_\_\_\_

Print your name clearly \_\_\_\_\_

 Address _____  Email _____	Mr. Ken Klier 4042 W. 176th St. Torrance, CA 90504-3122		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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IT IS TRUE THAT TRAFFIC AND NOISE + POLLUTION HAS INCREASED IN THE LAST YEARS NEAR THE AIRPORT. ECONOMIC IMPACT IS GOOD CONSIDERING THAT THE AIRPORT EMPLOYES THOUSANDS OF PEOPLE, MANY OF THEM ARE LIVING IN THE AREA OR CLOSE FOR THAT REASON. THERE IS ONE THING FOR SURE, IF SOMEONE HAS TO GO TO THE AIRPORT AT THE PICK OF THE SEASON WILL HAVE TO ENTER THROUGH ONLY 2 ENTRIES AND FACE AN HOUR OF GOING AROUND JUST TO PARK. THERE SHOULD BE OTHER ACES TO ENTER LAX, I BELIEVE SOMETHING HAS TO BE DONE TO AVOID MORE CONGESTION. MAYBE IF THE AIRLINES HAVE THE SAME FARE PRICE, SAY GOING TO ONTARIO, JOHN WAYNE AND OTHER AIRPORTS BESIDES LAX, THIS WOULD NOT BE A CHEAPER FARE COMING TO LAX, IN OTHER WORDS, SAME PRICE FOR COMING TO LOS ANGELES.



*Aurora G. Smith*

Signature

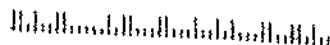
AURORA G. SMITH

Print your name clearly

Your Name	<u>AURORA G. SMITH</u>
Address	<u>400 STRAND</u> <u>MANHATTAN BEACH, CA</u>
Email	<u>90266</u>

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*Mrs Jane Harman!*  
 The first thing to think about, is who the land at the airport really belongs to! The (U.S.A.F) owns the land the airport sits on. Now I'll answer the questions you asked:

1. Would not
2. Would not.
3. none

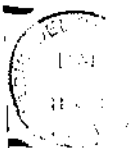

4. Talk to the (USAF) about this problem, what about a war also.

*Karl R. Scholtz*

⑤ only let military & overseas carriers land at LAX and have other airports take in small aircraft  
*KARL R. SCHOLTZ*

Signature

Print your name clearly

Your Name	<i>Karl R. Scholtz</i>	 
Address	<i>P.O. Box 5126 R.H.E Calif 90274</i>	
Email	_____	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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Size	3,425 acres		34,000 acres

Source: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

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If the expansion involves only LAX, that is fine. Please DO NOT try to involve Municipal Airports, including Torrance. We are already dealing with UNBEARABLE noise from the Torrance Airport, and this would make it worse.

Torrance would become an entirely industrial city if this plan involves Torrance Airport.




Kathleen Lago

Signature

Kathleen Lago

Print your name clearly

As personally I should take the place in the area in Torrance

 Christian Nimsky Kathleen Lago 23001 Foothill Ave. Torrance, CA 90505-2836		
Email: <u>KLAGO@YAHOO.COM</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

The South Bay is saved fine by LAX.



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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AS A PROFESSIONAL HAVING SERVED ON AIRPORTS DEVELOPMENT COMMITTEES I CAN ASSERT THAT YOUR PLAN WOULD HAVE DISASTROUS EFFECT ON SOUTHERN CALIFORNIA INCLUDING THOSE OF SECONDARY COST. DENVER INTERNATIONAL WAS A PRIME EXAMPLE OF POLITICALLY INFLUENCED BUNGLING. TRY: DALLAS - FT WORTH DUBAI OR SINGAPORE

  
Signature

JAMES C. HOPPE P.E.  
Print your name clearly

Your Name	_____	 
Address	James Hoppe 26 Ramo Cruz Ct. Manhattan Beach, CA 90266-7214	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

PC02738

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Dear Ms. Harman, - By the way your flyer is written you are not being open minded. LAX is critical to a strong local economy. It not only contributes but supports & enhances our competitive position in the world economy. LAX is the "gateway" to Asia. We cannot afford a weak airport infrastructure. I dont know when you last traveled through LAX but the congestion, traffic, and parking is terrible. I think your comparison above "says it all". Denver, with 10x the area has a capacity of about 1/2 of what LAX will have. Denver also has the luxury of open space within a 40min drive of downtown. We dont! We need a strong & efficient airport. I urge you to support the LAX Master Plan.

Signature

*John Demas*

Print your name clearly

JOHN DEMAS

Your Name John Demas  
 Address 27824 Longhill Dr  
Rancho Palms Verde, CA 90275  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*Because 405 will be at gridlock, more traffic on PCH, then more on Valley Dr. + Hermosa Ave. noise + air pollution from this. Longer commute times due to congestion on PCH. The desirability of South Bay communities will decline because of these problems, so property values + economic development will be adversely affected.*

*Katherine Barron*

Signature

*Katherine Barron*

Print your name clearly

Your Name	_____	 
Address	MS. KATHERINE BARRON 801 HERONDO STREET, UNIT 74 HERMONA BEACH, CA 90254	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

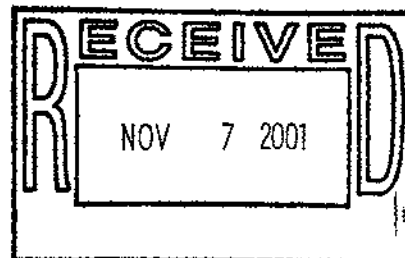




# CALIFORNIA CHAMBER of COMMERCE

November 2, 2001

Mr. Jim Ritchie  
Deputy Executive Director  
Board of Airport Commissioners  
P.O. Box 92216  
Los Angeles, CA 90009-2216



**SUBJECT: LAX MASTER PLAN**

Dear Mr. Ritchie:

The California Chamber of Commerce would like to submit the following comments on the Los Angeles International Airport (LAX) Master Plan.

The Chamber agrees that the decision by Mayor Hahn and the Board of Airport Commissioners to refocus the LAX Master Plan process on safety and security decisions is both responsible and prudent given the events of September 11 and their aftermath. Now, more than ever, it is important that the Master Plan process move forward, while taking into consideration the new realities and economics that have emerged since September 11.

Recent events have underscored the critical role played by airports and, particularly, LAX, underpinning California's economy. Consistent with safety and security, the LAX that emerges from the Master Plan process needs to be an efficient, user-friendly facility that accommodates business and leisure travel, as well as a significant share of cargo volume.

Decisions about the future of LAX will impact virtually every segment of the California economy—from travel and tourism to manufacturing, from entertainment to aerospace, from high tech to fast food. Confidence, comfort and convenience are essential ingredients in restoring "normalcy" to air travels. Planning for both the short and long term at LAX must factor in those considerations.

The California Chamber recognizes that no single airport can carry the whole load and that regional airport development is essential. At the same time, it is important that every airport be optimized, especially LAX, which is the West Coast's gateway to the world.

Sincerely,

Jeanne Cain, Vice President  
Government Relations

October 31, 2001

TO: JIM RITCHIE  
LOS ANGELES WORLD AIRPORTS LAX MASTER PLAN  
ROOM 218, P.O. BOX 92216  
LOS ANGELES, CA 90009-2216

FROM: RUTH C. ATTIAS  
7928 ALTAVAN AVENUE  
WESTCHESTER, CA 90045-2522

SUBJECT: INPUT COMMENTARY TO LAX MASTER PLAN PROPOSAL

1. Instead of writing a lengthy list of disagreements with the EIR, I must state as input commentary that: THE CURRENT PROPOSED MASTER PLAN FOR LAX SHOULD BE WITHDRAWN FROM ANY FURTHER CONSIDERATION !!

-- THE EIR DATA IS OUTDATED - AND FLAWED

-- THE EXISTING PROPOSED MASTER PLAN DOES NOT OFFER ANY ADDITIONAL ALTERNATIVE THAT DOES NOT INCLUDE "EXPANSION"

-- SEEMS TO USE THE TERM "MODERNIZATION" WHEN IT REALLY MEANS "EXPANSION".

-- THE PUBLIC WAS NOT GIVEN AN "EXECUTIVE SUMMARY" OF THE PROPOSAL THAT WOULD GIVE THE KEY IMPACT FEATURES OF THE EXISTING PROPOSAL. SUCH A SUMMARY SHOULD HAVE BEEN MADE AVAILABLE TO THE PUBLIC. LAWA surely knew that 12,000 pages of reading that was only accessible only on a very limited basis was not realistic. Public Libraries have limited days and hours; the Public Hearing site copy on a table surrounded with citizens trying to get a glimpse of the volumes...and no place to sit and read, etc.

2. I did hear the hours of verbal presentation made by the LAWA proponents followed by the public responses at the Hearing at Furama Hotel. From that experience and from all the other sources from which I have gleaned information, I MUST COME TO THE CONCLUSION THAT I MUST OPPOSE THE MASTER PLAN FOR LAX AS IT HAS BEEN PROPOSED AND NOW EXISTS !!

ANY FORM OF EXPANSION OF THE LAX AIRPORT IS UNACCEPTABLE, INCLUDING ACQUISITIONS OF PROPERTY IN THE SURROUNDING AIRPORT AREA THAT AS A RESULT WOULD DESTROY BUSINESSES AND RESIDENTIAL AREAS OF WESTCHESTER, INGLEWOOD, PLAYA DEL REY AND EL SEGUNDO. THIS INCLUDES INFRASTRUCTURES SUCH AS "WIDENING OF SEPULVEDA BLVD." AND "ARBOR VITAE OFF RAMP INTERCHANGE". THE COMMUNITIES ARE NOT STUPID ENOUGH TO THINK THAT SUCH VENTURES ARE NOT FOR THE BENEFIT OF ALL FUTURE PROPOSALS FOR EXPANSION !! TOO MUCH IS ALREADY DESTROYED !!

3. THE AIRPORT COMMISSIONS (AS THEY COME AND GO) HAVE NOT TAKEN ACTIONS NECESSARY TO FOCUS ON THE REGIONAL APPROACH TO ACCOMMODATE PASSENGERS AND CARGO AT THE OTHER LA-OWNED AIRPORTS. THE COMMISSION MUST TAKE STEPS NOW ... AND NOT DRAG FEET ANY LONGER !!

Respectfully Submitted,

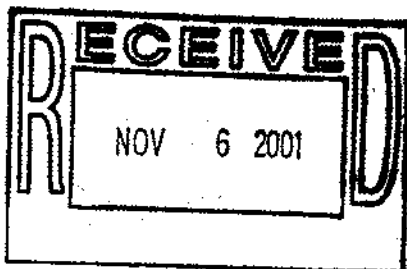
*Ruth C. Attias*

RUTH C. ATTIAS

7928 ALTAVAN AVENUE

WESTCHESTER, CA 90045-2522

(310) 670-0751



PC02742

To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

## Public Comments

Name (First MI Last, or Organization): *Vincent A. Miceli* Date: *11/4/01*

Address: *6430 FIREBRAND ST*

City: *Los Angeles* State: *CA* Zip Code: *90045*

Telephone (optional) E-mail: (optional)

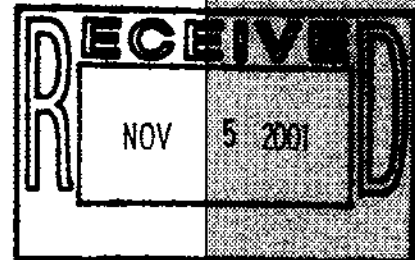
Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable) Number: Title:

Comments:

Office Use Only

*There must be an  
alternative to Expansion.  
Use Palmdale or  
Orange County  
No More Expansion  
in Westside*



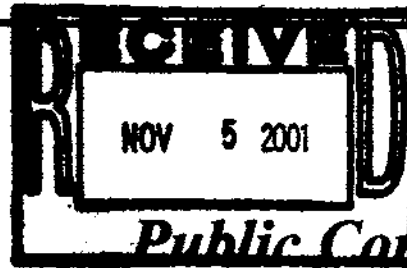
Attach additional sheets if necessary.

Comments **must be received** by 7/25/01

Form Courtesy of **Mina Bharadwa** of Re/Max Beach Cities Realty  
(310) 649- MINA

PC02743

To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216



Name (First MI Last, or Organization): *Andrew A Casey Citizen* Date: *11/2/01*

Address: *567 Windsor Way*

City: *Culver* State: *Ca* Zip Code: *90230*

Telephone (optional): *No Call PLZ.* E-mail: (optional) *NONE*

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable) Number: Title:

Comments:

Office Use Only

*Dear People*  
*I know we are crowded when I make a trip by Plane. It seems adding new airports or at least expanding accommodations at existing facilities could alleviate the present conditions at LAX - Please do not compound an existing overloaded area.*

*Thank you  
Andrew Casey*

Attach additional sheets if necessary.

Comments **must be received** by 7/25/01  
Form Courtesy of **Mina Bharadwa** of Re/Max Beach Cities Realty  
(310) 649-MINA

PC02744

To Jim Ritchie

I have lived in Westchester since 1951, since then I have seen the Airport expand many times, I saw whole neighborhoods disappear. I thought things only got worse.

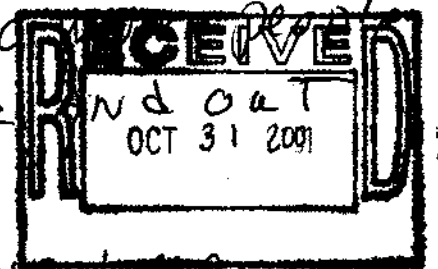
I believe the problem of traffic is the result of not correcting the bottleneck the airport has, you can't just make wider streets and continue to acquire more land when everything still goes to the same bottleneck.

My suggestion is to change the existing problem by relocating the main ~~entrance~~ <sup>entrance</sup> and <sup>parking</sup> the total layout of the airport.

If you use the south east side that ~~is~~ is between the 105 and the 405 freeway to enter. And if you widen LA Cienega Blvd instead of Sepulveda and Lincoln Blvd. you could create a direct route for traffic.

If you would use people movers like the ones in Las Vegas to ~~from parking to~~ <sup>entrance</sup> ~~entrance~~ to terminals.

There are many exit along LA Cienega

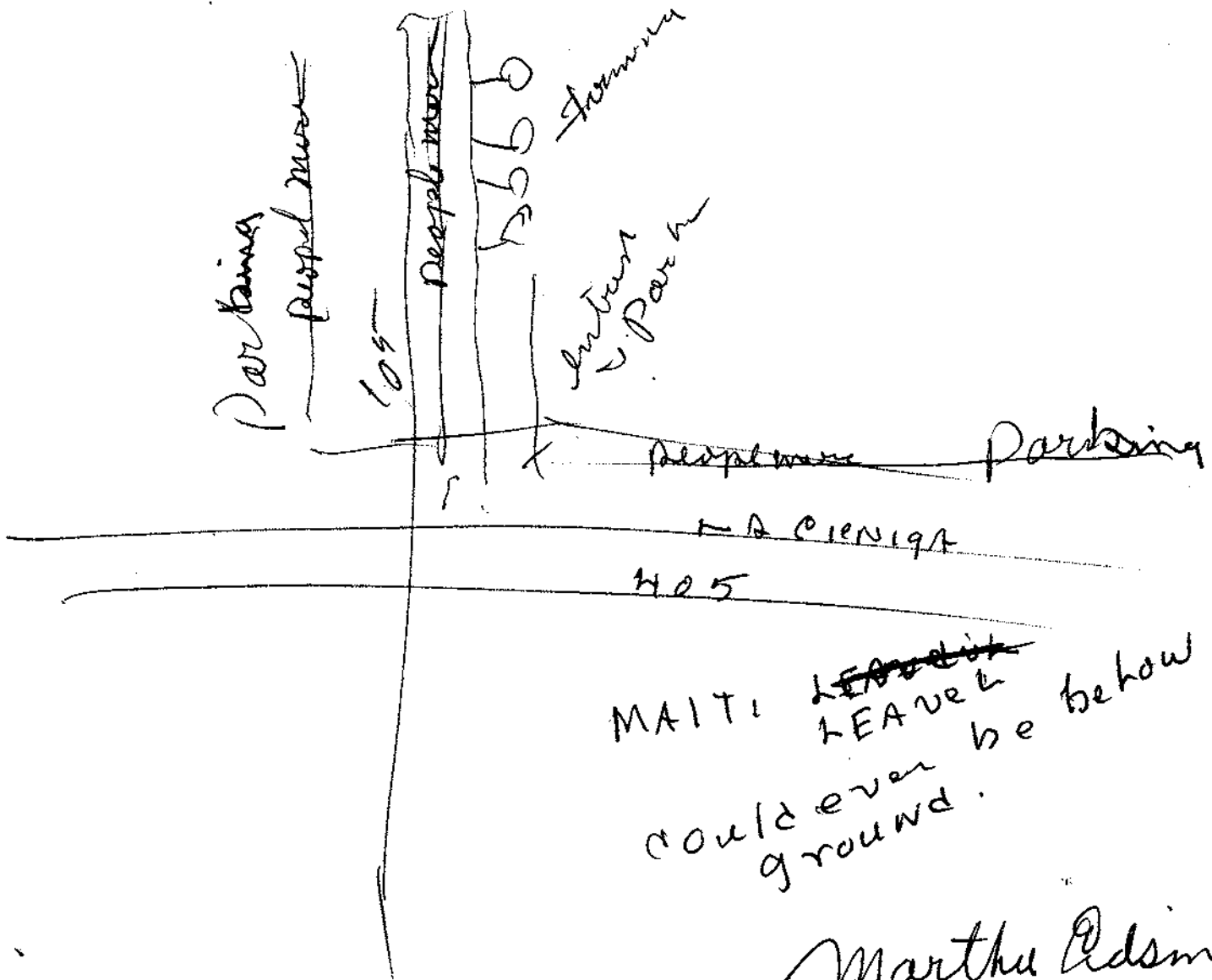


PC02745



To The 405 freeway

The freeway ARE TO move @Ang. why  
NOT use Them  
The New Airport could be something  
like This



Martha Adams  
7776 ISIS AVE  
L.A CA 90045

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

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I think that LAX is already a Nightmare. There should be more airports spread throughout the Los Angeles area.  
Thank you

Amelie S. Escher

Signature

Amelie S. Escher

Print your name clearly

Your Name Amelie S. Escher  
 Address 109 Balboa Ave #6  
Venice, CA 90291  
 Email Escheraga@hotmail



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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IF LAX EXPANDS - WE ARE MOVING OUT  
OF CALIFORNIA!

*Michael A. Bell*

Signature

Michael A. Bell

Print your name clearly

Your Name <u>Michael A. Bell</u> Address <u>1325 Gln St</u> <u>Manhattan Beach, CA 90246</u> Email _____	Please Place Postage Here  MAILED FROM ZIP CODE
 Recycle	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I WAS BORN IN WESTCHESTER IN 1953 & HAVE LIVED HERE ALL OF MY LIFE - I WANT THIS RIDICULOUS EXPANSION OF LAX STOPPED! I HAVE LIVED WITH THE NOISE POLLUTION, THE FUEL POLLUTION, THE TRAFFIC POLLUTION FOR ALMOST 50 YEARS. THOSE ITEMS NEED TO BE MITIGATED - NOT ENHANCED OR EXPANDED! I DESERVE THE RIGHT TO ENJOY AS MUCH PEACE & TRANQUILITY AS POSSIBLE & IT IS THE DUTY OF OUR ELECTED OFFICIALS TO STAND UP & FIGHT FOR ~~THE~~ US! THANK YOU FOR YOUR OPPOSITION, JANE. -

Now - CAN WE ALSO COUNT ON YOU TO OPPOSE THE DEVELOPMENT OF PLAZA VISTA - A CITY THE SIZE OF CENTURY CITY - ON ONE OF OUR LAST REMAINING WETLANDS! MUST WE BE SO GREEDY TO CONVERT OVER EVERY LAST OPEN SPACE?

*Caro R. Blackenship*

Signature

CAROL R. BLACKENSHIP

Print your name clearly

Your Name CAROL R. BLACKENSHIP  
 Address 8505 CATALINA #4319  
PLAZA DEL REY CA 90243  
 Email BLANIC8840@aol.com



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

PC02748

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I, ALSO, OPPOSE THE LAX MASTER PLAN IN CONJUNCTION WITH SUPPORT FOR DEVELOPING OUR OTHER SO. CAL. REGIONAL AIRPORTS. IT ONLY MAKES SENSE. I FEEL LAX HAS BEEN DEVELOPED TO ITS FULL POTENTIAL.

Suzanne K. Butorac  
Signature

SUZANNE K. BUTORAC  
Print your name clearly

Your Name SUZANNE K. BUTORAC  
 Address 541 - GRAND BLVD #1  
VENICE, CA 90291  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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*Congresswoman Jane Harman*  
 I agree with your expansion concerns regarding the regional approach to accommodate the present & future growth of the air transportation system. I would like to offer what regional development may mean:



- 1) More direct / non-stop flights to other regional airports.
- 2) The revenue sharing of airport terminal facilities available to airlines linking terminal parking facilities (ie the viable dismantling of the current "Hub" system).

*John Touriso*  
 Signature

*John Touriso*  
 Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

John J. Touriso  
 7 Marina Pl., W.  
 Manhattan Beach, CA 90266-7204

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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NO TO EXPANSION OF LAX  
DISTRIBUTE TRAVELLERS EVENLY TO  
ORANGE, RIVERSIDE, ONTARIO OR LONG  
BEACH SO LA WONT BE CROWDED  
AND DIGESTED. WE HAVE NOISE ENOUGH  
IN PALOS VERDES PENINSULA!

Lennart Danryd

Signature LENNART DANRYD  
Print your name clearly

Your Name Len DANRYD  
 Address 28557 BLYTHEWOOD DR  
R.I.P.V. CA 90275  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

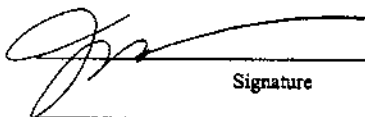
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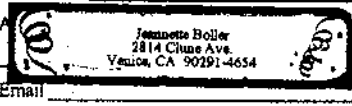


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*I AM NOT IN FAVOR OF ANY LAX EXPANSION AT ALL!  
 BESIDES TRAFFIC, AIR AND SOUND POLLUTION WILL BE  
 OUT OF CONTROL - IT IS PRETTY BAD ALREADY.*

  
 \_\_\_\_\_  
 Signature

*JEANNETTE M. BOLLER*  
 \_\_\_\_\_  
 Print your name clearly

Your Name  Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		







SIERRA CLUB  
85 Second St., San Francisco, CA 94105

*Robert W. Adams*

Signature

ROBERT W. ADAMS

Print your name clearly

Your Name \_\_\_\_\_

Addr: Robert W. Adams  
4040 Grandview Blvd. #63  
Los Angeles, CA 90066

Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

9302977-1322538



PC02753



To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

### Public Comments

Name (First MI Last, or Organization): Jennifer D. Wycher Date: 11/09/01

Address: 8026 Yorktown Ave

City: Los Angeles State: CA Zip Code: 90045

Telephone (optional): (310) 641-5520 E-mail: (optional)

Document:  Draft Master Plan  Draft EIS/EIR

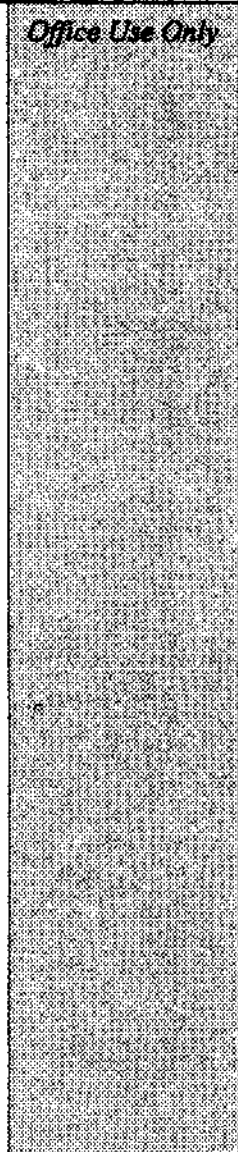
Subsection (if applicable) Number: Title:

Comments:

Dear Mr. Ritchie,

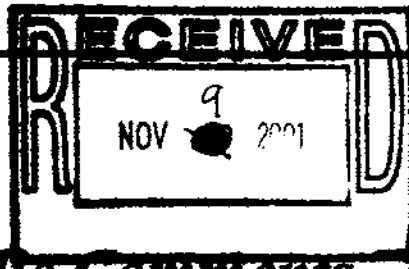
I am & have been a Westchester resident for over 10 yrs. I am opposed to the expansion of LAX because LAX is now a huge burden to ourselves & surrounding communities. I do not expect LAX to make just not to expand more than it has already. Past expansions & increased volume of flights & passengers has but destroyed the Westchester I grew up in. We now deal with more traffic, congestion, pollution & resulting health concerns than we can bear. I believe it would be not only unwise but truly unwise for the LAX expansion to move forward with any expansion!, which would, last but not least surely compromise the quality of life for Westchester residents & those of surrounding communities. Please ditch this flawed plan.

Sincerely, Jennifer Wycher



Attach additional sheets if necessary.

Comments **must be received by 72501 11-9-01**  
Form Courtesy of **Mina Bharadwa** of Re/Max Beach Cities Realty  
(310) 649- MINA



To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

### Public Comments

Name (First MI Last, or Organization): LINDA COPPIN Date: 11-10-01

Address: 6415 W 85th St

City: Los Angeles State: CA Zip Code: 90045

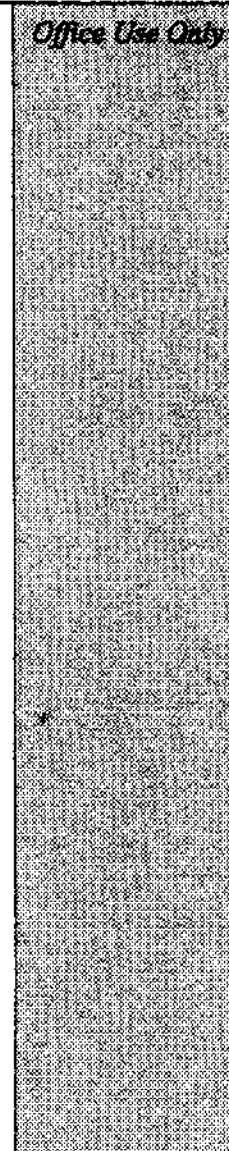
Telephone (optional): \_\_\_\_\_ E-mail: (optional) \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable) Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

IN light of the terrorist attacks, we need another International Airport in the region. Ontario, Palmdale and Fullerton should be developed and would be more convenient airport for travelers who live in those areas. I live a mile from LAX and I have to hose down my windows one a month to remove the "soot" from the air planes. The noise now wakes me up at night now - I CAN'T imagine the noise if the Airport increases.



Attach additional sheets if necessary.

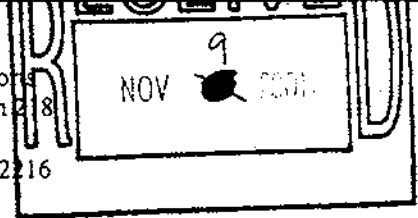
Comments **must be received** by 7/25/01  
 Form Courtesy of **Mina Bharadwa** of Re/Max Beach Cities Realty  
 (310) 649- MINA

# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, AICP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airport  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697



Name (First, MI, Last or Organization):

ANDREA E. DAVIS (Mrs. Withe Davis)

Date:

11-5-01

Address:

7352 Vista del Mar Lane

City:

Playa del Rey

State:

CA

Zip Code:

90293

Telephone (Optional):

310-823-8927

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

The fruit on the trees in my backyard is annually coated with jet fuel; I can not open my windows because of discomfort and disruption caused by the noise pollution of nearby air traffic at LAX.

Now, even more horrible than all this, is the realization that I am now living next to a gigantic Terrorist bulls-eye. One big, bloated airport. When worldwide example (and common sense) would have a true "world class" Los Angeles with at LEAST two true international airports, if not MORE.

Unforgivable, when you note that LA has other airports and residents that need and want the monetary benefit and convenience of competitive air travel at additional existing and could-be expanded LA airports. Not to mention the thousands that hate the inconvenience of a drive to LAX and the additional thousands of LAX neighbors who hate the negative consequences to their homes, health and neighborhoods.

To continue to overburden LAX, surrounded by thriving neighborhoods and built on top of/next to fragile natural resources, is not forward thinking and it is not necessary. To many of my neighbors, it is unconscionable

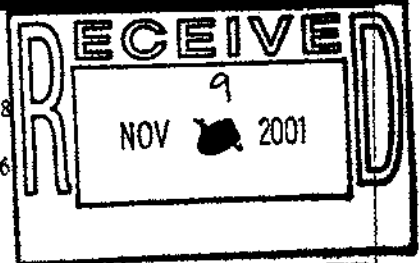
I ask you to Kill the LAX Master Plan. It is fatally flawed.

Attach additional sheets if necessary.

# Councilmember Ruth Galanter Draft LAX EIR/EIS Public Comment

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David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697



Name (First, MI, Last or Organization): Daisy M Daniels Date: 11-9-2001

Address: 48303 N 202nd St W Spane 44

City: Lanester, CA State: CA Zip Code: 93534

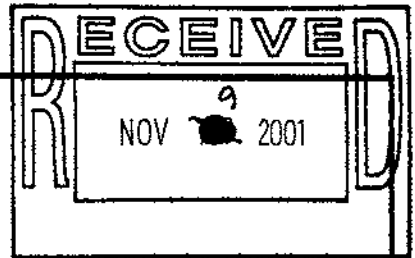
Telephone (Optional): 661-942-7973 E-Mail (Optional): Fax 661-942-4729

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): Number: Title: National Director

Comments:  
I am Director over eight states for Royal Neighbors of America. I fly over one hundred thousand miles a year for United plus other airlines. I have flown over a million miles with United. I have six trips booked with United before end of this year. Hope Palmdale airport opens soon. I will be a regular passenger!

Attach additional sheets if necessary.



To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

### Public Comments

Name (F): Mrs. M. L. Wyche 8026 Yorktown Ave. Los Angeles, CA 90045-3058	Date: 11-7-01
Address:	
City:	State: Zip Code:
Telephone (optional):	E-mail: (optional):
Document:	<input checked="" type="checkbox"/> Draft Master Plan <input checked="" type="checkbox"/> Draft EIS/EIR

Subsection (if applicable) Number: Title:

Comments:

September 11 should have spoken to LAX in way that the residents could not. Any expansion of LAX would be gross irresponsibility toward the residents and taxpayers. At present LAX is too large and has destroyed much of the quality of life for airport area residents; congestion, air & noise pollution, diminished emotional & physical health.

Trying to "shockhorn" any expansion under the guise of modernization & safety is just plain dishonesty. Safety and modernization and a little downsizing would really help and show good will. We need more airports, not bigger!

M. L. Wyche

Office Use Only

Comments **must be received** by ~~7/25/01~~ 11-9-01

Form Courtesy of **Mina Bharadwa** of Re/Max Beach Cities Realty  
(310) 649- MINA

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*Congresswoman Harman: 1985 we purchased our current home. Jan. 1997 LAX + Long Beach began departures over our home. We did not move to the airports. They come to us. LAX departures start at approx 11:30 PM and continue till approx 2:30 AM. A FEDEX aircraft departs Long Beach nightly 9:00 PM - 10:00 PM straight down the 91 flyway west to the beach then turns north to Oakland to their sorting center. I'm glad to see that Supervisor Dan Knauba has become involved. It's already out of control!! Help!!*

*Charles A. Boughton*  
Signature

*CHARLES A. BOUGHTON*  
Print your name clearly

Your Name <i>Charles &amp; Barbara Boughton</i> Address <i>4089 W 125 Place</i> <i>Torrance, Ca. 90504-3115</i> Email <i>tboughton@aearthlink.net</i>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

I believe that Lancaster would be the best place to build a regional airport to supplement the ~~area~~ needs of L.A. Lancaster has a huge amount of land available for such use. My guess is that it might be less expensive than land in other areas and easier to purchase.

Dorothy M. Dixon  
Signature

Dorothy M. Dixon  
Print your name clearly

Your Name Dorothy M. Dixon  
Address 5 Silver Spring Drive  
Rolling Hills Estate, CA 90274  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02760



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June 13, 2001

Dear Congresswoman Harman,



I was at the LAX airport expansion meeting at the Sheraton Hotel in Westchester and saw you "in action" - Bravo!!!

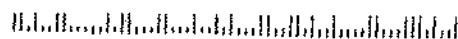
Are you also aware of the Secret Security Budget that was "non-budgeted" to Seniors, due to the unfair taxes imposed on them? The L.A. Times explains it well.

We appreciate your efforts!!

*Helen M. Healy*  
 \_\_\_\_\_  
 Signature

Helen M. Healy  
 \_\_\_\_\_  
 Print your name clearly

Your Name <u>H.M. Healy #4108</u> Address <u>8505 Catalina</u> <u>Playa del Rey, Ca.</u> (Email) <u>70293</u> N.A. _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



HE-LP !!!

# Seniors Left Behind in Rush to Cut Taxes

By KATHY M. KRISTOF  
TIMES STAFF WRITER

While lawmakers scrambled to provide a massive tax cut for Americans, senior citizens such as Lonell Spencer, a 72-year-old retired machinist who lives in Arcadia, wondered why they'd been left out.

Thanks to a 1993 law that dramatically increased the amount of Social Security benefits subject to taxation, millions of middle-income seniors—people with incomes between \$34,000 and \$75,000—pay taxes at higher marginal

rates than millionaires do.

"This bothers me considerably," Spencer said. "I had a small inheritance and it was really unbelievable how much it was diminished by the taxation. I know it sounds weird, but this does not affect the wealthy. The only people who are hurt by this are the middle class."

In fact, federal income taxes can gobble up more than half of any extra income a middle-class senior citizen might earn, said Mark Luscombe, principal tax analyst at CCH Inc., a Riverwoods, Ill.-based publisher of

Please see FINANCE, C3

L.A. Times 5/2/01

## IN REAL ESTATE

### New Housing Need

Renewal projects create critically needed housing without the side effects of unchecked sprawl. K1

## COMING MONDAY

### IPOs Ready to Go

After a year in the doldrums, the market for new stock offerings seems poised for a comeback.

# FINANCE: Seniors Left Out of Drive to Cut Taxes

Continued from C1  
tax information.

Members of Congress and the AARP—formerly known as the American Assn. of Retired Persons—have been working to get the 1993 tax law repealed for years, or at least amended to make it less onerous. But now, despite the prospect of a \$1.35 trillion tax cut, the chances for repeal have never seemed more remote.

Bills aimed at reducing the tax on Social Security benefits have been introduced in both the House and Senate, but they have stalled in committee.

Major tax legislation such as President Bush's tax cut bill is generally an ideal vehicle for eliminating unpopular taxes. But it was impractical to try to dump the tax in this go-round, said David Certner, director of economic issues at the AARP in Washington, because almost anything that would boost the cost of the tax cut would have little chance of surviving the compromises needed to pass the bill.

Sen. Tim Hutchinson (R-Ark.), author of the Senate tax repeal bill, considered proposing an amendment to the Senate version of the Bush tax cut that would have rolled back the tax on Social Security benefits to its pre-1993 level. But that would have cost the federal government some \$117 billion over 10 years. Hutchinson opted not to offer his amendment to avoid almost certain political wrangling, said D.J. O'Brien, a spokesman for Hutchinson. The AARP has even taken the repeal attempt off its current legislative agenda.

"What's happening this year [with tax legislation] is largely driven by the president's priorities, and [the Social Security tax] was not on his priority list," Certner said.

But seniors such as Earl Dover, an 84-year-old who lives in Hindsdale, Ill., aren't willing to let the issue die. Dover, Spencer and others have peppered their elected representatives with letters and phone calls, and they frequently contact reporters to complain about what they argue is a grossly unfair tax.

"I figured with all this surplus money that they're going to start giving out, they could do something about this," Dover said of Bush's tax-cutting plan. "But I am one man in the wilderness. You never hear anything about it."

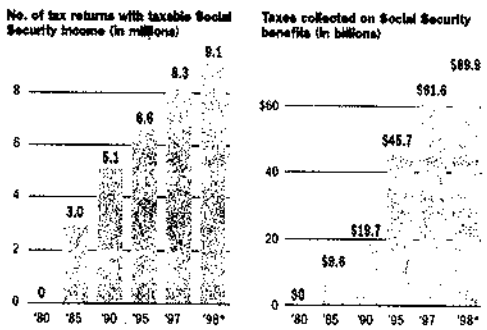
Adds Spencer: "[The Social Security tax] was passed as a tax on the rich, but it's not. It specifically only affects middle-income retirees."

To understand how this happened, a little background is necessary.

When the Social Security system was created in 1933, benefits weren't taxed. That changed in 1983 when Congress slapped a tax on up to half of the Social Security payments received by many tax-

## A Growing Burden

The number of Americans paying tax on their Social Security benefits has soared since the tax was imposed in 1983. The biggest growth came after 1993, when a greater portion of benefits became taxable.



\* Most recent data available  
Source: Internal Revenue Service

Security benefits so forth—exceeded \$25,000 for singles or \$32,000 for married couples filing jointly.

For a couple with an annual income of \$35,000 in wages and pensions and \$20,000 in Social Security, that translated into a \$1,820 tax on their Social Security benefits, based on their marginal tax rate of 28%.

Things got even worse for seniors with passage of the 1993 tax bill, which increased the maximum portion of a person's Social Security benefits that could be taxed from 50% to 85%. Although the tax was advertised as a levy on "wealthy" recipients, retirees with

top marginal rate of 39.6% now paid by married couples making more than \$288,000 a year.

"It is a form of double-taxation—a heightened form of double taxation," O'Brien said.

What especially troubles Spencer is that the income thresholds that trigger taxes on Social Security income are not adjusted for inflation. If seniors simply withdraw more from their pensions to keep up with inflation, they get hit harder by the double tax.

Moreover, because of inflation, relatively poorer retirees get sucked into the Social Security tax each year. Fewer than 10% of all retirees paid tax on Social Security income when the 50% tax was first imposed, but roughly 32% of recipients find their benefits taxable today. Some 9 million retirees pay tax on 85% of benefits, O'Brien said.

"Don't ever listen to people telling you that you're going to be in a lower tax bracket when you retire," Spencer said. "I would be in a lower bracket if it wasn't for Social Security, but because of this tax, I pay more than I ever have."

If the law isn't changed, at least to index the income levels to inflation, baby boomers will be forced into the Social Security tax bubble at poverty-level incomes, Spencer said.

Still, it's tough to eliminate a tax once it's been implemented, especially one that brings in so much revenue, O'Brien said. Nonetheless, he said, Hutchinson will revive the issue later in the year.

But for now, seniors such as Spencer and Dover will wait and wonder why retirees have been relegated to second-class status when it comes to middle-class tax cuts.

"Baby boomers just don't understand. Everybody tells them to save, but there's this Catch 22," Spencer said. "If you save, you end up paying more tax on your Social Security."

Times staff writer Kathy M. Kristof, author of "Investing 101" (Bloomberg Press, 2000), welcomes your comments and suggestions but regrets that she cannot respond individually to letters or phone calls. Write to Personal Finance, Business Section, Los Angeles Times, 202 W. 1st St., Los Angeles, CA 90012, or e-mail kathy.kristof@latimes.com. For past Personal Finance columns

*'Don't ever listen to people telling you that you're going to be in a lower tax bracket when you retire. I would be in a lower bracket if it wasn't for Social Security, but because of this tax, I pay more than I ever have.'*

Lonell Spencer, a 72-year-old retired machinist

incomes as low as \$34,000 if single or \$44,000 if filing jointly were subject to the tax.

Because more of their Social Security benefits were now subject to taxation, the couple in the above example saw the federal income taxes on their benefits rise to \$1,928—or \$108 more than before.

Worse still, for each \$1,000 that the couple's income increased—say they inherited money or took part-time jobs—they could end up paying more than half of the added income in tax. That's because the \$1,000 would make an additional \$850 of their Social Security benefits (85% of \$1,000) taxable.

So instead of paying ordinary income tax on \$1,000, this couple pays tax on \$1,850. In effect, \$1,000 in extra income costs them \$818 in

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*My husband and I would be greatly affected by traffic, noise and pollution resulting from an LAX expansion. We oppose it. Since we live in Venice our whole community would be subject to a decreased quality of life as a direct result of the expansion. Traffic congestion, noise + pollution are all high, stressful. As voters you have our support.*

*Susan McRight*  
Signature

SUSAN McRIGHT  
Print your name clearly

Your Name	 MS. SUSAN BLUE-McRIGHT 1337 PALMS BLVD VENICE, CA 90291-2907	Please Place Postage Here
Address		
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

Oppose LAX expansion  
Donna Meehan  
Torrance 90501  
2355 West 234th st.

---

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JUN 25 2001

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The traffic on the 405 is already terrible. I have noticed increase noise over the past few yrs. The increased traffic from planes imposes a greater risk of one crashing in our back yards. We have no more room to expand. The pollution is really bad now. My screens & window sills are black in a matter of days and I live about 4 miles away from LAX.

*Terrie Lavery*  
Signature

Terrie Lavery  
Print your name clearly

Your Name <u>Terrie Lavery</u>	Please Place Postage Here
Address <u>4270 Canyon</u>	
<u>LA, CA 90066</u>	
Email <u>[REDACTED]</u>	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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*I am against expanding LAX. I have lived in the area 50 years and worked for CAA and then FAA for many years. There was an FIR for Palmdale in the 1980's. I would hate to see more pollution, hear more noise - etc. Also, on an important point - the Airport Traffic Controllers are too busy now - how would that problem be addressed? Bigger control tower? etc etc*

*Rose C. Warner*

Signature



Rose C. Warner

Print your name clearly

Yes  
 No

Ms. Rose C. Warner  
 7507 Westlawn Ave.  
 Los Angeles, CA 90045-1063

Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

International Airport

International Airport

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\$ live 15 minutes (in "good traffic times") from the airport, therefore I'm often the designated "taxi-service" for friends. It is lunacy to consider expanding LAX, especially in light of the instant city on the wetlands, Playa Vista, that Los Angeles and the state of California insist on building congruent with the only non-freeway route in and out of LAX. Traffic on the 405 is already bumper-to-bumper at ALL times of day or night. Noise and pollution are already horrendous. San Bernardino and Riverside Counties are the fastest-growing areas in the state (I know, I was raised there and my Dad is a real-estate developer.) They need a closer airport (Ontario will be inadequate + too close to existing homes.) EL TORO is a much better solution for all counties. I don't care about the economic impact for Los

Your Name Sharon Hagen  
 Address 25 Brooks Ave. # 4  
Venice CA 90291  
 Email \_\_\_\_\_  
SHARON HAGEN

Anges, I don't think expanding LAX is the answer. Business travelers and especially private jet owners should not take precedence over quality-of-life. They can shuttle or will have limousines. Same for tourists. If people want to come to L.A., they will get here regardless.

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

I've lived in L.A. for 37 years on my own, and visited my grandparents here all through my childhood. L.A. is becoming absolute HELL, even in my neighborhood where I'm lucky enough to live at the beach.  
 Thank you for your concern.



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*LAX has a big impact on our community now without consideration of expansion. It is all negative with heavy, speeding traffic, noise and dirt all over the area from rubber to soot and jet fuel. Other than hotels, car rental and a few food outlets, I don't believe we derive that much benefit to offset all the aggravation.*

*JOHN B. DWENS*  
Print your name clearly

Your Name <u>JOHN DWENS</u> Address <u>7844 MCCONNELL</u> <u>LOS ANGELES 90045</u> Email <u>JDWENS.LA@AOL.COM</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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Currently ~~the~~ noise is very disturbing. You become tolerant of it but you wonder what effect does it have on you or your kids. The expanding of the airport would create more traffic and they would not do anything to the communities surrounding it. Making these communities better would help. I do not agree with it. This proposition or expansion would only push the people who live here out of the area.

*Claudia K. Santillan*  
Signature

CLAUDIA K SANTILLAN  
Print your name clearly

Your Name	CLAUDIA K. SANTILLAN	Please Place Package Here
Address	4957 W. 112TH ST INGLEWOOD CA 90502	
Email	CKS90502@AOL.COM	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

**Dr. Melvyn Rosenstein**

**Fax # 310-306-0370**

**Tel # 310-301-7921**

**e-mail: melrosenstein@earthlink.com**

**June 12, 2001**

**Pages: One**

**To: Congresswoman Jane Harman**

**Re: Airport expansion**

**Despite the fact that I am a registered Republican, I am one of your supporters regarding social issues and I voted for you.**

**I totally agree with your position on regional airport expansion. It makes very good sense for a city such as Los Angeles with its enormous sprawl. Your plan would offer convenience to L.A.'s residents while at the same time relieving the burden to the residents around LAX. I applaud your intelligent, incisive and accurate thinking on this issue.**

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*I drive from my home in Fullerton Hills to LAX and it takes me 20 minutes to get to LAX. I have a job on the Long Beach, E.S. now and take from 40 to 60 minutes. I would have to leave at 3-4 days a week and miss the traffic and auto fumes, this form of transportation, which was really good for a while & was environmentally friendly is no longer possible. I would have to leave my community and the Long Beach area, my way of life and the Long Beach area and drive further north, fumes, traffic, etc. Glenda Urmacher*

Signature

Print your name clearly

*UR1 URMACHER*

Your Name	<i>UR1 &amp; GLENDA URMACHER</i>	Please Place Postage Here
Address	<i>POB 2125 Rolling Hills Est, CA 90274</i>	
Email	<i>GLENDA@Y2KOK.COM</i>	

Congresswoman Jane Harnan  
811 N. Catalina, Suite 1302  
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*Living in Westchester we would definitely be affected by an expanded LAX. More traffic congestion noise and pollution from both cars and planes. Westchester has been a quiet community but with and expanded LAX we would see more traffic traveling through residential streets trying to avoid gridlock on Sepulveda. There are alot of young families here and the extra traffic would endanger the kids.*

*I also believe Long Beach airport should be included in the regional plan*

*Tony Bucca*

Signature

*Tony Bucca*

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302

PC02771

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AS A RESIDENT OF EL SEGUNDO, EXPANSION IS NOT A DESIRABLE PLAN. AIR TRAFFIC NOISE/POLLUTION CAN BE HEARD WELL INTO THE NIGHT (1 AM, 2 AM) AND ENHANCED ACTIVITY WOULD NOT BE WELCOME. ALSO, PROPERTY VALUE WOULD SIGNIFICANTLY BE AFFECTED FOR PLAYA DEL REY - EL SEGUNDO RESIDENTS. I SUPPORT YOUR EFFORTS TO OPPOSE AND SEEK OTHER AREAS WHICH ARE NOT AS "MARKED OUT" [NOT TO MENTION THE SEPULVEDA HELL CREATED AROUND THE AIRPORT (INCL. 405)].

STRONGLY OPPOSE URBANIZING WHAT LITTLE SERENITY IS LEFT OF THE BEACH COMMUNITIES AFFECTED!

\_\_\_\_\_  
Signature

LOREI TILKIN  
Print your name clearly

Your Name LOREI TILKIN  
 Address 501 CENTER ST. #11  
EL SEGUNDO, CA 90245  
 Email tilkine@mgm.com

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

6/9/01

Jake Harman

I live 9 miles from Fay.

I see 3 problems: Noise,

Pollution & traffic. For

this area it would definitely  
not be a benefit.

I vote for the "Regional  
Plan".

Jedie Sampson

Judith  
A. SAMPPSON

Fay

310-372-1622

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*I think it is only a matter of time before there is a major catastrophe over the City of L.A. We need to move LAX to an area less inhabited, combined with a loop rail around the City with parking, connected to the airport. El Toro is absolutely the ideal location. If we can convince all the Yuppies in Orange we have a perfect location, almost ready for use.*

*Sincerely*



HARRY WILLIAMS (PRIVATE PILOT)

Signature

Print your name clearly

Your Name <u>Harry Williams</u> Address <u>P.O. Box 382</u> <u>Manhattan Beach</u> Email <u>CA 90267</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Traffic is already congested in all areas around the airport.*

*POLLUTION - I CAN LIVE WITHOUT IT.*

*'S NOISE IS NOT TO BAD NOW SINCE I HAVE SOUND PROOF WINDOWS - BUT I DON'T LIKE TO BE LIVING IN A*

*TATER WARE* Signature *ANGELIKA LILLO* Print your name clearly

Your Name <u>ANGELIKA LILLO</u>	
Address <u>8712 DELGADO AV # 203</u> <u>PLAYA DEL REY, CA 90293</u>	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*No L.A.X. EXPANSION*



*No ARBOR VITAE INTERCHANGE*

*Philip Voss Jr  
Elaine P. Voss  
Philip C. Voss III*

*PHILIP C VOSS JR  
ELAINE P VOSS  
PHILIP C. VOSS III*

Signature

Print your name clearly

Your Name _____ Address _____ Email _____		
Phillip Voss 8750 W. 74th St. Los Angeles, CA 90045-1712		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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June 11, 2001  
 Sorry I didn't receive this on time to get this to you by June 9 but I definitely agree with your opposition to the LAX expansion. It is bad enough now. I have to go to the LAX frequently to pick up - and return - various certificates for the L.A. Opera so have watched the congestion grow over the past years. There are even occasions when an airplane is routed over Manhattan Beach and the noise is extremely nerve-racking.  
 Jane S. Gifford  
 Signature JANE S. GIFFORD  
Print your name clearly

Your Name: **Jane S. Gifford**  
 Address: **1712 1st St.  
 Manhattan Bch, CA 90266**  
 Email: \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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*I FEEL THAT LAX IS SUFFICIENT AND ANY Additional building would INCREASE TRAFFIC ON SEPULVEDA UNBEARABLY.*

Richard D. Howard  
Signature

Richard D. Howard  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

*Dick & Joyce Howard  
6364 W. 80th Street  
Westchester, CA 90045*

Email \_\_\_\_\_

**Congresswoman Jane Harman**  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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## WHAT DO YOU THINK?



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Dear Congresswoman Harman,

Thank you for advocating the regional plan. Airport traffic should be distributed throughout the area, not concentrated in the beach cities. We live in Palos Verdes Estates and have already been disturbed at night by low flying airplanes. Our son lives in Marina del Rey and is looking forward to buying a house in the coastal region but is worried about the impact of noise and traffic. What is burdensome to us would be economic opportunity for neighbors in the Inland Empire.

Robert and Marilyn Aitken  
Signature

Robert + Marilyn Aitken  
Print your name clearly

Your Name	<u>Aitken</u>	 
Address	<u>2427 Via Sonoma PVE CA 90274</u>	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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North LA County	762,000	South Bay	106,000
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- This comparison shows how Denver met growing aviation needs:

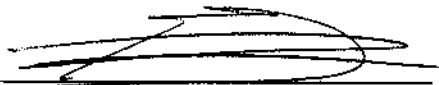
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Residents within planned 65 decibel noise boundary	82,928		0
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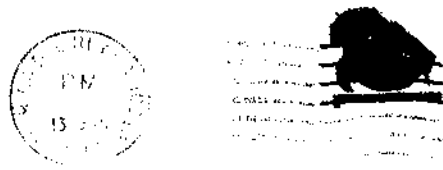
*The new expansion plan for LAX will definitely have a bad impact on the Los Angeles area and specially for neighborhoods surrounding it. We already have a tremendous nuisance with the present levels of traffic besides the environmental factor. The pollution from all the traffic plus the several refineries in the South Bay worsen our daily way of life. I truly hope that there can be a better solution to this problem.*

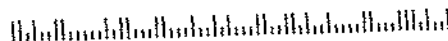


Signature

*Benjamin Ramos*

Print your name clearly

Your Name	<u>Ben Ramos</u>	
Address	<u>730 Indiana Ct. #9 El Segundo, CA 90245</u>	
Email	<u>Bramos9869@aol.com</u>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		



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*I do not travel, at all, unless it is absolutely necessary. LAX is so clogged with traffic - it takes an hour to get around & out. Lines get longer & longer & is generally congested in every way. Tell some of the "wealth" with Orange County Riverside & Palmdale. In 2 more years LAX will be a complete nightmare with no place to go. Tell those poor people in Hollywood & West L.A. in their homes & stop taking property & homes away! We don't need more "tourists" coming to L.A. &.*

*Billie D. Kline*  
Signature

*BILLIE D. KLINE*  
Print your name clearly


 Mrs. Billie Kline  
 24200 Walnut St. Spc 25  
 Torrance, CA 90501-6738  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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- ① Extend light rail (The green line - currently the train to nowhere) into the airport! circle - every other world class city has.
- ② Regional flights (S.F., OAK, Phoenix etc) to be scheduled from Van Nuys, Long Beach, orange co, ontario etc
- ③ Cross Country and international passenger flights from LAX
- ④ Cargo into Victorville, Palmdale, San Bernardino etc
- ⑤ NO, NO, NO to expansion of LAX!!!

*Samuel E. Wilson MD*

Signature

SAMUEL E. WILSON

Print your name clearly

Your Name <u>S-E-WILSON</u> Address <u>1436 Via Castilla</u> <u>PVE CA 90274</u> Email <u>SEWILSON@UCI.EDU</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		





Emphatically  
No → Expansion LPP

Yes → Expand outlining airports  
NO BRAINER !!

Joseph Zamberlin  
Signature

Joseph P. ZAMBERLIN  
Print your name clearly

Your Name Joseph ZAMBERLIN  
Address 2019 MATHEWS AVE #13  
R. B. CA 90278  
Email JZAMBERLIN@RBL.COM



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC02783

THE ATLANTIK OCEAN WAS CALLED  
AETHIOPIA OCEANUS FOR EVER BUT  
SINCE A COUPLE CENTURIES THAT  
MAN KNEW WHAT PAPER KNOWLEDGE  
GOT THAT WAS BEHIND MORE THAN  
A COUPLE THOUSAND YEARS WAR  
AGAINST NILE RIVER CIVILIZATION  
OF NATURAL PIPERS PLANT THAT  
PUT OTHER RIVERS LIKE MESOPOTAMIA,  
IN PERSIAN CHRISTIANITY OUT OF  
TIGRIS & EUHRATES RIVER GOD,  
SO IS THE RIVER GANJA FOR BUDHA,  
JAH IS RESTING & OFFERING THE  
WHOLE UNIVERSE IDENTIFIED  
ON THE ZION OF ETHIOPIA THE FIRST  
WHEN THEY FOUND OUT A COUPLE  
HUNDRED YEARS AGO THE PEACE  
PRODUCER HEMP THE DIDN'T DO  
NOTHING BRAINSTORMING THEIR  
BRAIN AGAINST IT (HEMP)  
THE AMERICAN CONSTITUTION  
WRITINGS ON HEMP PAPERS &

couple hundred years ago (sorry  
if I keep using "a couple" continuously  
but it is my respectful AFRICAN ACCENT  
to say it's not on my responsibility  
of perfectness of HEALTH, TIME and  
KNOWLEDGE) says any one wearing  
not HEMP OR LINEN uniform is a  
EXTRA UNIVERSAL ENEMY ROBOT AGAINST  
NATURE nothing to be but CRIMINAL.  
AND IT SAY AGAIN DONT LOOSE YOUR  
MIND, TIME and NATURE but SAVE THEM  
BECAUSE IT'S NOW VERY EASY TO PUT  
MILITARY & PRISONERS TO HEMP CIVIL  
ACTION THEY ARE NOT NOW BUT EATING  
ATLEAST 3 TIMES A DAY PIG PRODUCTION  
WEATHER IN JAIL OR IN A TANK FOR  
WAR, SAUSAGE, BOLGNA and HAM.  
TO KEEP THEM THIRSTY OF BLOOD out of  
THEIR INOCENSE CONSUMPTION OF  
THEIR GOD JESUS CHRIST, THE FOOD  
CLOTH and shelter out of his BODY  
for FOOD and HIS BLOOD TO KILL  
THIRSDAY (THIRSTINESS WATER)

So for their alternative and  
chosen power coming nothing  
tempesting WEAKNESS continuously  
loved their TREBELLIOUS LUCIFER  
they end up on the LAKE OF FIRE  
without any need of HELP BECAUSE  
THE HATE CANNABIS THEY GOT  
KEEP THEM EXISTING BY ONLY BURNING  
IT and sale pure people \$ 1.25 @  
12 ounce of water. THAT'S FROM ABRAHAM  
no matter is GETTING CALLED SARA  
LINCOLN, so effectively you see  
the AMERICAN CONSTITUTION DOESN'T  
HAVE NOTHING TO DO WITH INDIANS  
BUDDHIST ~~and~~ from the RIVER  
GANGJA, SAME THE MESOPOTAMIA  
CIVILIZATION OF ABRAHAM and Company  
too IS A RIVER CIVILIZATION BUT  
NEVER FROM THE NILE. So they  
think they are stealing the  
name of THE OCEAN OF ETHIOPIA  
at the same "a couple of hundred  
years ago" THIS SNAKE UNITED  
through ARABIA NORTH AFRICA ALAN

ALLAH TO IS ANOTHER MY LAND  
ENEMY FORGETTING THE SAND  
ZEUS FROM PANAMAS AMAZON  
AGAINST ME SEE PURE AFRIKAN  
FROM END TO RAS TSION ETHIOPIA  
SON OF "OUR FATHER HIS IMPERIAL  
PAGES RAS TAFARI FIRST "2 couple  
WORLD WAR<sup>S</sup> WINNER and still  
sitting in the middle of THIS  
(THE) UNIVERSE ON HIS NATURAL  
CANNABIS THROWN WITH NO  
HELL OR COPTIC (HELICOPTORS  
DECEITFULL WAR RUMORS TONGUE)  
OFFERING NATURES BANNER AS  
GREEN FOR LANDS  
YELLOW FOR SHINES  
RED FOR UNIVERS and  
TRUMPET OF RAGGAE RYTHMS  
proofed out of his 1960, OFFICIAL  
VISITS THROUGH CARREASTIAN ISLANDS  
it end EACH AIRPORT OF ISLANDS  
THAT HE WAS GOING THROUGH TO  
MAKE DONE HIS WORKS, AIRPORTS  
WERE HOLDING about FIVE or SIX  
different stages that each one  
WAS RECORDING AS A STAGE FOR

BECAUSE ON TV AND RADIO  
START GETTING HEARD THE  
MIX OF DIFFERENT TRIBAL SOUND  
IN ONE AIM EXISTING KNOWLEDGE  
BECAUSE AIROPLANE IS NOTHING  
A BETTER BUS TRANSPORTATION,  
but the MIX OF RIVERS AGAINST  
THE NILE THE TAKE AIROPLAN  
AS LOUXORIOUS AND POISONOUS  
TOOL AGAINST NATURE. IF YOU  
GO IN ETHIOPIA YOU HAVE TO  
MAKE TRAVEL BY BUS TO SEE  
DIFFEREN NATURE'S OFFERING  
but them ROADS MADE BY THE  
WIND ON THE TOP MASS AND CHAIN  
OF MOUNTAIN, YOU WOULD SEE  
CLOUDS AND SUN AND STARS SHINE  
UNDER THE BUS AND THE ROAD  
IS ROUGH OF ROCKS DAY AND NIGHT  
but RIGHT THERE YOU WOULD  
FEEL "SAYING," WHY THIS PLANE  
IS GETTING CALLED BUS WHEN  
FROM HERE I SEE GREEN DOWN THERE

FOR LANDERS THAT PLAYS SAMBA,  
same another stage not more  
THAN 100 FEET FAR FOR SCANDAL  
PLAYING MARINGHY CARACHA and  
another stage so on and not  
far than "a couple hundred feet,"  
and still between his IMPERIAL  
MAJESTIC ~~AIROPLAN~~ WITH THE LIONS OF  
JUDNA and others beautiful  
CREATURES FROM THE RIVER OF  
NILE, such the two EVER SEEN  
WHITE BEARS THAT OFFERED  
TO THE COUNTY OF CALIFORNIA  
they are still living here since  
60s they live for ever DONT WORRY  
same not that much far each other  
BANDS at fence in and out of  
the AIRPORT THERE WERE TRIBAL  
STAGE LIKE FOR CALYPSO and  
SOKA and etom you know  
WENT BORN RAGGAE AT EACH  
AIRPORT OF FATHER TRIP WORK

introduced in the 60 just at  
the same time of his official  
CARRIBIAN ISLANDS VISIT WORK  
IT WAS PLANNED BY THE CARNIFICATION  
OF JESUS and ~~EXTERA~~ WORK AT  
the beginning of the last century  
(1900) at the ISLAND OF CAPRI  
the now helpfull only for RICH  
POLLUTION CONSUMERS TOURISTICAL  
~~SEX DRUG and ROCKROLL~~ that was  
a weapon since the ROMAN  
FASCIST and MARIA CONSTITUTION  
CAUSE WAS PONTIOUS PLATONS  
and extra universal like PLUTO and  
PLATONIUM poisonous extra universal  
chemical liquid. Yes it was in  
CAPRI ISLAND that the EMPIRE OF ROME  
CONSTITUTION WAS GETTING WRITTEN  
OUT OF WROG and BLOODFOOLPAPER  
that helped out a NILE enemy  
CLAIMING BEING BORN "a couple of  
hundred of miles and time of  
lights from the NILE beeing



and yellow light day or  
night REB THE UNIVERSE  
WITH STARS FALLING AND  
REACHING <sup>AS</sup> UNHARMFULNESS  
CLOUDS. Yeah OUR FATHER  
MAKE STARS FALL AS CLOUDS  
NEVER SPELLED CHICKEN WINGS  
and called them different  
Angels kind good just to  
usefull interpretation of the  
REAL PAPER BOOK - CANNABIS  
to the people of BRITAIN  
DEALING WITH WORLDS GEOGRAPHY  
MAPS HELPFULL FOR SKIN LOOSERS  
RACE PARTICIPATING ANGLU  
SASSON CIVILIZATION derivated  
Anglo from ANGLE ex 90° ↙  
but not ANGELS AS MIKAEL,  
GABRIEL, ROFAEL etc.. OF EL,  
SASSO in latin means ROCK  
not SEX, ROCK, DRUG CULTURE

RETRACTED OUT OF FIFTY  
years on geographical  
poisoning map weather by  
navigators and LAND PIONEERS  
AS THE VAMPIRE RHODESIANS  
It end up the carnation  
the falsever known RESURRE  
TION FOR NOTHING falling  
on the NAME OF HITLER by  
burning his own people on  
five lakes as offerings for  
their TREBLOUS WHAT  
ever SOUND GOD OR THE AUTE  
NATIVE SATO ASS DOUBLOUS  
SATAN LUCIFER, YOU CAN'T  
KNOW NOTHING OUT OF THEM  
because they are bourn "a couple  
of hundred of mile and nights  
from TIGRI and EUPHRATES  
Rivers but NEVER IN BETHLEHEM  
OR AIRUSALAM that are MILES  
RASBAPTISIMAL AND WEEDING WORKS

IS LIKE YOU GET BAPTIZED  
IN THE TEMPLE TO LEARN HOW  
TO OBTAIN SELF FOOD, CLOTH  
and CULTURE, you eat, wear  
and live in the universe as a  
shelter is not difficult you  
have just to become RASTA  
it means noting CONSUMPTION  
SECURITY, if the seed that  
had made food, cloth and  
SHELTER had planted by your  
fingers you won't worry that  
they are <sup>not</sup> dirty, food, they are  
not bloody cloth and of course  
out knowledge you gain which  
PASSION = LIGHT you would  
make your shelter travel through  
the universe <sup>and</sup> find out who you  
are and never beg YOUR IDENTICAL  
EXISTANCE BY NO NEED MISERABILITY  
HELP MANIFESTATION OUT NOTHING  
BUT ENEMIES OF THE NILE <sup>DON'T</sup> <sup>call</sup> <sup>nothing else</sup>

OK, I was forgetting to tell  
you THIS ATLANTIC CIVILIZATION  
FALLING TO THE TRIANGLE BERBERIA  
MADE THE NAME OF LAND THAT  
WAS CALLED AETHIOPIUS TO  
FILTHY POISONOUS OR UNPOISONOUS  
REPTICAL MYTHOLOGY "AFRIKA,"

So, please madame politician  
I admire for your BUS FURTHER  
SIDE EFFECTS but as son of  
RESPECTFUL KING OF KING OF  
ANY WAR HAPPENED you need  
to see Mr. La Roche I'm sure  
you know him better than  
me, but he will tell where  
basically and generally poison  
are situate, they are all over  
and each RIVER DAMS starting  
from AUSAN OF THE NILE to the  
VENICE BEACH CANAL THEY NOTHING  
TO BE DESTROY and RESPECT NILE

CIVILIZATION BY BOMBARDING  
EACH PART IN THIS WORLD PROPERLY  
YOU OBTAIN THE SAME KIND OF  
FERTILITY BECAUSE OF WATER  
GREENING AROUND YOU THAT  
DON'T NEED EVEN BY YOUR OWN  
FINGERS cause of waterproody  
ring green herbs as food  
then you save time to go find  
by your self through and  
beyond the universe that  
simple that you don't need no  
DOCTRINE ISKIM-ISKINIZATION  
So don't forget to fight  
DISCRIMINATION OF CANNABIS  
because is THE KING OF KING OF ETHIOPIA  
that gave back MOSES GENERATION  
BUT ONLY FOR 50 YEARS SO THEY  
WOULD STOP TALKING THAT RETAIL  
RULES THE FRONT OF THE TREE AND  
THAT ONLY JEWS CAN ENJOY THE  
HOLY WOOD AS KNOWLEDGEFUL CROSS

Please don't let me write  
by delectful tongue ink  
for your Love of DENIETY  
OF SIMPLICITY-

Same AIRPORT NEEDS and is  
MADE OF PETROLIUM which  
CONTAINS OUR ANCESTORS  
BLOOD THAT THEY ARE DEATH  
WAITING FOR CARWAS BE FREE  
and solution DEAD, THAT THE  
ONLY JUDGEMENT AVAILABLE  
"scape hounded troubles" of  
CARNIVOR CREATURES LOVING ARE  
I mean it VAMPIRES-

Same BUS ROAD and road  
is the whole time on reparation  
You know how much money  
spent for Billion ROADS IN THE  
WORLD THAT THERE IS NO A  
CALENDAR OF year that they  
on RECONSTRUCTION and need  
of bloody VAMPIRE SYSTEM  
FORD FIX REPAIR DAILY yes  
FIX  
OR  
REPAIR  
DAILY

THAT WAS IN 1948 to 1998.  
THEY are back already for  
away for FATHER WIFE to  
their CARNIVOROUS RIVERS  
TIGRI REUPHATES. LADY IT'S  
NOT A JOKE, GO TO WATER  
NATION and check the rules  
of it. THIS CHRISTIAN, JEW,  
HEBREW and other name getting  
called the don't do nothing but  
against CANNIBALS since ever  
till DIAMOND came out their  
DOUBLOUS and shine wrong  
time and sky color  
SO RESPECT YOUR OWN  
CONSTITUTION JUST BY WEARING  
ACTUALLY USING AEMP.  
GO FOR IT I'M NO SCARED  
AT LEAST OF YOU BUT  
FATHER WIFE, Ras Yemond

~~UNITED STATES~~  
~~POSTAL SERVICE~~

paper to ask a cop  
ple appou low jahis  
for every wrong  
overstanding that  
may occur but

~~UNITED STATES~~  
~~POSTAL SERVICE~~

usual P.O. Box 926  
Venos LA-CA 90294

So we could use

HEMP and Pleasure

of HEMP

~~UNITED STATES~~  
~~POSTAL SERVICE~~



6/12/01

Dear Congresswoman Harman,

Thank so much for assisting us in making our skys safer, cleaner and quieter. I have been a founder member of PANIC for many years. We have been hied to, conved and ignored by the FAA and LATA and the airlines for years in our fight to keep the Turboprops from overflying the P.V. peninsula. Any increase in the already overburdened MAP of LAX is counterintuitive. We cannot expect the airlines to look after our health or airspace - my concern is that I'm not sure I can trust our Federal or State government to do that either. The EIR is a joke and the attempt to muscle it through without sufficient time to competently review it by the public is simply greed if not graft at work.

*[Handwritten Signature]*  
Signature

Lannon Tanchum  
Print your name clearly  
Lannon Tanchum

Your Name Lannon Tanchum  
Address 6231 Monero Dr.  
Rancho Palos Verdes, CA 90275  
Email robblan@home.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X213A 3A



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We would be greatly affected by the noise and air pollution. The only time LAX was shut down was years ago and we could see forever and breathe normally. Let the other 10 million people in LA build an airport near them.

*Karen Kaye*

Signature

Karen Kaye

Print your name clearly

	Mr. David Kaye Mrs. Karen Kaye 2025 Palos Verdes Dr W Palos Verdes Estates CA 90274		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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*I oppose expansion of LAX because of increased traffic, noise, and pollution. In addition I oppose development of more housing and commercial sites. We are too crowded in LA, and I don't want any more growth. Traffic is insane, and we don't have the resources we need.*

*George Rubio*  
Signature

George Rubio  
Print your name clearly

Your Name <u>George Rubio</u> Address <u>1414 Cravers Ave #206</u> <u>Torrance, CA 90501</u> Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Dear Jane,  
Thank you for representing us and providing this opportunity. We, too, favor the regional plan. Living in Playa Del Rey, we would experience unbearable traffic, noise, and more black dirt/dust in & around our home. This could possibly lower our property values.*

*Karl & June French*  
*Jane French*

Signature



Karl & June French  
7850 West Manchester Ave.  
Playa Del Rey, CA 90293-8410

Print your name clearly



Karl & June French  
7850 West Manchester Ave.  
Playa Del Rey, CA 90293-8410

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Please keep working hard for a fair regional  
air traffic plan that has other communities sharing  
the burden.

Marilyn Knauer  
Signature  
- Knauer

MARILYN KNAUER  
Print your name clearly

Your Name

Knauer

Address

30128 Via Victoria

Rancho Palms, CA 90275

Email

Please



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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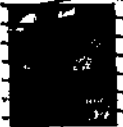
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*Expansion of regional airports is long overdue - particularly in the Palmdale area. As a ex-resident of Westchester, residing 2 miles from LAX, I know first hand of the impact on the area i.e. traffic congestion for one which has a negative impact on the surrounding area. . . . + then there is the congestion within in airport itself. Whoever decided to expand LAX is/was either brain-dead or given a major incentive to vote for it!*

*L. WINKLER*  
Signature

Print your name clearly

Your Name <u>L. WINKLER</u> Address <u>1104 OPAL ST.</u> <u>REDONDO BCH, CA</u> Zip <u>90277</u>		Please 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*I will not be personally affected at my home by the LAX expansion because we bought our home far enough away on purpose 43 years ago in Westchester. However my community and many friends will be affected and I'm not happy about it. Why are we picked on when Palmdale, Ontario and El Toro stay the same. Those residents fly from our airport and make traffic and noise and pollution worse. The FAA and LA World Airports don't give us a chance to have nice community when they just do what they want. Please vote to stop the expansion. Thank you for trying to do something about the expansion plan in the state legislature and your Congress*



*Mary E. Thompson*  
Signature

Mary E. Thompson  
Print your name clearly

Your Name \_\_\_\_\_

Address  **Mary E. Thompson**  
7800 Detroit Ave.  
Los Angeles, CA 90048-1167

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*We live in W.H.A. nowhere near the airport, but we travel quite a bit. We don't drive there anymore because of the terrible traffic parking. We must take a taxi there, now. The airplanes are so overcrowded, it's almost impossible to get booked on a plane unless you do it months in advance. Why not spread it out? We have family in Orange County. They often have to drive to LAX to catch planes East & to Europe & to the Orient. This is ridiculous. They need their runways lengthened & more planes starting, or going through closer to them, in Orange County or close to them (not an hour or 2 hours away).*

*Doris Given*

DORIS GIVEN

Signature

Print your name clearly

Your Name <u>Doris Given</u>	 
Address <u>10490 Wilshire Blvd</u>	
<u>Blair House, # 2402</u>	
<u>Los Angeles, Ca. 90024</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



6/8 Jane,

The congestion and pollution caused by LAX is already unbearable. It's so unhealthy we may have to move, — a tremendous trauma for our family. We have invested a great deal in this community and would never leave but for LAX's negative impact. The traffic congestion is also already unbearable. Why expand at all? Take the expansion elsewhere. Get the cargo completely out of LAX.

*Charlene J. Lutz*  
Signature

Charlene J. Lutz

Print your name clearly

Your Name



Mrs. Charlene Lutz  
7313 Earldom Ave.  
Playa Del Rey, CA 90293-8056



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

30277X2138 35



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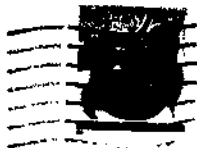
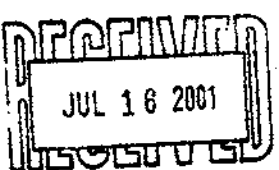
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*As a resident of El Segundo since the age of 2 years I object strongly to any expansion of Los Angeles International Airport. I grew up on McCarty Court which is somewhat near the run ways and witnessed first hand damage done by both noise and air pollution. As the South Bay has continued to dramatically grow over the last 38 years, traffic and over population are serious concerns. This expansion to LAX would make it virtually impossible for me to drive 14 miles to work on the Westside within 2 hrs. time. Traffic is already annoying, any additional traffic would be dangerous as well as create hours of deadlock. With so many other viable options I see no reason to consider expansion of LAX.*

*Laura Cleere* *Laura Cleere*  
 Signature Print your name clearly

Your Name <u>Laura Cleere</u> Address <u>349 Virginia St. #3</u> <u>El Segundo CA 90245</u> Email <u>lcleere@ca-mlink.net</u>	  
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Why spend millions to destroy established community of homes and business.*

*Besides more planes (and pollution) what about ground traffic? More cars, buses and trucks! Streets will be impassable.*

*Increasing the size of LAX will create jobs, but so will increasing the size of Palmdale, Ontario, etc.*

*Carolyn C. Watson*  
Signature

CAROLYN C. WATSON  
Print your name clearly

Your Name Carolyn Watson \_\_\_\_\_  
 Address 6675 W 80th Pl \_\_\_\_\_  
Los Angeles CA 90045-1467 \_\_\_\_\_  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD  
 881  
 900  
 JUN 11 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

## International Airport

## International Airport

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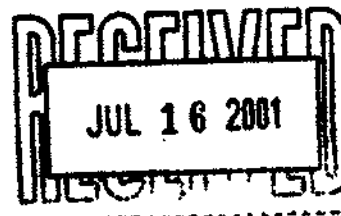
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In 1997, we sold our home of 35 yrs. in mid-Wilshire and bought a home in Westchester to get away from some of the crime, + traffic, noise + pollution of the mid-city. If the airport at LAX expands too greatly by closing off more streets near Manchester and puts in a lot of new runways to accommodate more flights than we presently have, we will be forced to sell our "new" home here + move back to our old area to escape pollution from more planes + jet fuel + noise + traffic. My husband has a long commute daily to his office in Pasadena (which he can handle now, but couldn't if traffic increases), plus I have chronic respiratory problems that would prohibit my living here if pollution increases. Airport expansion could cost us a lot of money if we have to move again. We favor Regional expansion by diverting the airport expansion to take place in several airports in different locales.

Jeanine K. Sheehan  
Signature Jeanine K. Sheehan  
Print your name clearly

Your Name Jeanine Sheehan  
Address 7948 Agnew Avenue  
Los Angeles CA 90045  
Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*I thank you for your efforts to solve a regional problem on a regional basis. To increase the already impacted traffic around LAX is obviously ridiculous. To expand in a densely populated area rather than using more open land where the population growth is located is equally ridiculous. Good luck.*

Scotty Wuerker

Signature

JOANNE SCOTT WUERKER

Print your name clearly

PC02797

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I STRONGLY PROTEST AGAINST ANY AIRPORT  
 EXPANSION AT LAX. WE ALREADY HAVE MORE  
 THAN ENOUGH NOISE TRAVELING ALL THE WAY  
 TO NORTH REDONDO BEACH. THE AIR POLLUTION  
 IS ALMOST GETTING TO THE POINT TO MAKE US  
 THINK ABOUT LEAVING THE AREA.

*R. Klusmeier*  
 Signature

ROSMARIE KLUSMEIER  
 Print your name clearly

Your Name ROSMARIE KLUSMEIER  
 Address 2013 A CURTIS AVE  
REDONDO BEACH, CA 90278-0814  
 Email RKLUSMEIER@AOL.COM

Please  
 Place  
 Postage  
 Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*We are affected by prop planes having turned 180° and climbing over the peninsula while heading East. A distributed airport system with high speed rail interconnects ("red cars") would do much to reduce congestion. Get the airlines to buy into the plan also!*

*[Signature]*  
Signature

*A. Epp*  
Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Would like to see the use of Long Beach airport by some of the smaller airlines, this could help the traffic congestion at LAX.

*Siegard Gottlieb*  
Signature

Siegard Gottlieb

Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

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- \* Traffic: The traffic is already incredible & extremely dangerous with reckless and speeding times & shuttles on La Tijera & Sepulveda. They run red lights, speed, and tailgate.
- \* Noise: Jet noise is bad enough now - more flights will simply increase the duration.
- \* Pollution: Npre flights = more "jet dirt" - black soot all over our cars, landscaping & homes.
- \* Economic Impact: The close proximity of LAX has encouraged airport-related businesses to proliferate along Sepulveda - tacky valet/shuttle businesses, prostitution, sleazy motels.

MOVE THE AIRPORT TO PALMDALE !!

Patricia Moak

Signature

PATRICIA MOAK

Print your name clearly

Your Name <u>MOAK FAMILY</u>	Please Place Postage Here
Address <u>5819 W. 77TH PLACE</u> <u>LOS ANGELES, CA 90045</u>	
Email <u>Imdazign@aol.com</u>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

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*Please don't let LAX grow any more. The black dust I get in my house is getting worse. I have to keep my furniture covered in the living room. I live in Westchester. The traffic is getting worse and worse. Thank you*

*Elizabeth Anne Scott*

Signature

*Elizabeth Anne Scott*

Print your name clearly

Your Name Elizabeth Anne Scott

Address 8436 Canyon Ave  
Los Angeles, CA 90045

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
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Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Source: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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DEAR JANE,

AS A RESIDENT OF VENICE, CA., I AM OPPOSED TO THE LAX EXPANSION - LINCOLN BLVD. & SEPULVEDA BLVD ARE BOTH EXTREMELY OVER CROWDED NOW !!!

IF YOU COULD DO ANYTHING TO SAVE THE BALLONA WETLANDS FROM BEING DESTROYED BY PLAYA VISTA DEVELOPMENT, THAT WOULD ALSO BE APPRECIATED -

THANK YOU,

JOSEPH HARDIN

Signature

Print your name clearly

Your Name JOSEPH HARDIN  
 Address 624 SANTA CLARA AV.  
VENICE, CA 90291-3446  
 Email \_\_\_\_\_

Please  
Place  
Postage  
Here

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The quality of life in the South Bay will diminish with the LAX Master Plan. Traffic, noise and air pollution will increase. The South Bay has had a growth spurt this past year & I am already feeling like I want to stay in my house rather than drive the crowded streets & freeways!

*Harriet Chase*

Signature

*Harriet Chase*

Date: \_\_\_\_\_ PC02805

*Harriet Chase*

Signature

*Harriet Chase*

Print your name clearly

2

Your Name Harriet Chase  
Address 2151 Valley Drive  
Manhattan Beach, CA  
90266

Please  
Place  
Postage  
Here

Email h2chase@earthlink.net

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

## Phone Call Intake Form

Taken by:

Date:

### Caller Information

Name: Mr. Howard Paul

Phone:

Street: 9 Catalina Court

City, Zip: Manhattan Beach 90266

Email:

Specific  
Legislation

:

Issue/other relevant info:

Opposed to LAX Expansion. Wants  
JH to stop the flow of money to LAX.

If the money stops the expansion  
stops. He said LAX was proceeding  
with the expansion just calling it  
upgrading and repairing.

Wants JH to do something about it.

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I am opposed to LAX Expansion and strongly believe that a Regional Airport Alternative is a much better solution. There are the main reasons I'm opposed: Increased Traffic to El Segundo and surrounding areas will be terrible - more terrible than it already is especially during Rush Hour. I work in El Segundo so I know 1st Hand. More Cargo Activity will increase Truck Traffic and along with it Diesel Emissions (Pollution) Noise from Aircraft is already unbearable - more Noise from more Flights will destroy our Quality of Life in the So. Bay.

June 14/01 Signature David Gustafson David Gustafson Print your name clearly

Your Name David Gustafson  
 Address 528 19th St  
Man Beh, CA 90266  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
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The LAX master plan would have a material negative adverse impact on our community and my family.

I currently live more than 5 miles from LAX and I am effected by the noise when planes disregard the "turnaround" rules.

If the airport is significantly expanded this problem will only get worse. When I settled my family here I took into account that we are far enough away from the airport that we should not be effected by noise.

Finally, I believe this expansion will have a very negative adverse impact on property values due to the added noise and congestion.

*Mark Neal*

Signature

Mark Neal

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please Place Postage Here

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PLEASE NO EXPANSION ON LAX  
WE DO NOT WANT ANY MORE CONGESTION,  
AIR POLLUTION, NOISE, ETC. -



Signature

JERRY CHAN

Print your name clearly

Your Name JERRY CHAN  
 Address 6619 KENTWOOD BLVD DR  
LOS ANGELES, CA 90045  
 Email JSYC@MSN.COM

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

PC02809

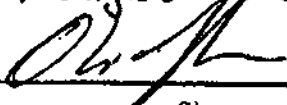
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I would like to know how the LAX expansion would effect the city of Lawndale. Where I own property, and Run my Motion Picture Company, Hollywood Way Pictures. Could you do something to help this Community plant some trees. I would also like you to be aware of the prejudice toward this community. Ultimately this is effecting your community. Because my colleagues and I won't film in your community.



Signature

OLIVER THEESS

Print your name clearly

Your Name Oliver Theess  
 Address P.O.B. 2052  
Redondo Beach CA, 90278  
 Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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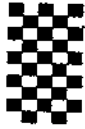
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Hi Jane!

I agree that too much of one thing is not sensible. I support your plan to concentrate on other airports in the region first in order to fairly distribute noise, pollution as well as economic levels. Even though I work right by the airport and work for an airline I support your healthy, responsible and economically sensible plan. You can count on my vote.



ROGER GLEIM and VESNA GLEIM



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*I own a house in Manhattan Beach and am very opposed to the expansion of LAX. It is ironic that the other regions around Los Angeles share in the burden of growth that is occurring. Note: that growth is not happening in the communities that border LAX, they are mostly seeing the growth in communities away from LAX. The residents near LAX suffer enough w/ daily + evening airport noise -- it is time for others to share the burden. Please do everything you can to stop the LAX expansion! Thankyou!*

*Linda K. Massman*  
 \_\_\_\_\_  
 Signature

LINDA K. MASSMAN  
 \_\_\_\_\_  
 Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I live in PDR and can see /hear all the airplanes take off. So I am familiar with the noise. More of it? No.

Besides that, it makes no sense at all to have people from Riverside, Simi Valley, etc., drive to LAX. This makes a trip to SF longer by public transportation than by driving. The freeways are already so congested that centralizing all the air traffic at LAX is kind of insane.

There is also the desperate need for a high speed train from SD to SF, via Riverside, LA, LA North, the valley. Trains for the residential public and not only for business executives. These stops will slow down the time from SD to SF but not much from LA to SF. In Europe high speed trains stop for exactly one or two minutes at cities and this works well.

Decentralization to some major areas is to me much more sensible than one center at Lax or anywhere.

Leah Walther  
Signature

LEAH WALTHER  
Print your name clearly

Your Name <u>LEAH WALTHER</u>	Please Place Postage Here
Address <u>777 S. BARDEN ST #5 PASEO DEL MAR 92293</u>	
Email <u>lwalt@earthlink.net</u>	

Congresswoman Jane Harman  
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We are almost in quad lock on PCH in  
Manhattan and Hermosa Beach. We already  
hear late night flights overhead 1:30am-2 am.  
We have lived in the South Bay for over  
twenty years - the quality of our space &  
life goes down hill with noise and congestion.  
Rosecrans Blvd & Aviation are just two  
examples. - Please oppose all LAX expansion  
and look @ Ontario, Orange Co. etc.

*Dominic Cirincione*  
Signature

Dominic Cirincione  
Print your name clearly

Your Name \_\_\_\_\_

Address 565 24<sup>th</sup> Place

Hermosa Beach CA

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
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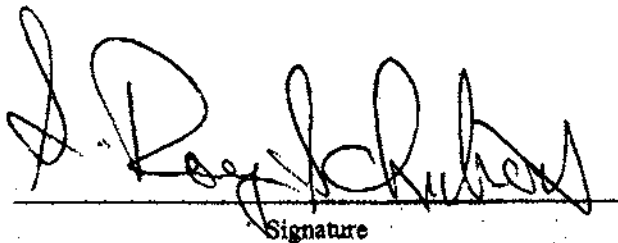
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I completely support Rep. Harmon's concept for a regional solution for Southern California's air traffic problems. However, in no case should LAX be allowed to expand beyond its current MAP burden. The South Bay infrastructure and environment cannot cope with the current situation at LAX, it will collapse under expansion. I use LAX several times per month, and I have first hand knowledge that LAX utilization is stretched to its limits (in terms of land area, air space, and land use encroachment), which cannot be enlarged by any expansion plan, no matter how creative it is.

I look forward to Rep. Harmon's continued efforts and support on this most important of South Bay quality of life issues.

Dr. S. Roy Schubert  
553-21<sup>st</sup> St.  
Hermosa Beach, CA 90254



Signature

Print your name clearly

# Phone Call Intake Form

Taken by:

Date:

## Caller Information

Name: Carole Griffith

Phone:

Street: 12500 Culver Blvd. Apt 310

City, Zip: LA, CA 90066

Email:

Specific LAX

Legislation

:

Issue/other relevant info: Always thought

That Palmdale and Lancaster would expand. Every other major city has an airport outside of the city, so why shouldn't we

⇒ Please get as much of this information as possible.



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Traffic is drastically slowed now by increased airport activity. This would be exacerbated by further development. Noise has increased & is very noticeable at night as increased flights go over Manhattan Beach. Subsequent pollution is inevitable. Further development will degrade severely & perhaps destroy the life of surrounding communities, particularly those in the beach areas. It is fair, just, important & appropriate for a regional plan to utilize more sites & locations for the sharing of effects. Otherwise we will unnecessarily be creating a lighted area.

*[Handwritten Signature]*  
Signature

DR. SARAH AYLS CONTENT  
Print your name clearly

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PLEASE PUT THE PRESSURE ON LAX <sup>WFAA</sup> TO ADOPT A REGIONAL  
 APPROACH TO EXPANSION (I.E., ONTARIO, PALMDALE, EL TORO, JOHN WAYNE, ETC)  
 ALSO, MAKE THEM GO OUT OVER THE OCEAN FARTHER, BEFORE TURNING  
 LEFT & COMING BACK (LIKE THEY USED TO DO)! THANKS.

*Wayne Powell*

Signature

WAYNE POWELL

Print your name clearly

Your Name	
Address	Wayne Powell 121 36th Street Manhattan Beach, CA 90266
Email	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Traffic congestion and noise levels are already very high near LAX. Property values will suffer. It makes a lot more sense to me to expand in areas where there will be higher growth, and where land is more plentiful, and where congestion is not so high.

*Jerry Nichols*

Signature

Jerry Nichols

Print your name clearly

Your Name Jerry Nichols  
Address 2905 Maple Ave.  
Manhattan Beach, CA 90266  
Email jernich@mindsping.com

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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DEAR CONGRESSWOMAN HARMAN:

WE AGREE AND SUPPORT YOUR POSITION OF NON-EXPANSION OF LAX. WE HAVE LIVED IN THE SOUTH BAY (P.V.E.) FOR 27 YEARS, AND, IN OUR OPINION, FURTHER DEVELOPMENT OF THE FACILITY WOULD INCREASE TRAFFIC CONGESTION ~~AND~~ EVEN MORE ON ~~THE~~ THE ALREADY OVER-BURDENED STREETS IN THE AREA.

*[Handwritten Signature]*

Signature

*[Handwritten Signature]*

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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PC02821

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*As it is now.... every time we have a Santa Ana wind, all out going planes fly directly over my home! The noise is steady with the current traffic flow. The house gets residual shaking and fuel emissions fall out and I have <sup>HAD</sup> to hire someone to clean outside weekly! My tenants complain about noise <sup>on the phone</sup>. We are about 7 miles from airport, but, increasing so, it's not enough.*

*DIANE K. GARSEN*  
 Diane K. Garsen  
 Print your name clearly

Your Name	Diane K Garsen	Please Place Postage Here
Address	2258 Monterey Blvd Hermosa Beach, CA 90264	
Email	diane90254@hotmail.com	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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I AM AGAINST expanding LAX. Why should we pay the penalty in noise, pollution, traffic congestion, + safety for others to commute here. Regional AIRPORTS seem fair enough

*Gary M. Mallette*

Signature

Gary M. Mallette

Print your name clearly

Your Name	Gary Mallette	Please Place Postage Here
Address	601 / 24th Street Hermosa Beach, CA 90254	
Email	Gary.Mallette@miliken.com	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

Honorable Congresswoman Harman,  
I am totally opposed to the planned  
expansion at LAX, our city is already impacted  
with jet noise compromising our Quality of life.  
and we should not allow LAX to increase  
airplane takeoffs + landings.  
Other airports in the region should  
absorb increased demand.

George Babikian  
Signature

GEORGE BABIKIAN  
Print your name clearly

Your Name \_\_\_\_\_  
Address BABIKIAN  
1605 PASEO DEL MAR  
PALOS VERDES EST., CA 90274  
Email \_\_\_\_\_



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*I support the regional airport plan as opposed to the LAX Master Plan.*

*Claudia Meldrum*  
Signature

CLAUDIA MELDRUM  
Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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LAX seems to overschedule flights now, with numerous delays both inbound and outbound. The noise is bothersome only when it is foggy in PVE, so it does not affect us personally now, except when we travel. Longbeach is equidistant. Can it expand? From our position, El Toro would be ideal to relieve Orange County John Wayne. Norton Air Force Base would relieve SB County. Ontario would help, if there were <sup>WALNUT</sup> express busses or helicopter service into the city.

*Mary Elizabeth Hausarth*  
Signature

MARY ELIZABETH HAUSARTH

Print your name clearly

PC02826



I support regional expansion using other airports but NOT expansion of LAX

*Albert Reff*

Signature

*[Handwritten mark]*

Print your name clearly

Your Name \_\_\_\_\_  
Address ALBERT A. REFF, M.D., INC.  
510 NO. PROSPECT AVE. / SUITE 105  
Email REDONDO BEACH, CA 90277

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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We live in Manhattan Beach and are seriously affected by traffic on Sepulveda, Vista del Mar + freeway. While we appreciate using our airport for passenger travel we feel there should be no forced expansion and no expansion of freight travel at LAX. Freight does not need to further clog up our already congested area. It should use alternatives

*Joanne C Hadley*  
Signature

Joanne C. Hadley  
Print your name clearly

Your Name Joanne C Hadley  
Address 644 17th St  
Manhattan Beach  
Email CA 90266

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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669601  
Dear Congresswoman Harman - The views expressed by you are also shared by myself and my wife. Anything that you can do to avoid any avoidable noise, traffic and pollution would be most appreciated.

Stanley O. Epstein + Renata Epstein  
Stanley O. Epstein

Signature

Print your name clearly

Your Name	<b>Stanley O. Epstein</b>	Please Place Postage Here
Address	<b>A Professional Law Corporation 12210 PCH Way, Unit G Marina Del Rey, Cal. 90292</b>	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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Sharing the growth among all the regional airports makes the most sense to me. Move cargo out of LAX to Palmdale.

And definitely, no more expansion of LAX until surface transportation problems are solved.

Betty M Jones  
Signature

Betty M Jones  
Print your name clearly

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We moved from Playa del Rey to Torrance because of the intense noise problem as the airport grew over the last 15 years. As it continues to grow we hear its impact around the south bay and feel the impact as traffic near LAX makes travel in that area prohibitive.

Please expand other airports, NOT LAX

*Karl Wagner*  
Signature

Karl Wagner  
504 Vista del Vero  
Torr. CA. 90506  
Print your name clearly

Your Name _____	Please Place Postage here
Address _____	
Email _____	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

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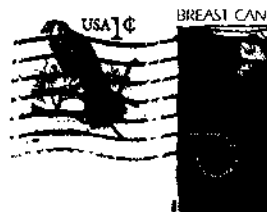
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*I believe in a plan to distribute air traffic through out LA and Orange County. There is very little space left in LA county to expand, but much more in Orange County. There should be an easily way for air traffic to reach Orange County without coming from LAX. Or a high speed transport such as a train from LAX to orange county might help.*

*Ronald E. Benner*  
Signature

Ronald F. Benner  
Print your name clearly

Your Name	Ronald E. Benner		
Address	211 Sierra St. Apt. D7		
	El Segundo, CA 90245		
Email			

**Congresswoman Jane Harman**  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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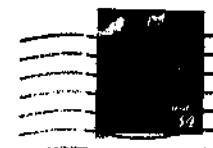
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I disapprove of the LAX Master Plan. The traffic will adversely affect my commute to work, & will increase auto pollution. I live in Palms Verdes, & in bad conditions they route planes "around" the Peninsula; in actual fact they cut the corner & fly over us. The noise is entirely unacceptable. Increased noise will decrease property values. The increase in jobs would be better placed closer to where people who will need those jobs will live (such as San Bernardino & Riverside), so they will not have to commute hours into neighborhoods they will be unable to live in, since the houses are too expensive for the salaries they will make. The airport is already unsafe (my husband had 2 close encounters on his last business flight with one of the cycles of a propeller's fan only in a flight plan up reported by the traffic controller).  
*More planes will only worsen this situation.*  
 Signature: *Ann Bertrand* Print your name clearly: *Ann Bertrand*

Your Name \_\_\_\_\_  
 Mr. Donald J. Boucher  
 4619 Rockliff Dr.  
 Palms Verdes, CA 90274  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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WE ALREADY GET AIRPLANES FLYING OVER OUR HOUSE AT ALL HOURS, ESPECIALLY LATE AT NIGHT. AT TIMES IT IS DIFFICULT TO SLEEP!  
 WE DO NOT NEED ANYMORE TRAFFIC IN THE SOUTH BAY. THE CURRENT TRAFFIC LEVEL CAUSES ENOUGH NOISE, CONGESTION, & POLLUTION -

*[Handwritten Signature]*

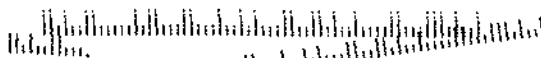
Signature

IRA ELLMAN

Print your name clearly

Your Name <u>IRA ELLMAN</u> Address <u>530 LOMA DR</u> <u>HERMOSA BEACH, CA 90254</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

30277-2138 38



PC02834

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Dear Jane Harman:

as for expansion of the airport, I am against it: I live on Airport Blvd and making that an express way would just about eliminate this area of Westchester! heavy traffic 24 hrs a day, noisy semi-trucks within 30 or 40 ft of my bedroom windows, diesel fumes, pollution, I think Westchester has sacrificed enough for the airport.

I am in favor of upgrading what we have and not expansion! there are several military air bases that are closed, use them for cargo planes and passengers, instead of funneling everything into LAX.

Regional airports could share in the growth, there will come a day when LAX will have to stop growing, improve but not expand. Vote no on expansion and air-water interchange;

Woodrow B. Ffar

Signature

WOODROW B. FFAR

Print your name clearly

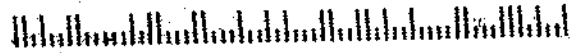
Your Name Woodrow Biffar  
Address 7911 Airport Blvd.  
Los Angeles, Ca, 90045  
Email \_\_\_\_\_



RECEIVED  
JUL 18 2001

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

30277X2138 35



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*Marina has a community room & lot of dining.*

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*In 1984 I moved from 9422 Glasgow Place in Manchester Square to get away from aircraft noise and fuel droppings. I moved to a new senior housing complex on Via Dolce Way in Venice peninsula. It was so clean and quiet here. That's all an old, old dream. The take-off patterns are in all directions now. The planes vary from monster passenger to private buzzy propeller twin-wings headed north towards Santa Monica of pairs of police & television news helicopters that hover this neighborhood.*

*Ruth M. Emmen*

THE TRAFFIC POLLUTION & NOISE WORSE

Your Name: *Ruth M. Emmen*  
 Address: *3401 Via Dolce #709-A Venice Peninsula, CA 90292*  
 Email: *romemen@earthlink.net*

CONGRESSWOMAN JANE HARMAN  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

RECEIVED JUL 18 2001

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
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Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion



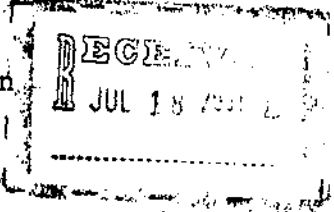
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*I agree with the regional airport alternative as oppose to the expansion of the already congested LAX.*

*Sopon Suree*  
Signature

SOPON SUREE  
Print your name clearly

Your Name <u>S. SUREE</u> Address <u>2102 DURENIE AVE</u> <u>REDONDO BEACH CA 90278</u> Email <u>XXYLEMM@YANCO.COM</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		
		



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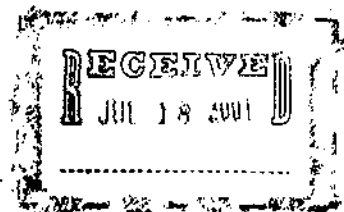
*I am outraged to learn that LAX would even consider expansion. Thirty years ago, we had to travel to LAX to fly to most places, and the same is still true today, despite Palmdale being eager to have an international airport. LAX should be attempting to route traffic to other airports. We are suffering in the South Bay from noise, air pollution, and traffic congestion.*

*Susan Coons*

Signature

SUSAN COONS

Print your name clearly

You Add Emu	Ms. Susan B. Coons 1145 Oak Ave. Manhattan Boh, CA 90266-5123	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*We support your view for the development of regional support for LAX air traffic as outlined on the reverse side. But we do not want ~~any~~ the regional approach to stop improvements to the overburdened LAX airport. Please fix what used to be a fabulous airport.*

*Stephanie Body*  
Signature

*Stephanie Body*  
Print your name clearly

Your Name Stephanie Body  
Address 1519 WALNUT AVE  
VENICE, CA 90291  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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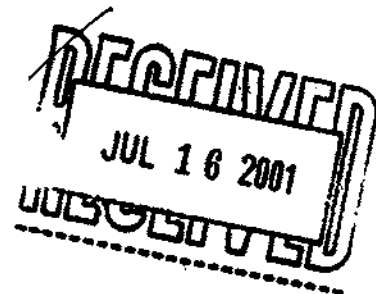
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*Plse. see attached*



Signature

Print your name clearly

PC02840

12 July 2001  
SILVIO MACK  
7300 W 90th St.  
Westchester, CA.  
90045  
310-670 0546

For the past 37 years the noise, traffic and jet fuel pollution from LAX has been unbearable and increasingly getting worse.

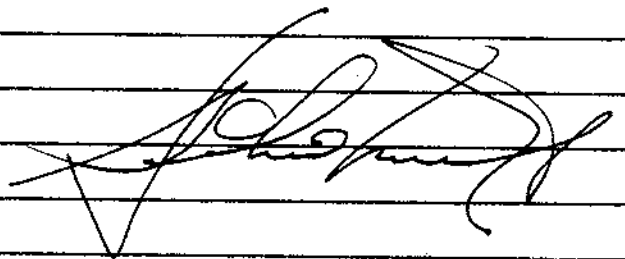
Prior to the purchase of my home in 1963 I was notified there would be no North Runway which turned out to be a lie.

The expansion over the following years has depressed the value of my home and neighborhood by approximately 31% when compared to comparable areas.

I along with my neighbors feel we have sufficiently paid economically and suffered enough due to the past expansion of LAX.

therefore any further expansion would be adding insult to injury.

I know expansion is needed, therefore why not utilize the 17,000 acres, plus of land that LAX owns in Palmdale Ca.





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JAH IS RESTING & OFFERING SABATH. <sup>ISIAH</sup>  
 THE LAX MASTERPLAN, AND ALL PLANS UTILIZING THE <sup>GOES DEEP</sup>  
 CURRENT DESIGNS AND CONFIGURATIONS OF FOSSIL FUEL  
 VEHICLES (AIRCRAFT, IN THIS PARTICULAR CASE) WOULD SERVE  
 THE PUBLIC (AND NATURE) BY DEVELOPING INNOVATIVE  
 ALTERNATIVES TO PETROLEUM-BASED FUEL POLLUTANTS.  
 HEMP, FOR EXAMPLE, IS A DURABLE, LIGHTWEIGHT MATERIAL  
 THAT IS PERFECT FOR THE FUEL IT CAN PRODUCE, AS  
 WELL AS FOR THE AIRCRAFT ITSELF. PLEASE REFER TO  
 ISIAH 18, FOR SCRIPTURAL REFERENCE TO OUR FLIGHT.

*Ras Y. Baniscky* and *Ras Ahentseph* "FIRST ASIA CHURCH MINISTER"  
 Signature: Ras Y. Baniscky  
 Title: EWF - INTERNATIONAL TREASURER

Your Name Ras Y. BANISCKY  
 Address P.O. Box 926  
VENICE CA CA 90294  
 Email ETHIOPIAN WORLD FEDGATION  
DECENTRALIZING NATURE EWF

Please Place Postage Here

**RECEIVED**  
 JUL 16 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

GEORGE PALLARES  
4723 "C" LA VILLA MARINA  
MARINA DEL REY, CA 90292-7021

No ON LAX MASTER PLAN!

*George Pallares*  
Signature

GEO. PALLARES  
Print your name clearly

Your Name GEORGE PALLARES  
Address 4723 "C" LA VILLA MARINA  
MARINA DEL REY, CA 90292-7021  
Email \_\_\_\_\_

MARINA DEL REY CA 90292  
PM  
9 JUN  
2001

34

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X2138 35



Congresswoman,

Stop it. Fight it. Love what you are  
darny. ;)

*Julian D. Jenkins*  
Signature

Julian D. Jenkins

Print your name clearly

Email prodjulian@social.rr.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X2138 36



PC02843

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Where's the infrastructure supposed to occur? already, the San Diego freeway is one of the worst in the entire country... and they want to put even more traffic on it? Is there any thought to how this airport expansion will affect such transportation issues for L.A.?

Hillard Rest  
Signature

HILLARD REST  
Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I think it is unfair to burden the Westchester, beach areas and areas surrounding LAX to bear any more of the congestion, noise and pollution than they already to. The streets and freeways leading to and from LAX are bumper to bumper. If Ontario and Palmdale are viable, let's grow them.

  
 \_\_\_\_\_  
 Signature

Trudi Puskin  
 \_\_\_\_\_  
 Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	

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Dear Jane Harman:

It is essential for the economic growth of S.C. county that airport expansion be started. We are looking at 3-5 years away to completion. Nobody wants an airport expansion near to them. People object to El Toro & Ontario expansions and will block expansion. Long Beach & John Wayne are flight controlled. The coast is with a blank March A.F.B. expansion. Palmdale is too far away. The only solution is to expand LAX. We already have the noise and traffic and the new generation of planes with control pollution.

Very truly yours,

R. B. Newberry  
Signature

R. B. NEWBERRY

Print your name clearly

Your Name R. B. NEWBERRY  
Address 23724 LODWELL  
TORRANCE CA 90505  
Email R.BNEW@NET@GATEWAY.NET

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90271

PALMDALE MAKES THE MOST SENSE TO HANDLE  
OUR LONG TERM NEEDS. WOULD NOT LIKE TO  
SEE LAX EXPANDED. WE HAVE TOO MUCH  
NOISE AND TRAFFIC RIGHT NOW.

*Audrey J. Dahlgren*  
*William R. Dahlgren*  
Signature

AUDREY J. DAHLGREN  
WILLIAM R. DAHLGREN  
Print your name clearly

Your Name  
Address  
Email

W. R. DAHLGREN  
1345 Via Coronel  
Palos Verdes Estates, CA 90274



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Please do not expand LAX. Let the  
other regional pick up slack.  
It is not fair.

*Peter Eskine*

Signature

PETER ESKINE

Print your name clearly

Your Name PETER ESKINE  
Address 1100 PALMS BLVD.  
VENICE, CA 90291  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277+2138



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*Do not expand LAX and create more traffic and environmental problems for the convenience of other cities in our own back yard. Make use of El Toro and Palmdale for additional airports and create rapid transit into downtown Los Angeles.*

*Evelyn F. Staff*  
Signature

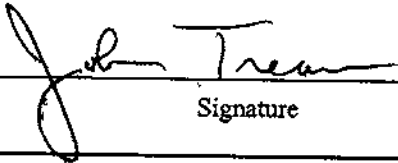
EVELYN F. STAFF

Print your name clearly

Your Name _____			
Address _____	 Evelyn Staff 1745 Maple Ave Torrance CA 90503		
Email _____			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



I AM VERY OPPOSED TO EXPANSION OF LAX.  
IT WILL IMPOSE AN UNREASONABLE BURDEN ON THE  
ALREADY OVERCROWDED STREETS OF SEPULVEDA,  
CENTURY, LINCOLN AND THE 405. WE NEED TO  
IMPLEMENT REGIONAL AIRPORTS !!



Signature

JOHN TREANOR

Print your name clearly

Your Name

Address

Email



JOHN TREANOR  
TOM TREANOR  
50 ROSE AVE APT 3  
VENICE, CA 90291-2455



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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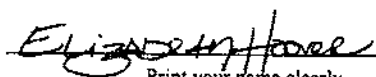
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As residential property owners in Manhattan Beach, we are already affected by noise pollution and car traffic, due to LAX. We are awoken in the middle of the night by low flying planes and tied up in traffic around LAX at all hours and days of the week, both on Sepulveda Blvd. and 405/105 Freeways. With the LAX master plan in effect these problems will only worsen. The addition to LAX will make Manhattan Beach a less desirable area to live and visit, affecting home prices and the town economy in general. Let's let other communities help share the load of air travel, they use it too!

  
Signature

  
Print your name clearly

Your Name Harvey  
 Address 809 8th Street  
Manhattan Beach CA 90260  
 Email Andyandliz.harvey@verizon.net

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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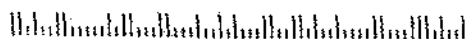
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*I agree with Jane Harman views wholeheartedly.  
I am affected now with LAX's pollution and  
don't like it at all.*

Signature

Print your name clearly

Your Name <u>Gladys Lopez</u> Address <u>22708 Linden Dr.</u> <u>Torrance, Ca. 90505</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

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*Good Idea  
Very needed.*

*Beverly J. Jordan*  
Signature

*Beverly J. Jordan*  
Print your name clearly

Your Name		Please Place Postage Here
Address	<b>J</b> Mrs. Beverly J. Jordan 2718 W 170th St Torrance, CA 90504-4104	
Email		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		

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I agree with Jane Harman

Fernande Loty  
Signature

FERNANDE LOTY  
Print your name clearly

Your Name <u>Fernande Loty</u> Address <u>1398 S. Agortu de ave</u> <u>Redondo Beach, Ca 90274</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic *getting worse in Manhattan Beach all the time* and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*Basically, I agree with the regional plan for airport expansion which you have outlined on the other side of this letter. I work at LAX for an incentive travel company several days per month and am highly aware of its congestion. Also, Lot "C" where my company requires us to park is often full on weekends, especially at holiday times.*

*Marolyn O. Dunlap*  
Signature

MAROLYN O. DUNLAP  
Print your name clearly

<p>★★★ USA ○○○</p> <p><b>Marolyn O. Dunlap</b> — 708 26th St. — Manhattan Bch, CA 90266 —</p> <p>Email _____</p>	<p>Please Place Postage Here</p>
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

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OUR EFFORT SHOULD BE DIRECTED TOWARDS ERECTING  
NEW AIRPORT FOR GROWING COMMUNITIES NOT TO  
ENLARGE LOS ANGELES AIRPORT.

Ahmed Foad Gaafar  
Signature

AHMED FOAD GAAFAR  
Print your name clearly

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> <b>G</b> Mr. Ahmed F. Gaafar 2376 W 238th St Torrance, CA 90501-5810         </div>		
<p>Email _____</p> <p style="text-align: center; margin-top: 20px;">Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		





Dear Congresswoman Harman,

I have lived near LAX for a number of years. From 1982-1984 I lived in Playa Del Rey and had to contend with constant air plane noise and the residue of jet fuel on my car and other personal belongings left outside. From 1992 until present I have lived in Manhattan Beach and hear the planes from LAX every evening. There is a daily flight at approximately 11:00 PM that for some reason seems louder than most. My wife and I are disturbed by it daily. We could only imagine this situation worsening with LAX expansion.

*JA Greblunas*  
Signature

John Greblunas

Print your name clearly



Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC02857

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THANKS FOR ALL YOUR HARD WORK, JANE. STOP THE AIRPORT EXPANSION. TRAFFIC IS BAD ENOUGH WITHOUT FURTHER DEVELOPMENT. (NOT TO MENTION THE POLLUTION)  
KEEP UP THE GOOD FIGHT.

*[Handwritten Signature]*  
Signature

LISA FRIEDERS  
Print your name clearly

Your Name *[Handwritten]*  
 Address *234 HORIZON AVE #5*  
*VENICE, CA*  
 Email *90291*

VERONA DEL REY CA 90291 JUN 9 2004

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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*Den Jane*

*I feel sorry for those who put up with the noise factor around the airport. It is our flight safety should require a regional airport plan. You are on the right track this time.*



*David A. Cook*

*09 June 01*  
*Torrance*

DAVID A. COOK  
3225 Opat St.  
Torrance, CA 90503

Signature

Print your name clearly

Your Name	DAVID A. COOK	 
Address	3225 Opat St. Torrance, CA 90503	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		


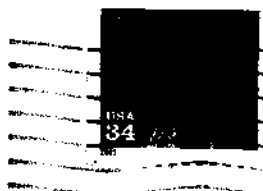


I am very much opposed to the expansion of LAX. During the past 4 yrs. we have been fighting the FAA to get flights over the PV Peninsula routed around the Peninsula and 5 miles off shore. Property values on the Peninsula and South Bay communities will decline and this is a beautiful Peninsula. Safety on the ground and in the air will be jeopardized. Quality of life will be severely impacted with high levels of pollution, noise and ground transportation issues. Regional airports is the only solution.

Ardis Prescott  
Signature

Ardis Prescott  
Print your name clearly

Your Name Ardis Prescott  
 Address 28861 Heronimadr.  
Rancho PV, CA 90275-3062  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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90277-2138 38



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*It would affect me - I live on corner of Airport Blvd. Flight PL - my garage is on Airport Blvd. - I will never be able to get to driveway - with cars parked there you cannot see till you get out - so would be very dangerous - Besides they will take it from my parkway they go for enough room + it's a pass way I will be worse & dirty -*

*Bernadine Juddkins*      **BERNADINE Juddkins**



Signature


Print your name clearly

Your Name \_\_\_\_\_

Address Mrs. Bernadine Juddkins  
7871 Flight Place  
Westchester CA 90045

Email \_\_\_\_\_



**Congresswoman Jane Harman**  
811 N. Catalina, Suite F302  
Redondo Beach, CA 90277

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*I would be sickened and generally annoyed by the increase of traffic, noise and pollution resulting from the plans proposed at the June 9, 2001 meeting. The proposal would force more people and cars into an already overcrowded airport located in a residential area. There was no consideration of redistributing to the other local airports.*

*We need to have a study made and regional plan developed by a group with no interest in LAX which includes consideration of all airports in this region.*



*Betty J Reilly*  
*Emmett B Reilly MD*


Signature

*Betty J Reilly*  
*Emmett B Reilly MD*

Print your name clearly

Your Name	<u>EB + BJ Reilly</u>
Address	<u>7000 AZULONA AVE</u> <u>Los Angeles, Ca 90045</u>
Email	_____



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*I oppose the LAX Master Plan for the reasons set forth in your letter. ~~to~~ I do not believe it is fair for residents of other communities, especially Orange County, to oppose the building or expansion of airports in their areas because they don't want increased noise + congestion in their neighborhoods, while their use of LAX is one reason why LAX expansion is being sought.*



*Hilari Elson*

Signature

Hilari Hanamaiku Elson

Print your name clearly

Your Name	<u>Hilari Hanamaiku Elson</u>
Address	<u>862 Rosecrans Ave Manhattan Beach, CA 90266</u>
Email	<u></u>

✓

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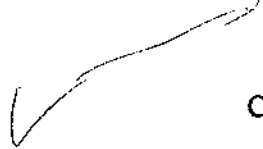
*Jane -  
The use of the Palmdale Airport would be the best for expansion, plus when LAX - John Wayne & Ontario are covered with fog, Palmdale is not. Also this would help to build up this area  
Thank you*

*Mollie A. Keith*  
Signature

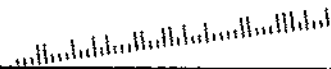
*MOLLIE A. KEITH*  
Print your name clearly

Your Name \_\_\_\_\_  
Address  Mrs. M. Keith  
2903 Dalemead St  
Torrance, CA 90505  
Email \_\_\_\_\_



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I SUPPORT THE REGIONAL AIRPORTS PROPOSAL. IT MAKES NO SENSE TO KEEP EXPANDING LAX. THE TRANSPORTATION IMPACTS HAVE ALREADY BEEN EXCEEDED. THE I-5 & SURFACE STREETS ARE GRID LOCKED NOW. THE RAIL SERVICE DOES NOT CONNECT TO THE AIRPORT, NEITHER DOES THE I-5, THUS EXACERBATING THE PROBLEM. THE ADJACENT CITIES CANNOT BE PUSHED BACK ANY FURTHER TO ACCOMMODATE MORE EXPANSION. WHAT ABOUT PRESERVATION OF THE REMAINING SAND DUNES AND BLUE BUTTERFLY HABITAT? SATELITE AIRPORTS IS THE ONLY ANSWER. WE NEED PLANNING, RESPONSIBLE PLANNING, BY OUR ELECTED OFFICIALS IN MEETING THE EXPANDING DEMAND OF AIRPORTS IN GROWTH AREAS THAT RELIEVE SOME OF THE IMPACTS AT LAX, NOT COMPOUND THEM.

*Patrick J. Reynolds, ASLA*      *PATRICK J. REYNOLDS, ASLA*

<p>Your Name <u>PATRICK J. REYNOLDS, ASLA</u>          Address <u>18417 MANSFIELD</u>  <u>REDONDO BEACH, CA 90278</u>          Email <u>preynold@co.la.ca.us</u></p>	  
<p>Congresswoman Jane Harman              811 N. Catalina, Suite 1302              Redondo Beach, CA 90277</p>	



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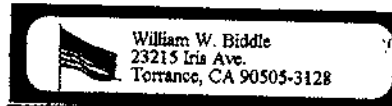
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*I agree with Congressman Harman in that I oppose the LAX Master Plan and favor a regional approach. The LAX plan would have a decisive adverse effect on the traffic, noise, pollution, and population surrounding Torrance but the south bay area in general.*

*William W. Biddle*

Signature



Print your name clearly

Your Name _____ Address _____ _____ Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*The LAX Master Plan is all wrong. Regional Airports are the ONLY FAIR and Responsible answer. Of course rapid transit ground transportation must be included. Area City streets and the 405 Freeway are already impacted at almost any hour. Keep up the good fight*

*Elihu M Crane*

Signature

**ELIHU M CRANE**

Print your name clearly

Your Name Address Email	<i>Elihu M Crane</i> <i>Judith W Crane</i> 13221-A Admiral Avenue Marina Del Rey CA 90292		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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*No LAX expansion!!! Already so much activity that it creates major roadway traffic, especially the 405.*

*I would never support a politician or community leader who supported any expansion of LAX. and that means 0 (zero) expansion, not some expansion in conjunction of a regional plan.*

*The only intelligent major project would be to link LAX by rail to other areas so passengers could get to the airport quickly and without driving private cars.*

*Jay Goldberg*

Signature

Jay Goldberg

Print your name clearly

Your Name <u>Jay Goldberg</u> Address <u>119 Prittwood #3</u> <del>119</del> <u>M.D.R. 90292</u> Email <u>Goldberg - Jay @ Hotmail.com</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*I am a frequent flyer and depend on LAX for my business. I have seen the increased growth and congestion with the current facility and strongly support LAX expansion. The need for additional airport and runway capacity has been cited by the FAA in its National Aerospace Plan. I also favor expansion or development of other regional airports as well. I want to avoid a "not in my backyard" paralysis which will lead to under capacity airports, delays, lack of competition and increased ticket prices. This will only stifle our economy.*

*Kenneth Crow*

Signature

*Kenneth Crow*

Print your name clearly

Your Name <u>Crow</u> Address <u>2613 Via Divina</u> <u>PVE, CA 90274</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

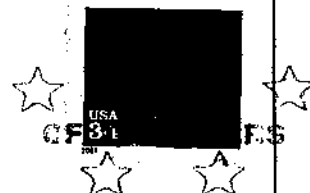
Dear Congresswoman Harman: I live in a densely populated, low-rent housing area directly east of LAX. Under the proposed expansion plan, all apartment houses in this area will be demolished to make room for new cargo facilities. This expansion <sup>creates</sup> hardship for low-income retirees and employees of LAX and the surrounding hotels and businesses. As I'm sure you know, low-rent housing is shrinking rapidly in Los Angeles. Increased traffic, congestion, noise and pollution will make the area for miles around a nightmare to access or work in.

*Elizabeth R. Frank* <sup>Sincerely,</sup> ELIZABETH R. FRANK

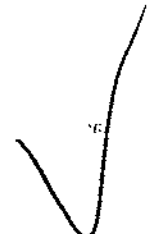
Signature

Print your name clearly

Your Name ELIZABETH FRANK  
 Address 5855 W 95TH ST #4  
L.A., 90045  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



90277-2138 38



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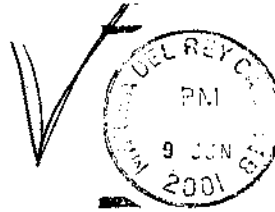
YES! A REGIONAL AIRPORT PLAN W/ GROUND TRANSIT IMPROVEMENTS IS DEFINITELY PREFERRED TO LARGE-SCALE LAX EXPANSION.

BUT WHAT ABOUT HIGH SPEED RAIL TO REPLACE ALL THOSE SHORT HAUL FLIGHTS (< 500 MILES)? THOSE FLIGHTS ACCOUNT FOR A GOOD PERCENTAGE OF THE REGIONAL AIRPORT TRAFFIC!!!

  
Signature

Nabil R. Dajani  
Print your name clearly

Your Name N. R. DAJANI  
Address 1808 SPRECKELS LN #2  
REDONDO BEACH, CA 90278  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2170 38



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*We support expansion of LAX for many reasons, but only one is needed as an example of using PALMDALE OR ONTARIO - JUST YOU TRY DRIVING TO THESE AIRPORTS - AT ANY TIME OF THE DAY - OR NIGHT FOR THAT MATTER - IT TAKES HOURS + LOTS OF GAS FOR THESE TRIPS.*

*FOR ONCE - THINK OF THE PEOPLE WHO USE AN AIRPORT GETTING TO IT ETC.*

*P.S. WE LIVE IN VENICE - UNDER SANTA MONICA AIRPORT - IT ISN'T SO BAD.*



*V. Sigl*  
Signature

*Virginia + James Sigl*  
Print your name clearly

Your Name Jim & Jinny Sigl

Address 714 Valita St.  
Venice, CA 90291

Email \_\_\_\_\_

Congresswoman Jane Harman  
 111 N. Catalina, Suite 1302  
 Long Beach, CA 90277



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I would be adversely affected by additional airport traffic. I work 1 block from LAX, live in So. Bay. Noise pollution, air pollution, chronically inadequate and disrepaired roads are what LAX expansion mean to me.

Please oppose this expansion and find other regional solutions


*Robert V. Henkhaus*

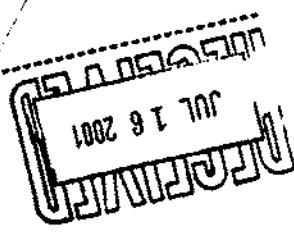
Signature

Robert V. Henkhaus

Print your name clearly

Your Name	<u>Robert V. Henkhaus</u>
Address	<u>21510 Redbeam Av</u> <u>Torrance CA 90503</u>
Email	<u>softwizard@windspring.com</u>





Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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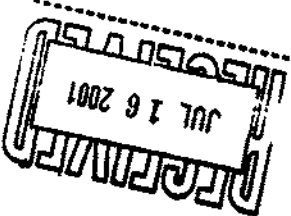
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- (1) First of all I am in the flight path, and as it is the FAA's traffic are not observing the curfew, they still fly between 12:00 A.M. and 6:00 A.M. I think they should be fined everytime curfew is violated.
- (2) Bad for our community & Neighborhood
- (3) Increase and concentrated noise, Air, and water pollution
- (4) Concern about Air Traffic safety due to overcrowded skies also increased air traffic would result in thousands more vehicles added to our freeways and congested streets
- (5) The proposed LAX master plan is bad for the environment, including our already threatened coastal wetlands.
- (6) The city of Los Angeles owns two key airports in the heart of high growth areas of the region - Ontario and Palmdale. It would be more efficient to develop these airports as opposed to LAX. EL TORO (Orange County) should be developed.
- Emma S. Kennedy*  
 Signature  
 Print your name clearly

Your Name Emma S. Kennedy  
 Address 9722 Crenshaw Blvd  
Inglewood, CA 90305  
 Email \_\_\_\_\_


 Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*I do believe in the expansion of LAX but not without a resolution to the traffic congestion that already exists. I do not believe buses are the answer, nor do I feel expanding our freeways are the answer. We must take our future generations and the earth into consideration. In order to make this consideration, a usable rail system providing transportation to all airports and major business districts must move to forefront of planning LA's future. Chicago and New York are perfect examples where the taxi driver/union and a rail system can thrive together. Traffic in any direction is always going to increase without a usable rail system.*

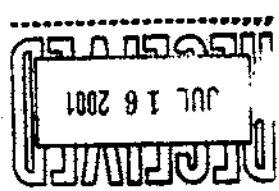
  
Signature

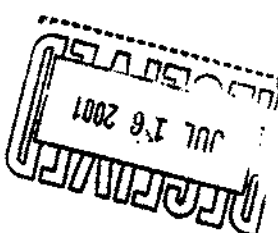
HANS FORSMAN  
Print your name clearly

Your Name Hans Forsman

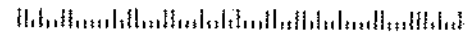
Address 736 1/2 Sunset Ave  
Venice CA 90291

Email hans@zuga.com





Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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Dear Ms. Harman.



My reply is a little late, but my feelings against expansion of LAX are still very strong. I have enclosed some copies of letters to the Daily Breeze, two of which are mine, which show you how I feel regarding this issue. We must stop this madness and the greed of the airlines that don't like running airports!

Marta Balak

MARTA BALAK

Signature (ALL RETIRED)

Print your name clearly

Your Name	<b>B</b> Marta Balak 629 Virginia St. 3 El Segundo, CA 90245	 
Address		
Email		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p> <p>1002 9 1 707 JUL 16 2001</p>		

## Hawthorne's future hangs on maintaining tax rates

In Chris Richard's Aug. 13 article, the sub-heading reads, "Hawthorne voters asked to approve new taxes." This statement was erroneous. While I am aware that a correction was published in Thursday's edition of the *Daily Breeze*, the initial headline was much more visible than the correction.

Hawthorne's upcoming Nov. 4 election is not about imposing any new taxes — but about freezing both the existing utility users tax and the business license tax at their current rate. No new taxes are at issue in this election. Passage does not require a two-thirds majority vote — only a simple majority.

As an employee of the city for 24 years, I can honestly say that I have been with the city through its best times and its worst times. While the past five years have been quite tumultuous for city officials, city employees and residents, there is something to be said about the loyalty and tenacity of those who have decided to remain living, working and fighting to maintain the image of Hawthorne as the "City of Good Neighbors." That something is dedication. Those who have remained are dedicated to making Hawthorne better.

"Better" can be accomplished but it will take a unified effort on everyone's part. It cannot be done without maintaining the current level of resources the city now has. A "No" vote in November actually means a \$5.2 million decrease in the city's current operating base. If that happens, all bets on making Hawthorne "better" are off.

So come on Martha Bails, Mark Young and all those who are opposed to maintaining the current tax base, let's give Hawthorne, its residents, officials and employees a chance to prove they can succeed in making you proud. Let's work

on a "Yes" vote in November.

— **TERRI SABOSKY**  
Vice President  
Hawthorne Municipal  
Employees Association  
Hawthorne

## Palmdale should expand; LAX is just too crowded

I am in full agreement with Robert Pullen Miles (Letters, July 27) that our voices must be heard regarding the expansion of Los Angeles International Airport. LAX is an accident waiting to happen!

As a former airline employee and resident of El Segundo for many years, I have noticed a tremendous increase in traffic (both air and ground) noise, pollution and early turns over our city, as well as aborted landings due to runway congestion.

We do not need another runway, as this airport has outgrown its capacity to accommodate more traffic.

Must we experience a disastrous mid-air collision to convince the greedy pro-expansionists that our skies are already overcrowded?

Palmdale would be a good alternative and has ample runway space. It should have been further developed when expansion of LAX was first proposed in the 1970s.

— **MARTA BALAK**  
El Segundo

## Skateboard park backers need dedicated leader

After reading numerous articles and letters to the editor regarding the building of a skateboard park in one of the beach cities, I felt compelled to write this letter.

I feel sympathy for the skaters and the people who are trying to get a park built for them. As a parent of a roller-hockey enthusiast, I witnessed how the difficult and single-handed efforts of one man brought about a much-needed roller-hockey rink in Redondo Beach. I am referring to

8-14-98  
the South Bay TIDES Hockey League. TIDES stands for Teamwork, Integrity, Dedication, Excellence and Sportsmanship. John has dedicated himself to these beliefs and he instills these beliefs in the way he runs his organization.

From the lowly beginnings just a few years ago of playing roller hockey on the blacktop of a local elementary school (using a plastic "border patrol"), to working through all the red tape of the school district and city and getting funding, O'Rourke has made it possible for the community to enjoy a top-rate roller hockey rink at Adams Middle School in Redondo Beach.

I don't know if people realize what a tremendous effort this man put forward for this sport! He does not even have children old enough to participate yet!

As a parent who has encouraged her children to try many sports and activities in the South Bay, I can say that this sport has really had a terrific impact on my son's self-esteem. Through the years, he has played many sports like baseball, basketball, flag football and soccer, and enjoyed them all, but never truly excelled in any sport until he started playing roller hockey.

Besides wanting to praise and thank John O'Rourke in some way for his great efforts to make available a wonderful sport to our youth and adults, I am writing this in hopes that maybe there is someone like O'Rourke who wants a skateboard park badly enough to put in the effort, time, money, etc., to make it happen! For the sake of the skateboarding enthusiasts, I hope so, and good luck!

— **LINDA A. FRANZ**  
Torrance

## School bureaucrats fail to use proven methods

In reference to Thursday's column by Peter Schrag of the *Sacramento Bee*, "School reform:

more of my brothers in the air will be flying over here since Torrance would be the *only* airport in the South Bay — making it much, much harder for the foes of Torrance Airport to close it.

— **JEFF WILLIAMS**  
Torrance

**Expansion would make LAX traffic unbearable**

Whenever we have to go to Los Angeles International Airport, the traffic is just terrible, and it's almost impossible to pick up someone, or even to find a parking space. It is dangerous to drive with all this congestion, and your odds are very high that you could have an accident no matter how good of a driver you are.

We do travel a lot now that we are retired, so we fly into many states and to several large airports such as Orlando and Miami. None of them seems to have the problem we have at LAX.

It has been impossible for the state Department of Transportation to build roads fast enough to handle the traffic surrounding LAX. How is Caltrans going to handle the added traffic if LAX expands?

Shuttle buses and parking areas are very expensive and not the answer. We cannot understand why the region has not taken advantage of some of these military bases such as Norton Air Force Base. This base has potential. It has one of the finest landing strips around. It is just sitting out there with weeds growing all around, with a freeway next to it. El Toro Air Base also has great potential.

Both airports are able to handle large aircraft and have lots of space to be able to handle traffic and are close to freeways. We feel that using either one of these bases would sure help the traffic problem we have in the South Bay, West Los Angeles and even the San Fernando Valley.

Do we need to spend all this money on LAX to make our lives more miserable? We don't think so.

— **MR. and MRS. W.M. HUDSON**  
Torrance

**Blind were not offended by word choice in story**

This is in response to a letter to the editor in the June 21 *Daily Breeze* written by Tony Senior of Carson. He complained that a recent article in the *Daily Breeze* about Stevie Wonder was insensitive because it said Wonder came to "see" and "watch" his son graduate.

Sometimes we sighted people are the ones who are too sensitive over small things.

My son, who is 33 years old and blind since birth, always refers to "watching a football game" or "seeing a movie." In fact, we have been around blind people all his life and they all do the same thing.

The article was great. I can guarantee you that there is probably not a blind person around who was hurt or offended.

Lighten up, Mr. Senior. The blind are not easily offended and have the best humor of anyone.

— **P. HERALD**  
Hawthorne

**U.S. might have to go it alone on missile shield**

I was dismayed and disturbed to hear some of our European allies, as well as some of our U.S. media outlets, criticizing President Bush for his insistence on going forward with the U.S. missile-defense shield.

I could certainly understand resistance coming from the likes of Russia, China, Iran, Iraq and various other countries, but I have to admit that I was disappointed and mystified as to why European nations, which are supposed to be allies, would reject a plan that would allow America to defend itself should it be attacked by incoming nuclear missiles.

There must be a reason, but as of late I have not heard a good one.

For others in the United States, I guess money could be an issue. It could be costly, but not as costly as the loss of life should our cities come under nuclear attack. I realize the thought is an unpleasant one, but to bury our heads in the sand

and pretend it could never happen here does not make it so.

Bush put forth the missile-defense shield plan to the European allies, and for the most part they gave him the thumbs down.

It should be noted once again that in World War II, the United States was forced to come to the aid of Europe, mainly because of European appeasement to Hitler. Now, with Europe's recent rejection of our missile-defense shield, shadows of appeasement seem to be reappearing. It seems obvious to me that Europe doesn't wish to offend other trading partners that would be against our building the shield.

With the current atmosphere in Europe, it has become more evident as never before that the United States may feel it necessary to go it alone, so that it can better protect its own.

— **T. SABOSKY**  
Torrance

**Reader hopes Sampson makes speedy recovery**

I'm sure many other readers join me in wishing columnist Hannah Sampson a rapid recovery from her accident. I hope she gets well soon and returns to writing her regular columns.

She is missed.

— **JAMES CLARK**  
Torrance

**WRITE US**

Letters of 300 words or less are preferred. They should be signed and include an address or phone number for verification.

Letters submitted may be used in print or in digital form in any publication or service offered by the publisher.

To ensure access to a wide number of writers, we limit the number of letters published by an individual to one a month. Please write:

**Letters to the Editor**  
**Daily Breeze**

**5215 Torrance Blvd.**

**Torrance, CA 90503-4077**

**E-mail address:**

**letters@dailybreeze.com**

*BREEZE* 12/31/99

City Manager Les Evans is ready to blow the entire \$5 million tax surplus to fix up the ground under the whale watch center.

"Who is responsible for botching the high-profile project also remains an open question" is posed in the *Daily Breeze* article. Since every project in RPV has been botched, obviously the elected city officials are responsible.

The solution to stopping botched projects and other malfeasance in City Hall is to repeal the excess taxes immediately so that the politicians won't have their hands on our money.

— **ALAN J. CARLAN**  
*Rancho Palos Verdes*

**Palmdale remains answer to L.A. airport expansion**

In a letter to the editor Aug. 14, 1998, I stated that Los Angeles International Airport was an accident waiting to happen. Dec. 22's *Daily Breeze* headline reads: "LAX is inches away from disaster."

Now the question is: When?

One need not be an Einstein to figure out that this airport cannot safely handle more traffic yet the Los Angeles City Council and other monetary seekers are pushing for expansion. Where?

There is no space left in which to expand unless they buy out the cities of Inglewood, Westchester, Playa del Rey and El Segundo or construct floating runways on the Pacific Ocean.

Palmdale should have been expanded in the 1970s when the city of Los Angeles purchased acres of desert land intended for an international airport. It now sits idle wasting taxpayers' money! Get real!

— **MARTA BALAK**  
*El Segundo*

**Lowering standards does not really help minorities**

If we keep lowering and changing our rules and regulations to accommodate the minorities living in California, pretty soon our stats will be no better than the country that the minorities originally came from.

Instead of making exceptions in the rules for minorities getting financial assistance or lowering job educational requirements, all rules and regulations should be upheld by everyone.

Maybe if we didn't keep lowering our standards to make it easy for the minorities to get financial aid or jobs, even though they can't pass the test required, or being able to vote because the ballot is printed in their language instead of English, more would take advantage of the free education offered.

The opportunity is there!

— **RUTH MURREY**  
*Torrance*

**Correction**

In an "Editor's Note" to Gail Vasquez Connolly's letter Thursday, we incorrectly identified her as city clerk of La Mirada. In fact, she is the city clerk of Norwalk.

We apologize for the error.

**WRITE US**

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Please write:

**Letters to the Editor**  
**Daily Breeze**

**5215 Torrance Blvd.**  
**Torrance, CA 90503-4077**  
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1. Reduce service, and surrounding activity in gen. area of LAX by 50% ✓
2. Upgrade Long Beach airport to handle approx. 50-60% of LAX traffic.
3. Explore site for an additional airport.

*Foster M. Ricardo*  
Signature



Foster M. Ricardo  
123 S Catalina Ave. Apt. 102  
Redondo Beach, CA 90277-7013

Print your name clearly

Your Name \_\_\_\_\_

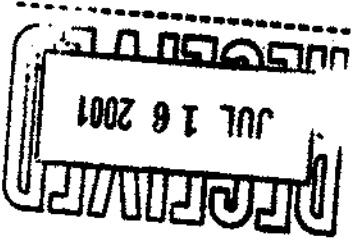
Address \_\_\_\_\_

City \_\_\_\_\_  
State \_\_\_\_\_  
Zip \_\_\_\_\_

**R** Mr. Foster M. Ricardo  
123 S Catalina Ave Apt 102  
Redondo Beach, CA 90277-7013

Please  
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Postage  
Here

(310)-318-5694



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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Source: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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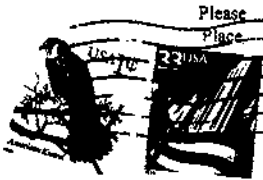
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*Please do not expand LAX any further  
The traffic situation in the South Bay  
is already bad and any expansion will  
make it worse.  
Please restrict all traffic over Manhattan  
Beach and South Bay Cities.*

*[Handwritten Signature]*  
\_\_\_\_\_  
Signature

ROBERT M. FRANKO  
\_\_\_\_\_  
Print your name clearly

Your Name The Frankos  
 Address 18 Bridgeport Lane  
Manhattan Beach, CA 90266  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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LAX AS EXIST NOW IS A TRAFFIC NIGHTMARE ON THE 405 FREEWAY - V.P.C.H. SURFACE STREET AND ALL ADJOINING CONNECTING SURFACE STREETS. ADDITIONAL EXPANSION SHOULD BE PROHIBITED. THE ADDITIONAL AUTOMOBILE TRAFFIC WOULD TURN THE AVAILABLE STREETS INTO A GIANT PARKING LOT - REGIONAL EXPANSION IS THE ONLY INTELLIGENT EXPANSION FOR ALL OF SOUTHERN CALIFORNIA - RESIDENT OF SOUTH BAY SINCE 1948

*Glenn A. Fitzgerald*  
Signature

Mr. Glenn A. Fitzgerald P.O.  
800 Faye Ln.  
Redondo Beach, CA 90277-4419

Print your name clearly

Your Name	Mr. Glenn A. Fitzgerald 800 Faye Ln. Redondo Beach, CA 90277-4419	 
Address		
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

PC02879

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*NO noise, NO pollution, NO traffic  
 Please NO Airport Expansion. Denver moved  
 it's Airport far EAST of the city. EXPANSION  
 should be made in PALMDALE!*

*[Handwritten Signature]*

Signature

*CARLTON FUNT*

Print your name clearly

Your Address	 CARE H. FUNG, D.D.S. 2455 190TH ST STE A REDONDO BEACH, CA 90278-5334		
Email	_____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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*I support your opposition to LAX expansion. Overpopulation, consumption & unnecessary travel cannot be supported indefinitely. Evidently other cities can tolerate the expansion, ~~but~~ but eventually we must stop expansion because it will be intolerable everywhere.*

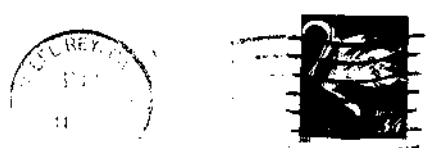
*Antonie K. Chuag*

Signature

Antonie K Chuag

Print your name clearly

Your Name	Antonie K Chuag	
Address	25802 Skylark Dr Torrance CA 90505	
Email	achuag@earthlink.net	



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*We strongly oppose additional and disproportionate enlargement of LAX, both in terms of geographic expansion and MAP capacity. As it is, the tax-paying citizens of the South Bay bear most of the burden from flight noise, surface street and freeway congestion, and safety and environmental risks.*

*We strongly support a regional plan that more equitably and intelligently distributes benefits and burdens.*

*We hope and trust that parochial political interests and shortsightedness does not prevail to produce a poor outcome. Our public officials may be able to escape political accountability, but the impact on real people will be tangible. Please remember this in your advocacy. Don't Care!*

*John M. Yamamoto* Signatures

JOHN M. YAMAMOTO

Print your name clearly

Your Name John M. Yamamoto  
 Address 308 S. Dianthus St.  
Marlinton Beach CA 90266  
 Email john.m.yamamoto@hp.org



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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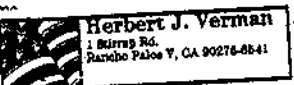
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Traffic is impossible now - must be improved by providing other regional airports. There is long over-sue. Orange Co. must be made to provide adequate air traffic in Orange County.  
LAX is maxed-out

*Herbert J. Verman*  
 \_\_\_\_\_  
 Signature  
 Zola F. Verman

*Herbert J. Verman*  
 \_\_\_\_\_  
 Print your name clearly

Your Name \_\_\_\_\_  
 Address  **Herbert J. Verman**  
 1 Bitters Rd.  
 Rancho Palos Verdes, CA 90276-8841  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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90277-2138 34

PC02883

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Dear Congresswoman Harman,



For all of the reasons you state on the front of this form, I wholeheartedly support a regional plan rather than the LAX Master Plan. Even if I didn't live in the South Bay, where LAX's expansion would negatively impact my way of life with increased traffic, noise and pollution, I would like to believe that common sense would still tell me that the regional approach is what will best serve the transportation and economic needs of all of Southern California.

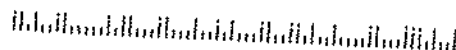
Dency L. Nelson

Signature

Dency L. Nelson

Print your name clearly

Your Name	 Mr. Dency Nelson	
Address	2415 Silverstrand Ave. Hermosa Beach, CA 90254-2664	
Email	dln52@prodigy.net	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		





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*Elisabeth Melinz*



Signature

ELISABETH MELINZ

Print your name clearly



Miss Elisabeth Melinz  
6204 Vista Del Mar # 366  
Playa Del Rey, CA 90293-8827

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

6-18-01

Congresswoman Jane Harman  
811 North Catalina Avenue  
Suite 1302  
Redondo Beach, CA 90277

Dear Congresswoman. Harman,

- 1) I am not for expanding LAX Airport. I live in Playa Del Rey and the noise level is very high 24 hours a day and the pollution resulting from the heavy traffic is unconscienable.
- 2) We were told that Vista Del Mar Avenue north of Culver Blvd. was going to be paved by March 2001. I have not seen any information or received any mail stating when the street would be finished of its repair. They are putting phone lines underground and this project started a year ago. When are they going to finish paving the street?
- 3) The palm trees on Culver Blvd. all the way to the 90 freeway need to be trimmed. I've called the local Ruth Gallanter office but have had no effect. They are completely down to the ground and need to be trimmed and are an eyesore.

*Thank you,*

*Elisabeth Melinz*

ELISABETH MELINZ

PC02885

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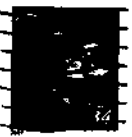
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*I support the Regional Plan to airport growth. LAX is too crowded with nowhere to grow. And it threatens what's left of Ballona Wetlands with noise and pollution. But also include rapid train transit to airports in Ontario and Palmdale - like the TGV bullet trains of Europe. They're superb. Let's get out of this archaic automobile mindset!*

*GARY CRANDALL*  
Signature

GARY CRANDALL  
Print your name clearly

 Mr. Gary Crandall 14005 Palawan Way Ph 9 Marina Di Rey, CA 90292		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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The traffic around and into LAX is one big traffic jam. It's almost grid-lock. We don't need more of it. All the surrounding cities are plagued by the noise and pollution from so many airplanes. We don't need more of it. The United Airlines terminal is so large now that to get to some of the "gates" requires a long, time consuming hike. Some of their flights should be moved to other airports now. I don't feel that the airport should gobble up more houses and ruin more cities in an effort to have all the airlines at one airport. The noise level is not acceptable at night at my house at the present time. We don't need more of it.

Lorraine Mone

LORRAINE MONE

Signature

Print your name clearly

PC02887

6-10-01

Dear Congresswoman Harman,

I would heartily recommend that LAX not be expanded or enlarged. Rather, make better use of the <sup>existing</sup> regional airports with absolute emphasis on the Palmdale airport.

P.S. Received - 6-7-01

Sincerely,

Betty J. Paul

Signature

BETTY J. PAUL

Print your name clearly

Your Name B. PAUL  
Address 3401 P.V. DR. NO.  
P.V.E. CA. 90274  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Dear Congresswoman Harman: 6/29/01  
I feel strongly that LAX should not be  
expanded, for the following reasons:

1. The airport and surrounding neighborhoods are  
already operating at an above capacity
2. Other municipalities need to step up  
and accept their share of the responsibility  
for airport capacity, including Orange County
3. Increasing the size of LAX will ultimately  
stifle growth; future expansion can better  
be accommodated in other areas and in the Torrance

Signature

*Joseph W. Cilurzo*  
*Margaret C. Cilurzo*

Print your name clearly

JOSEPH W. CILURZO  
MARGARET C. CILURZO

Your Name \_\_\_\_\_  
Address Joseph W. Cilurzo \_\_\_\_\_  
22 Chatham \_\_\_\_\_  
Manhattan Beach, CA 90266 \_\_\_\_\_

Please  
Place  
Postage  
Here

Email CILURZOINC@AOL.COM

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02889

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Dear Representative **HARMAN**;



Thank you for your continual interest in so many issues that my family and neighbors are concerned about. I chose to live near LAX because I am an aircraft mechanic for Northwest Airlines. But I am not in favor of extreme expansion at LAX. Yes the airport must be refurbished, passenger movement and traffic is awful. Technologically the airport is a relic of the 60's. Expansion must be spread out in a regional manner.

I have tried to access the airport by bicycle and foot and found it impossible from the south, since Sepulveda turns into a tunnel with no pedestrian walk, or bike path. Even aviation blvd to the east has neither access. Therefore I am forced to drive to employee parking over roads not designed for the high volume now common. Many roads are also in disrepair, despite high volume at LAX.

**FN SUMMARY:** Improvement will result in expansion through higher efficiencies. **1990 is not always better, sometimes making it better for everyone is the answer.**

*Sander B. Shipper*  
Signature

**SANDER B. SHIPPER**  
Print your name clearly

Your Name	Sander B. Shipper		
Address	448 23rd St Manhattan Bch, CA 90266		
Email	SBSHIPPER@ONEBOX.COM		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>			



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*Dear Jane Harman,*  
*Since I frequently fly out of LAX my biggest concern*  
*is safety, if LAX is expanded that means more planes*  
*+ more congestion in the air. If other areas want*  
*regional airports I personally think its a good idea.*

*Gertrude Oliver*  
 \_\_\_\_\_  
 Signature

*GERTRUDE OLIVER*  
 \_\_\_\_\_  
 Print your name clearly

<p> <input type="checkbox"/> Gertrude Oliver          3610 W. 181st St.          Torrance, CA 90504-3919       </p> <p>Email _____</p>		
<p> <b>Congresswoman Jane Harman</b>          811 N. Catalina, Suite 1302          Redondo Beach, CA 90277       </p>		





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Living so close to the airport (about 3 miles south) we have already been affected by increased flying into LAX and changes in flight patterns over the beach cities. Sometimes we have noise from helicopters that have stayed from the Sepulveda corridor. Holiday times block up traffic all around. If we are spending the holiday at home we stay off the roads. Increased flights into LAX would make fighting the traffic a daily event & make it tough for me to travel north of Man. Bch. I favor spreading the flight load between LAX & other local airports (Palmdale Ontario etc.) & PLEASE how about a rail line between airports like they have in Europe so that people can catch other flights if they want to.



*J E Anderson*

Signature

SYLWIA E. ANDERSON

Print your name clearly

Your Name	Sylwia Anderson
Address	2905 Laurel Ave Man. Bch. Ca 90266
Email	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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I live on Sunridge (225); when the planes take the path they are supposed to use, the noise isn't too bad. However, as I'm sure you know many times they take off over the houses, I assume because of air traffic. Increasing the flights is a concern. I feel each county should handle the flights for their population. Living on the North side of the airport I of course would rather see a strip added to the South. Can't they build sound walls or absorption cones. Or take off heading South just a little you have your hands full. Keep up the good work!

  
Signature

BRIG MFR. CHIE  
Print your name clearly

Your Name _____	 
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Auto traffic to and from L.A.X. is already extreme, resulting in accidents, pollution, and road rage. Plus the pollution from the noisy planes and their filthy exhaust, is not healthy for anyone in the Southland Cities. L.A.X. should not be expanded for any reason, there is no room for them. A regional plan to expand the other airports where they have the room to grow, and serve the population living there is the only sensible answer.*



*1. South Bay Resident for 36 yrs.*

*Ray & Ruth Leathers*  
*Raymond Leathers*

Signature

*RUTH LEATHERS*  
*RAYMOND LEATHERS*

Print your name clearly

Your Name: <u>Ray &amp; Ruth Leathers</u> Address: <u>1228 11th Place</u> <u>Hermosa Beach, CA 90264</u> Email: _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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6-9-01

Palmdale is the proper place for a regional airport due to land availability. Most large airports are well outside of population centers. Kansas City is one such example. They have many airport busses.

Alan Sarkisian

---

Signature

ALAN SARKISIAN

---

Print your name clearly

Alan Sarkisian  
16704 Falda Ave  
Torrance, CA 90504-1736

Congresswoman Jane Harman

811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*We live in the Palms Verdes Area. If the airport is enlarged, we feel jets will be flying over the peninsula. Many people in area have recorded jets & noise levels. We find traffic around LAX very heavy, I cannot imagine additional cars on the road. We need traffic relief as well as better airport service. We agree with your plan to expand other airports, other cities such Chicago, N.Y. London, Paris etc have 2 or more big airports, why not LA?*

EMAIL ADDRESS → NLEFRITZ@PRODIGY.NET

Norman M. Lefritz

NORMAN M. LEFRITZ

*Betty Lefritz*  
Signature

BETTY L. LEFRITZ

Print your name clearly



Mrs. Betty Lou Lefritz  
26322 Grayslake Rd  
Rancho PIs Vrd, CA 90275-1736

Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*We definitely need to increase flights from regional airports other than LAX. An expansion of LAX would adversely affect traffic in my area, would increase the already existent noise problem, and would create additional pollution in my nearby environment. Better connections out of Burbank, John Wayne, & Ontario might wish decrease traffic in my area. ~~I am~~ I am completely against expanding LAX.*

*Mark T. Duvall*  
\_\_\_\_\_  
Signature

MARK T. DUVALL  
\_\_\_\_\_  
Print your name clearly

Your Name <u>MARK DUVALL</u> Address <u>923 Palms Blvd</u> <u>Venice CA 90291</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*[Handwritten Signature]*

we live on the N. side of manchester and are concerned about LAX expansion, we feel the noise level is already great enough and support the regionalization of airport traffic.


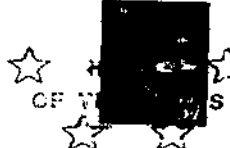
*[Handwritten Signature]*

Signature

mark Sommer

Print your name clearly

Your Name	MARK SOMMER	
Address	7018 W 85TH ST L.A. CA. 90045	
Email	Ma Sommer @ Pac Bell . net	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*I think we need to accommodate growth, but I think other airports should shoulder their share, particularly Long Beach, which appears to be very underutilized.*

*Michael T. Hahn*

Signature

MICHAEL T. HAHN

Print your name clearly

Your Name MICHAEL HAHN  
 Address 5608 PALOS VERDES BLVD  
TORRANCE, CA 90505  
 Email mih@loop.com



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277





Congresswoman Harman

I agree! Please continue to oppose the LAX Master Plan.  
Safety factors, noise factors, plus traffic congestion  
made the plan so undesirable.  
Thank you.

*Ann M. Grapperhaus*  
Signature

Ann M. Grapperhaus  
Print your name clearly

Your Name  
Address  
Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X2138 38



Ms. Harman:

6-8-01

27 Extended family members CA Registered Voters all, also 95% of my tennis club members and every teacher I know are vehemently opposed to L.A.X. expansion. We are ~~watching~~ watching and expecting you and Sen. Boyer to represent our viewpoint. Orange County and others must bear their share of expansion. LAX is already over-taxed & dangerous. No expansion.

Virginia Carr

Thank you

VIRGINIA CARR

Signature

Print your name clearly

Your Name  
Address  
Email



Ms. Virginia Carr  
230 S Catalina Ave Apt 212  
Redondo Beach CA 90277-3313

WORLD WILDLIFE FUND



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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LAX, MASTER PLAN, WILL AFFECT ME BY TRAFFIC IN THOSE NEAR AREAS BY 405 AND 105 FWYS. 405 FWY HAS ALREADY A TRAFFIC PROBLEM, I THINK WE DON'T NEED MORE THAN THAT.

*[Handwritten signature]*  
Signature

FERNANDO CONTRERAS

Print your name clearly

Your Name _____			
Address _____	Fernando Contreras		
	1567 W. 206 St. Apt. 5		
	Torrance, CA 90501		
Email _____			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion



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*Safety: According to the data cited on this circular, a takeoff or landing will occur every 40 seconds. Is this an adequate margin? Surely there are sufficient airports in southern California to distribute the load. Why must we darken the sky of the 36th District?*

*Frank Wolf*  
\_\_\_\_\_  
Signature

Frank WOLF  
\_\_\_\_\_  
Print your name clearly

Your Name <u>F. Wolf</u> Address <u>2409 W. 180th Pl.</u> <u>Torrance CA 90504</u>		
Email <u>fewone@aol.com</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*I think the airport is plenty big now. The other two airports should be enlarged and take the other flights. I would want to sell my house if it is enlarged, and I don't want to. I love where I live. It was ruin some very expensive property like mine*

*Lathene M. Michel*  
Signature

*LATHENE MICHEL*  
Print your name clearly

Your Name <i>Lathene Michel</i> Address <i>2520 Manhattan Ave</i> <i>Manhattan Beach, Ca 90266</i> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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All Roads, Free way around the port LAX getting real crowded. Any Addition will make the traffic miserable. Please fight any LAX addition.  
Thank you

*Hosny F. Hakim*

Signature

HOSNY F. HAKIM

Print your name clearly

		Hosny Hakim 22907 Marjorie Ave Torrance, CA 90505-3451
Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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6-15-01

*We agree with you. We are opposed to the expansion of LAX. We feel that the surrounding counties should share in the benefits and burdens of an airport in their backyard.*

*Alice Wilk Bales  
Jackson N. Bales*



Signature

ALICE WILK BALES

JACKSON N. BALES, M.D.

Print your name clearly

Dr. & Mrs. J. N. Bales  
7501 Kentwood Ave  
Los Angeles CA 90045

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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ENOUGH IS ENOUGH. NO MORE AIRPORT  
EXPANSION IN AN ALREADY "CROWED" AREA!

  
Signature

RENE G. KAERAKOV

Print your name clearly

Your Name		Rene Kaerakov	_____
Address		8826 Villanova St	_____
		Los Angeles CA 90045-3458	_____
Email		RENE@LAX.COM	_____

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*To become bigger, is not necessarily better  
The increase in traffic, noise and pollution  
is going to detract from our Quality  
of Life here in the South Bay.  
Please oppose it at LAX  
Thank you,*

*Louis M. Daraban*

Signature

Louis M. DARABAN

Print your name clearly

Your Name <u>Louis M DARABAN</u> Address <u>23225 Los CODONA Ave</u> <u>TORRANCE, CA. 90505</u> Email <u>loudaraban@<del>hotmail</del></u> <u>AOL.COM</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*We feel it is unfair to the businesses and residents of Westchester to bear the brunt of the proposed expansion. And the surrounding cities will suffer also. There is a need & room to expand the other airports - that could be a lot more convenient for everyone.*

*Bettie Kotoff*  
*Charles Stolper*  
\_\_\_\_\_  
Signature

Bettie A. Kotoff  
Charles Stolper  
\_\_\_\_\_  
Print your name clearly

Your Name _____ Address <u>Bettie Kotoff</u> <u>Chuck Stolper</u> <u>7822 Stewart Ave.</u> Email <u>Westchester, CA 90045</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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The 405 Freeway is the main route to LAX, and this freeway is already so overcrowded that it is almost useless during portions of each day. If the number of passengers using LAX increases, traffic will become even worse.

Developing new or existing airports in surrounding regions, away from LAX, will be much better for passengers and for local residents.

Elliot M. Silverstein

Signature

ELLIOT M. SILVERSTEIN

Print your name clearly

Your Name E.M. Silverstein  
 Address 8004 El Manar Ave.  
Los Angeles, CA 90045  
 Email e-silverstein-7@alumni.uchicago.edu



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



LAX is already busy enough. I am a pilot and my wife is a controller at LAX. The notion that traffic can be increased to proposed levels is ridiculous accounting by people who have never been in the front of a jet or control tower. El Toro should be used as a reliever airport at a minimum. Make surrounding communities utilize their existing airports to reduce congestion.

David Meyer

Signature

David Meyer

Print your name clearly

Your Name David Meyer  
Address 24105 Fulmar Ave  
Torrance CA 90501  
Email david.a.meyer2@boeing.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC02911

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Expanding LAX means more traffic congestion, noise + considering that the 405 freeway is a parking lot 7 days per week, how could you think you can bring more people to the Airport? It will be more time sitting in your car, the surrounding neighbors will have to sound proof their homes and will suffer hearing loss from outdoor exposure to airplane noise. Westchester will lose its community center shopping area. Regional airports need to be developed to provide accessible transportation for all residents.


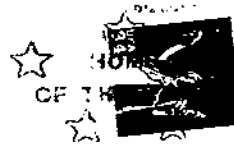
*Sharon W. Higgins*

Signature

*Sharon Higgins*

Print your name clearly

Your Name	<i>Sharon Higgins</i>
Address	<i>8013 E. Main Ave LA 90048</i>
Email	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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I hate the idea of expanding LAX, particularly given the above figures, when other regional airports are willing to expand. I used to live in Westchester in an area with heavy ~~air~~ airplane noise where LAX is now buying the houses. Manhattan Beach is now getting more (illegal?) fly over traffic than before. I hate it!

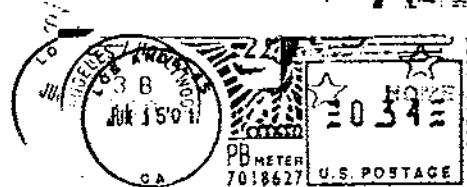
*Nicolas Ramniceanu*

Signature

Nicolas Ramniceanu

Print your name clearly

Your Name Nicolas Ramniceanu  
 Address 3501 Pine Ave  
Manhattan Beach, CA 90266  
 Email nramniceanu@cpab.com



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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I'm with you! LAX is already overcrowded and overburdened, much of the traffic due to freight cargo that is then driven back out to the countryside. Plus, I'm tired of those 1 AM low flights over South Redondo + PV. Keep LAX as is + build outlying airports to accommodate growth.

Steve Hoffmann  
Signature

STEVE HOFFMANN

Print your name clearly

Your Name S HOFFMANN  
Address POB 3406  
REDONDO BEACH CA 90279  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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Because I live in Redondo Beach the airport has a large negative effect on the quality of my life. For selfish reasons I would prefer not enlarging it.




I also think that it is very short sighted planning to put all the eggs in one basket. If the Inglewood fault were to have a major quake almost all the air traffic in and out of L.A. could be halted for an extended period of time. Having several major airports 50 or more miles apart serves our "spread out population" much better. A good rapid transit system between airports should also be planned.



Signature

Jan Simison

Print your name clearly

Your Name	Jan Simison		
Address	 Jan Simison 522 Sapphire St. Redondo Beach, CA 90277		
Email	_____		
<p><b>Congresswoman Jane Harman</b> 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>			



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*I support a regional plan as the best solution to an increasing number of air passengers. I believe that this burden should be distributed throughout the greater LA & Orange Co areas, LAX already is a challenge for frequent air commuters.*

  
Signature

  
Print your name clearly

Your Name	<u>ROBIN LAMBERT</u>	 
Address	<u>JOSEPH PECK</u> <u>631 S Irena Ave</u>	
Email	<u>Redondo Beach, CA 90277</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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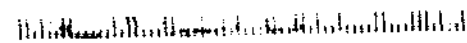
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*I live about 1 mile from LAX and the traffic, pollution + noise is already intolerable. I am a widow and do not have the funds to paint my home every 2 years which is necessary because of the pollution from planes flying over which is not suppose to be. The Airport doesn't seem to care if the planes follow the law. They have been my bad neighbors. I can't imagine what any opposition would mean. Why when two areas are asking for an airport - greed.*  
*Barbara J. Culbertson*      *BARBARA J. CULBERTSON*  
 Signature      Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
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*Expand other So. Cal. regional airports. LAX is already too busy - many arriving passengers are not staying in the LA area - expand airports where passengers live or plan as their destination. We on the South Bay are aware of the incremental changes and expansion LAX is already under taking; subtle changes we resist without proper impact studies. Quality of life, even in greater Los Angeles, should have some merit even if it interferes with so-called economic benefits - whose benefits? Please look at expanding Ontario or other regional airports.*

*Dorothy Michel*

Signature

DOROTHY MICHEL

Print your name clearly

Mr. & Mrs. R. H. Michel  
401 6th Street  
Manhattan Beach CA 90266  
Email RHMDSM@CS.COM



✓

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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I THINK THAT PALMDALE/ONTARIO  
LOCATIONS SHOULD BE DEVELOPED.


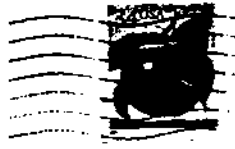
*Ken Anderson*  
Signature

KEN ANDERSON  
Print your name clearly

Your Name Ken L. Anderson

Address 210 Calle De Arboles  
Redondo Beach, Calif. 90277

Email \_\_\_\_\_

✓

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*The Pol. bureau have forced LAX up on us long enough. Push for alternative plan. to developer - Palmdale + Ontario + Orange Co..*


*R. Woodmansee*

R. A. WOODMANSEE  
3711 SARA DR  
TORRANCE, CA 90503  
Print your name and address

Signature

Your Name \_\_\_\_\_  
 Address R. A. WOODMANSEE  
3711 SARA DR.  
TORRANCE, CA 90503  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
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*We do not want Lax to expand. It's big enough already. We do not want more traffic, pollution and noise. We have lived in our house at 1831 Stanford, R.B. since Jan. 1960, and it has certainly changed, and not for the better.*

*Rose Marie Curran*  
Signature

*Rose Marie Curran*  
Print your name clearly

Your Name <i>Rose Marie Curran</i> Address <i>1831 Stanford Ave.</i> <i>Redondo Beach Ca 90278</i> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*I am not affected by traffic, noise and pollution resulting from LAX airport, neither do I think others are on the P.V. Peninsula - they're just looking for something to complain about. I have been very disturbed by low-flying helicopters, however. There is no argument that LAX needs to have operations reduced and that expansion needs to be stopped. We need to have Long Beach operations increased, to provide the South Bay with more departure options by major air carriers. Palmdale is a ridiculous choice - the summers are far too hot & there is no efficient surface transport to that airport.*

Signature

*Robert J. Tyree Jr.*

Print your name clearly

*ROBERT J. TYREE, JR.*

Robert J. Tyree, Jr. \_\_\_\_\_  
 35 Oak Tree Lane \_\_\_\_\_  
 Rolling Hills Ests., CA 90274 \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*I feel that Palmdale and Ontario would be more appropriate for expansion than LAX. LAX is too congested including surrounding areas with traffic and residential homes and businesses. We do not need more congestions in this area. Palmdale and Ontario have a great deal of area for expansion and more favorable*



*Elizabeth and D.E. Woolridge*

Signature

*Elizabeth D.E. Woolridge*

Print your name clearly

Your Name: \_\_\_\_\_  
 Address:  Dedmon E. Woolridge  
 1423 Goodman Ave.  
 Redondo Beach, CA 90278  
 Email: *JBK00L02@Prodigy.net*

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*LAX is a nightmare - no parking to pick up people - & too congested - How about George Airforce base or the area around Riverside + San Bernardino county - where there is a population explosion + why not El Toro - It was a Marine air base -*



*We think LAX is already overburdened -*

*M/M Arnold Hassoldt*  
Signature

ELIZABETH A. HASSOLDT  
ARNOLD HASSOLDT -  
Print your name clearly

Your Addr  Mr. & Mrs. Arnold Hassoldt  
5225 Maricopa St.  
Torrance, CA 90503

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*I advocate a regional plan to share the burden of heavy traffic at LAX. With population growth, other airports should expand and help LAX in a reasonable manner.  
Thank you, Jane Harman*

*Angela Forman*  
Signature

ANGELA FORMAN  
Print your name clearly

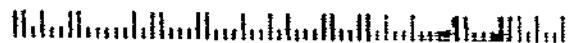
Your Add \_\_\_\_\_  
Email \_\_\_\_\_

Mrs. Angela Forman  
2618 W 180th Pl.  
Torrance, CA 90504-5206



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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90277X2138 38



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DEAR JANE,

TO DATE LAX HAS BEEN SELF SERVING. BETTER OR MORE UNSELFISH PLANNING COULD HAVE REDUCED TRAFFIC IN AND AROUND THE AIRPORT, WHY WOULD THINGS BE DIFFERENT NOW?

MY VOTE - EXPAND SURROUNDING AIRPORTS. WE HAVE ENOUGH POLLUTION!

Signature

RICHARD VENDELAND

Print your name clearly



RICHARD A VENDELAND  
23310 GRANT AVE  
TORRANCE CA 90505-3580

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*WE STRONGLY OPPOSE ANY EXPANSION OF LAX  
WE ALREADY HAVE TOO MUCH IMPACT ON  
SOUTH BAY AND SURROUNDING AREA.*

*Elizabeth D. Matson*

ELIZABETH D. MATSON

*Donald H. Matson*

Donald H. Matson

Signature

Print your name clearly

Your Name	MATSON	
Address	20502 WAYNE AVE TORRANCE, CA 90503	
Email	DOBETTIE@AOL.COM	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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I agree with a regional solution. Not only is it SAFER to have the air traffic spread out instead of congested in one area, it just makes sense. I live about 10 mins. from LAX so it is great for me, but many must travel far distances to travel to and from LAX - only adding more ground transpo traffic. Plus, there are so many local residents opposed to expansion of LAX, because of noise and air pollution.

Eve S Baldwin  
Signature

EVE S. BALDWIN  
Print your name clearly

Your Name <u>EVE BALDWIN</u> Address <u>2469 Glencoe Ave.</u> <u>Venice, CA 90291</u> Email <u>evetfirehorse@yahoo.com</u>	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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I support construction of airports based on a regional airport plan

*Connie Call*

Signature

CONNIE CALL

Print your name clearly

Your Name _____ Address _____ _____ _____ Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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Dear Congresswoman Jane Harman:  
 The LAX Master Plan will severely impact the quality of life for myself, my family & our community. The Plan is one sided & careless. This plan reflects a lack of responsibility & foresight. The Plan must be stopped & a more regional approach must be implemented. Please continue your hard work & perseverance.

*Janet Miller Sheehan*  
 Signature

JANET MILLER SHEEHAN  
 Print your name clearly

Your Name: Janet Miller Sheehan  
 Address: 418 Maryland St  
El Segundo, CA 90245  
 Email: janet@skateschool.com

DEL REY CA  
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Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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① Lower property values. Higher stress levels. More street traffic. Worsening on-time departure + arrival records. Noise noise noise. Pollution<sup>3</sup>, too.

② Don't know except ① above!

Please get direct rapid transit into LAX (like London, Paris, soon JFK-NY, et al).

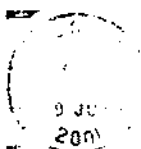

Thanks, Jane!

*Ellen Swallow*

Signature

*Ellen Swallow*

Print your name clearly

Your Name	<u>Ellen Swallow</u>	 
Address	<u>3113 Walnut Ave</u> <u>Manhattan Beach CA</u>	
Email	<u></u>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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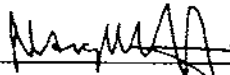
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LAX IS BIG ENOUGH!  
I DO NOT WANT TO SEE AN EXPANSION AT LAX. I LIVE IN THE SOUTH BAY AND AIRREDDY AM PERTURBED BY EVENING PLANE NOISE. I MOVED TO HERMOSA BEACH TO BE WHERE I WILL NOT HEAR PLANES FLYING OVERHEAD. AIRPORT TRAFFIC IS ALSO A NUISANCE.

  
\_\_\_\_\_  
Signature



MARGUERITA MUSKARDIN  
\_\_\_\_\_  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Ms. Marguerita Muskardin  
1707 Pacific Coast Hwy, Apt. 126  
Hermosa Beach, CA 90254

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Although I'm not affected by airport traffic, I think Orange Co should assume their responsibility & either increase John Wayne's capability or use the former US base for a regional airport ✓

Susan Miraula

Signature

SUSAN MIRAUCA

Print your name clearly

Your Name

Address

Ms. Susan Miraula  
852 W. 232nd St.  
Torrance, CA 90502

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 36





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*When it is raining or other weather conditions, we hear jets going over our house making loud noise just about continuously at night when we are trying to sleep.*

M. J. Hondrick  
Signature

M. J. Hondrick  
Print your name clearly

Your Name <u>M. J. Hondrick</u> Address <u>22631 Evalyn Ave.</u> <u>Torrance, CA 90505</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*TRAFFIC - LITTLE IF ANY AFFECT*  
*NOISE - NONE OR LESS IF OVER OCEAN ROUTING INCREASED*  
*POLLUTION - NONE WITH IMPROVEMENTS IN ROUTING & TECHNOLOGY*  
*PERSONAL ECONOMIC IMPACT - RESIDENTIAL VALUES WOULD PROBABLY INCREASE WITH THE INCREASE OF TRAFFIC*  
*ECONOMIC IMPACT ON COMMUNITY WITH INCREASED TRAFFIC WOULD DEFINITELY BE MAINTAINED AND MOST LIKELY IMPROVE*

*Charles Perkins*  
 Signature

CHARLES + JOAN PERKINS  
 Print your name clearly

Your Name	C. A. PERKINS	
Address	5 Buggy Whip	
	Rolling Hills, CA 90274	
Email		


Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



We support the regional plan and oppose expansion of LAX.

*George J. Gleghorn*  
*Barbara M. Gleghorn*  
Signature

George J. Gleghorn  
Barbara M. Gleghorn  
Print your name clearly

Your Name		Mr. and Mrs. George J. Gleghorn 28850 Crestridge Rd Rancho Palos Verde, CA 90275
Address		
Email		

✓

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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PM  
11 JUN  
2001

USA 10  
USA 33

90277-2138 38



**WHAT DO YOU THINK?**

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Dear Mrs. Harman:

We are definitely in agreement with your views on the regional airport plan - every time we have to use LAX it becomes more and more apparent that no more expansion should be allowed

*Nadyne C. Shelton*

Signature

NADYNE C. SHELTON

Print your name clearly

Your Name  
Address



Haywood and Nadyne Shelton  
4914 Via El Sereno  
Torrance, CA 90505

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277

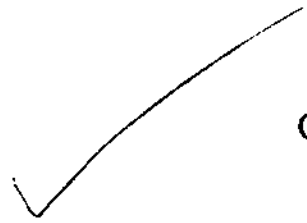


THE EFFECT ON MY IMMEDIATE NEIGHBORHOOD WOULD BE MINIMAL; REGIONAL TRAFFIC CONGESTION AND POLLUTION WOULD INCREASE. I CAN UNDERSTAND PEOPLE IN OTHER AREAS NOT WANTING TO DEAL WITH THE IMPACT OF AN INTERNATIONAL AIRPORT, BUT IT SEEMS FAIRER AND MORE EFFICIENT TO DISTRIBUTE AIR TRAFFIC MORE EVENLY. THE FORMER EL TORO AIRBASE SEEMS AN IDEAL CANDIDATE, BUT AS THEY SAY, NIMBY!

Tim Thomason  
Signature

TIM THOMASON  
Print your name clearly

Your Name TIM THOMASON  
Address 5302 NORTON ST.  
TORRANCE, CA 90503  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138





# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*I agree 100% with your plan*

*Helen I. Baron*  
Signature

HELEN I. BARON  
Print your name clearly

Yes _____ No _____ Address: <b>Mrs. Helen I. Baron</b> 18801 Hawthorne Blvd #36 Torrance, CA 90504-6338 E-mail: _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*The mistake often made is that bigger will be better. I have been in California since 1973 as a Presbyterian minister - five of those years serving a church three miles from LAX. During that time one of our churches closed due to proximity to LAX. Road work to enhance access is causing a mess, as it has in the past also. I live in Rancho Palos Verdes. In one evening I counted more than 10 planes in the air at one time - the noise is increasing. Let's share both benefits and headaches!*



*Rev. Peg Beissert*

Signature

*Rev. Peg Beissert*

Print your name clearly

Your Name _____	Rev. Peg Beissert, #202		
Address _____	29600 Island View Dr	_____	_____
	Rancho Palos Verdes	_____	_____
	CA 90275	_____	_____
Email <i>Rev.peg@atb.com</i>			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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For many years, aircraft departing LAX initiated their turns so that they were over Palos Verdes during the turn. This procedure guaranteed that the aircraft were too far up to have a noise impact in PV or any of the beach cities.

This procedure, when initiated, was widely publicized as a noise abatement measure. We were invited to observe the halos on the heads of the angelically considerate managers of these decisions.

For the last two years (or more), the aircraft noise over Hermosa Beach has been so high that I cannot hear my own, indoor, television when a plane passes over. Obviously, the airline managers have decided to save the cost of fuel rather than continue noise abatement procedures.



I had thought that the procedures were required by the FAA, and perhaps they are/were. Can you do anything to help enforce existing rules?

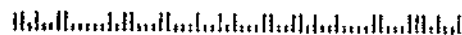
*Subert Moore*

Signature

Roberta Moore

Print your name clearly

Your Name <u>Moore</u> Address <u>P.O. Box 838</u> <u>90277</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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THE EXPANSION OF THE LAX IS NOT ACCEPTABLE. ALREADY, THERE ARE TOO MANY LOW FLYING AIRCRAFT OVER THE RESIDENTIAL NEIGHBORHOODS OF THE SOUTH BAY. I SUPPORT YOUR WORK IN DEVELOPING ALTERNATIVE MEANS OF HANDLING AIR TRAFFIC.

*Norman D. Smith*  
Signature

NORMAN D. SMITH  
Print your name clearly

Your Name Norman D. Smith  
 Address 20733 Christina Ave  
Torrance, CA 90503  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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I would like to remark on the total airport facilities in the southern California area. I live south of LAX and west of Long Beach. I am a pilot and fly over southern California a great deal. I find that when I use LAX as a passenger, the traffic and terminal congestion are about as bad as one could want without traffic coming to a dead halt more times than it does now. These are my feelings from looking down from above, and as a passenger using LAX. Noise is not a problem with me although some people in my area are paranoid about the noise.

LAX expansion- No. It is too congested now.

Ontario: Should be some room for added flights.

Long Beach: Same as Ontario.


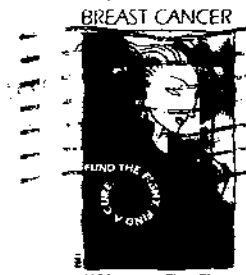
El Toro: Yes. It is far enough away from LAX to serve the San Diego and neighbors area of Southern California. The land is there. The basic runways are there. Some facilities are there. It seems to me to be the ideal location for another international airport. The complaint that it is unsafe I find interesting since the military used it without undue problems to my knowledge.

*Beverly D. Roberts*

Signature

BEVERLY D. ROBERTS

Print your name clearly

Your Name		
Address	Ms Beverly E Roberts 22720 Elm Ave Torrance, CA 90505-2926	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

90277-2138 3A





PC02945

Dear Jane: I fully support your approach to airport - development. If LAX is enlarged  $\downarrow + \downarrow$  along with the disas. Playa Vista development will wreck havoc on the communities, the freeways + roads + ruin the beauty of our natural resources. ~~The~~ The 2 ideas are linked in their detrimental impact. So you can see I oppose both LAX expansion + Playa Vista. Since I moved to Venice in '85 the traffic has already become a mess. + re: LAX. ~~on~~ on foggy days right when some carrier takes off in Venice can hear the plane take off

Thanks,  
TSM

Signature  
Barbara T. Smith

Print your name clearly  
BARBARA T. SMITH

Your Name	Barbara T. Smith	 
Address	801 Cosup D'Alana Ave	
Email	Venice, Ca. 90291	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

90277-2138 38



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*NOISE POLLUTION WHEN PLANES FLY OVER THE PALOS VERDES PENINSULA*

*Jennie A. Collins*  
Signature

JENNIE A. COLLINS  
Print your name clearly

Your Name _____ Address Jennie A. Collins _____ 376 Palos Verdes Dr. West _____ Palos Verdes Estates, CA _____ 90274-1212 _____ Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

International Airport

International Airport

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*I oppose the LAX master in favor of a regional plan as well. I do believe the master plan would effect me negatively in terms of both traffic & pollution in the South Bay. I work in El Segundo & frequent LAX for business travel.*

*April E. Telles*

Signature

April E. Telles

Print your name clearly

Your Name April Telles  
Address 538 Avenida A #4  
Redondo Beach CA 90277  
Email atelles@west.digian.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277+2138



As we are Senior Citizens it would be very difficult for us to either move after living for 37 years in Westchester or accept the noise of the planes flying above and pollution which is killing our lungs! For us an expansion of LAX means disaster.

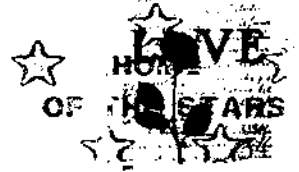
Christine Brunak

Signature

CHRISTINE BRUNAK

Print your name clearly

Your Name Christine Brunak  
Address 7933 Breen ave.  
Los Angeles, 90045  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC02949

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Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion




## WHAT DO YOU THINK?

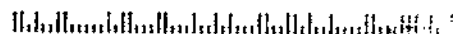
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★ NO MORE CONGESTION! LAX IS BEING OVER BUILT & TRAFFIC IN THE AREA IS IMPOSSIBLE & GETTING WORSE! IT IS ONLY LOGICAL TO DEVELOPE THE PALMDALE & ONTARIO AIR FACILITIES.

  
Signature

KEN ENGLENT  
Print your name clearly

Your Name <u>KEN ENGLENT</u> Address <u>766 WASHINGTON BLVD</u> <u>MARINA DEL REY CA 90224</u> Email <u>MARCOMM@AOL.COM</u>	  
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Our daughter lives near the #405 + Marina  
freeway crossing. She uses #405 for school  
(UCLA) and work. The grid lock happens  
many times - To update the airport is  
probably necessary but extension would  
only expand the already existing problems.  
Inglewood area has all of the problems plus.

Mariann Mueck  
Signature

MARIANN MUECK  
Print your name clearly

 Mariann Mueck 1821 Delaonde Dr Rancho Palms Verdés CA 90275-1401 visit us at <a href="http://www.peta-online.org">www.peta-online.org</a> Email <u>mm20z</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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My family and the families of my neighborhood, are concerned with the economic and environmental impact of the proposed expansion of LAX. Already on the west side there exists an excessive level of noise pollution and congestion, the magnification of which by the proposed expansion will only serve to lessen the quality of life of its residents. The resulting decline in property values will be devastating to many local communities, including the lovely middle class neighborhood of Westchester. That, coupled with the current economic downturn, would wipe out a significant portion of many residents net worth. At the same time, those living in communities to the north and east would face even worse traffic and congestion getting to LAX, and at LAX. The city, much like Chicago and NY, is far better served all around by regional solutions.

*Tom Cosgrove*  
 The LAX only solution is ill conceived, short term, and not a solution a world class city would ever embrace.

Your Name Tom Cosgrove  
 Address 6437 W. THURST  
Westchester, CA 90095  
 Email \_\_\_\_\_

Print your name clearly  
 Tom Cosgrove, Fox VP Fox Family Channel & Fox Kids Network

88  
 900  
 29 JUN  
 2001

OF

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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Signature

Print your name clearly

<p>Your Name <u>V. T. Lawson</u></p> <p>Address <u>801 Bungalow Dr.</u> <u>El Segundo, CA 90245</u></p> <p>Email _____</p>	 
<p>✓</p> <p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

PC02953

# Broken Promises

- ① No more early turns after deadly crash in El Seg. in the 60's, they still do it.
  - ② No more condemned homes in neighboring areas. Promised action wasn't real estate speculation. Today they want more homes condemned for their expansion.
  - ③ No more excessive noise promised MGM Grand Airline will be good neighbors. At night sleep is disrupted by engine testing + even during the day the jets are so loud my neighbor can't hear me even when I'm speaking directly to him. We just point at the sky + wait for the jet noise to subside.
  - ④ Many times houses shake in a way that makes you pause to see if it's a quake. Most of those occasions are created by "United" cargo flights.
- The Airport has always lied!  
I've seen + heard the truth for 40 years

# Suggestions

- ① Make Airport pay City of L.A. monies owed i.e. concessions etc. (No more secret deals)
- ② Keep LAX as a passenger airport + also for special imports, perishables, blood etc.
- ③ Farm out extra traffic <sup>+ cargo</sup> to Palmdale Orange County and El Toro. Closer airports means less commute for passengers.
- ④ Hold Airport to a good neighbor policy: After all respect for one another as individuals and as communities was a necessity for living, even long before airplanes and airports were invented!
- ⑤ Improve the Airport within the limits that exist. Quieter jets better air-control etc. There are some very smart people out there hire them use their ideas.

**Larane Cinquini**

*Laurie and David Cinquini*

**From:** "Larane Cinquini" <larcinq@catisle.net>  
**To:** <ruthgalanter@council.lacity.org>  
**Sent:** Sunday, October 21, 2001 8:50 PM  
**Subject:** L.A. International Airport Expansion

Dear Ms. Galanter:

I would like to applaud you for speaking out against the expansion of LAX...

I live approximately 35 miles east of LAX in the Whittier hills and when the airport is busy, there are one or two flights flying over my rooftop every minute. Sometimes, there are 747's that are flying lower than allowed.. There are flights that sound as if they will be using my roof as their landing strip, after 11PM. My neighbors and I have discussed this often and hope that they will not continue this pattern or add any more flights to LAX.

I understand the City of Los Angeles, Dept. of Airports owns approximately 18,000 acres of land for a new airport at Palmdale. I am aware that this has been discussed for the past 30 years.. From an article in the L.A. Times a few years ago, you spoke up with regard to using Palmdale Airport to relieve traffic at LAX, which I thought was a GREAT idea!!

Now that there is a new mayor in the City of L.A., Mr. James Hahn, maybe this will become a reality. What is not realistic to spend twelve billion dollars to expand LAX or adding another airport in Orange County.

I have driven from my home to Palmdale in one hour and fifteen minutes.. I could live with that as well as many other people, to make the airports a 'safe' place to fly in and out of and to make the skys safer..

Please keep up the good work opposing the expansion of LAX.

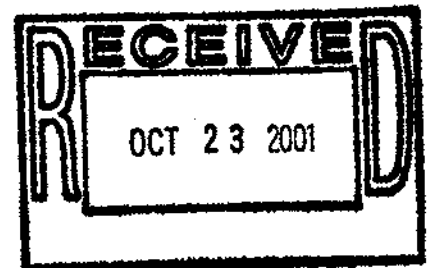
Sincerely,



David Cinquini/14014 East Summit Drive/Whittier, California 90602

CC: David Kessler(U.S.Dept. of Trans.), Jim Ritchie (City of L.A.),

14014 East Summit Drive, Whittier, California 90602  
Phone 562-4696-9464  
Fax 562-4698-8382





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*Harold E. Simmons*

Signature

HAROLD E. SIMMONS

Print your name clearly

Your Name <u>Harold E. Simmons</u> Address <u>20069 Sallee Avenue</u> <u>Torrance, CA 90503</u> Email <u>MRSIMMONS@AOL.COM</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

June 14, 2001

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Dear Ms. Harman,

Regarding the LAX Master Plan:

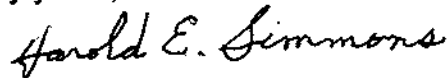
I am not totally aware of the details of the LAX Master plan; most bureaucratic plans tend to be mired in confusion, and I probably wouldn't understand it anyway.

Simply stated, I support expansion of the regional airports, i.e., Palmdale and Ontario, as you do. Your comparison of LAX and Denver illustrates quite clearly why LAX should not be expanded—the airport is an island surrounded on one side by the ocean and by people on the other three sides. The population density alone makes further LAX growth irresponsible.

The issue of expanding the regional airports is hardly new. If Los Angeles is to continue to bulge, as it likely will, these airports must be the focus for added airline service, both passengers and freight. Airport growth must be coupled with rapid transit service, preferably rail, to strategic points in this far-flung city. In recent visits to St. Louis and Atlanta, I have been impressed by the speed, cost, and efficiency of the airport to downtown service. Much faster and cheaper than cabs or busses, plus utilization of clean and smooth-riding equipment!

No need to mention the added traffic congestion, plus air and noise pollution! These are a given around any airport, and no one can deny that the already busy South Bay has plenty of these negatives with the existing airport facilities.

Truly yours,



Harold E. Simmons  
20009 Saltee Avenue  
Torrance, CA 90503

PC02955

Oct. 23, 2001

David B. Kessler, AICP  
U.S. Dept. of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan Room #218t  
P.O. Box 92216  
Los Angeles, CA 90009-2216

**Re: Opposition to expansion of Los Angeles International Airport**

Mr. Kessler and Mr. Ritchie:


I live three miles south of the airport, and I oppose any expansion.

Like the freeway systems in southern California, the LAX airport is already too big, and even more detriments will result from expansion. We need to protect our neighborhoods and do what is right for the whole. A better alternative is to invest this money in high-speed rail, which is not subject to weather storms, etc.

The best air alternative is the regional plan to shift this extra growth to Palmdale and Ontario (though not to El Toro – that should be a regional park).

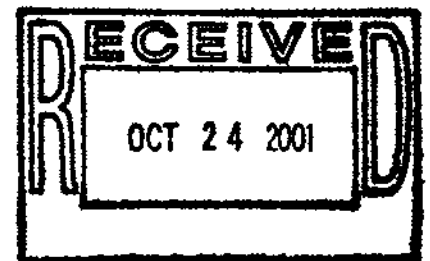
Please consider my alternatives and don't make the mistakes of past planners that have ruined southern California.

Sincerely,



Jay Ross

448 Rosecrans Ave. #A  
Manhattan Beach, CA 90266  
Ross\_Jay@Hotmail.com



PC02956

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Signature \_\_\_\_\_

Print your name clearly \_\_\_\_\_

Your Name _____ Address _____ <b>WILSON QUAN</b> <b>PATTY QUAN</b> <b>1904 FARRELL AVE #A</b> Email _____ <b>REDONDO BEACH CA 90278</b> <b>(310) 874-5709</b>	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



1904 Farrell Ave, #A  
Redondo Beach, Ca 90278  
310 874 5709

June 8, 2001

Dear Congresswoman Jane Harman,

At first, I would have been convinced that the LAX master plan was a good thing for the L.A. area as to jobs, and economic opportunity. Perhaps LAX still needs some improvements to improve the aging infrastructure there. But I am swayed by your statements about how the traffic has grown at LAX, as well as the number of passengers that are handled by LAX compared to the nation's newest airport at DIA.

It appears to me to be unfair to have LAX shoulder all the expense, noise, and traffic congestion, both on the ground and in the air. The inconvenience to our traveling public on the eve of holidays tell the true story of how bad the congestion can get.

I speak from personal experience, as an airline pilot, flying in and out of LAX, as well as being a resident in Redondo Beach. We have done a great job with our new 405 and 105 freeways to alleviate much of the congestion to the airport and have perhaps reached a good level of efficiency with LAX as it stands now. Trying to squeeze more chickens into this 10 pound bag.....well you know the story.

I'm in agreement with you: Let the other regions of greater Los Angeles share some of their land and airspace. And, they would enjoy the convenience of having their own airport. Ontario (also run by the City of L.A.), as well as the proposed new Orange County airport are some of the airports that could well be developed to handle some of the passenger load LAX is being asked to shoulder.

Of course this is my simplistic view. From an airline company point of view, bigger is better, of course, because they would rather have a single hub and spoke operation, and would prefer one large airport, over several smaller ones. Never mind the passenger inconvenience of commuting in traffic for hours. Not their problem.

In summary, it is time to consider other approaches (not a play on words) to the LAX Master Plan. Approaches that look not just to the next five or ten years, but the next 25 or 30 years, that would best serve our Southern California area.

Sincerely,



Wilson B. Quan,

October 23, 2001

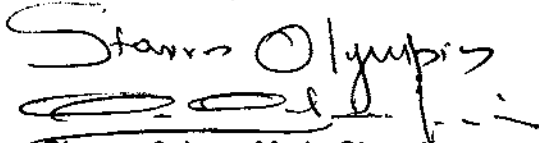
Mr. Jim Ritchie  
Deputy Executive Director  
LAX Master Plan/Room 218  
P. O. Box 92216  
Los Angeles, Ca 90009-2216

I am writing this letter to support the acquisition of the West Bluff of the Ballona wetland ecosystem as mitigation for any loss of habitat for the endangered Riverside Fairy Shrimp recently found at LAX. It is my understanding that the United States Fish and Wildlife Service has approved this mitigation.

The West Bluff has what is probably the very last vernal pool left in the City of Los Angeles. It is shown on the historical maps, and in recent photographs. It is also a critical component of the last large coastal wetland system left in Los Angeles County.

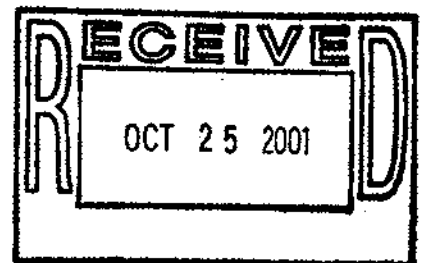
In writing this letter, I am not supporting the expansion of LAX. I am supporting the acquisition of the West Bluff in regards to the impacts of the current operations of LAX.

Thank you very much,



Stavros & Anne Marie Olympios  
8017 Rayford Drive  
Los Angeles, Ca.90045

cc: Mr. Kessler AICP



PC02958

June 19, 2001

Dear Congresswoman Harman,

I am writing this letter in response to the survey you sent out regarding the LAX master plan. This issue is the most important quality of life issue for me, my family and my neighborhood.

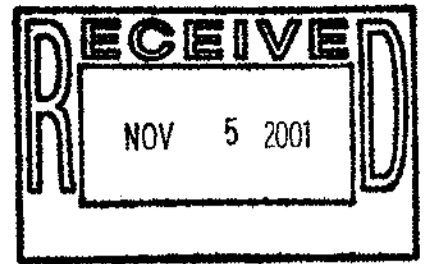
Our home is our main financial investment. My husband and I feel that we invested wisely, paying a premium for a small (1500 sq. ft), single-family residence in a quiet neighborhood with good schools in walking distance to the beach. If we add a second floor, our home will have an ocean view encompassing most of the Santa Monica Bay. On quiet evenings, we can hear the waves, seals barking, and the croon of the foghorn. My husband and I work long hours in order to be able to afford our home.

I have lived in the South Bay area since 1969, and in our present home since 1991. We never noticed any aircraft noise until 2 years ago. The roar of jets over our home has increased markedly since then. Heavy jets passing overhead between 10 PM and 2AM jolt us from our sleep. If this noise continues and increases, it will erode the quality of life and real estate values in one of the most livable areas of Los Angeles, an area with an almost perfect climate and relatively little air pollution. Families have no need of air conditioning or double paned windows since it is rarely very hot or cold. We could add these features to abate the noise, but we would increase our energy consumption and our energy costs and lose the breezes and the sounds of the sea that we bought our homes to enjoy.

Our area already supports its fair share of noise and pollution from LAX, numerous power plants (including one 2 miles from our home), and oil refineries (3 within a 10 mile radius), not to mention oil tankers and cargo ships. Air traffic must be spread to other areas of the region to prevent increased air pollution, noise, and traffic. Expand the airports in Orange County and the inland areas where so many LAX passengers currently reside.

Sincerely,

Portia La Ferla



November 2, 2001

Mayor James Hahn  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012

This letter is to request information regarding our property in the Manchester Square area of Los Angeles. We own property at 5327 West 99th St.

As you are aware, the properties in this area of Westchester have been designated to be purchased by the Los Angeles World Airports (LAWA) through a Voluntary Property Acquisition/Relocation program. According to past LAWA correspondence regarding the Airport's acquisition of our property, the first properties acquired by the Airport were based on "hardship." Initially our property did not qualify as a hardship acquisition, based on the LAWA guidelines. Now, consistent with those guidelines, we qualify as a hardship acquisition.

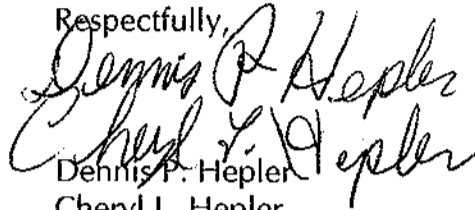
We are in a difficult situation of trying to rent a house with empty lots scattered throughout the neighborhood. As soon as a house was acquired by the LAWA it was razed. As of September our tenants have moved from our property to another location because they felt uncomfortable with the empty lots, and because many of their children's friends had moved away. Our property is now vacant and we are in a tough position of trying to find suitable tenants.

The information I am requesting is: **when will the airport be purchasing our property?** At the recent Board of Airport Commissioner's meeting on October 23, 2001, I asked the Airport Commission that question and was advised "this is the public comment session only." Therefore we are requesting an answer to this question in writing.



We would very much appreciate a response to this question as well as occasional information as to the progress and status of our property as it relates this program. This small effort on the part of the City of Los Angeles and the Airport Authority will go a long way in reestablishing accord with us as well as other property owners in this community. Thank you for your consideration.

Respectfully,



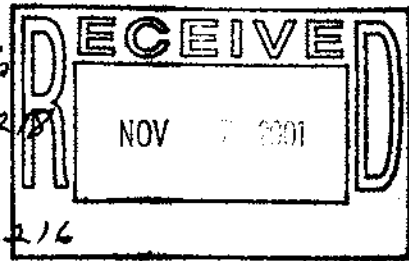
Dennis P. Hepler  
Cheryl L. Hepler  
4862 El Rancho Verde Dr.  
La Palma, CA 90623  
(562) 865-5690

cc Commissioner Ted Stein, Los Angeles World Airports  
Lydia Kennard, Executive Director, Los Angeles World Airports  
Roger Johnson, Deputy Executive Director, Environmental Affairs  
Jeanne Breunig, LAWA Project Office  
Vivian Howell, Appraisals, LAWA Project Office  
Councilmember Ruth Galanter  
David B. Kessler, AICP, US Department of Transportation  
Federal Aviation Authority  
Jim Ritchie, Los Angeles World Airports  
Maxine Waters, U.S. Congresswoman  
Senator Debra Bowen, California State Senate  
Senator Edward Vincent, California State Senate  
Assemblyman George Nakano, California State Assembly  
Assemblyman Jerome Horton, California State Assembly  
Governor Gray Davis  
Lieutenant Governor Cruz M. Bustamante  
Senator Barbara Boxer  
Senator Dianne Feinstein  
John Puerner, Editor, Los Angeles Times  
Howard Fine, Reporter, Los Angeles Business Journal

Sallie R. Davison  
8129 Calabar Avenue  
Playa del Rey, California 90293

Nov. 6, 2001

Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan - Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216



Dear Mr. Ritchie:

It took the terrorism of September 11<sup>th</sup> to focus attention on safety and security rather than a bigger Los Angeles International Airport.

Finally, some sensible ideas are being substituted for the LAX Master Plan that ignored everything but more growth.

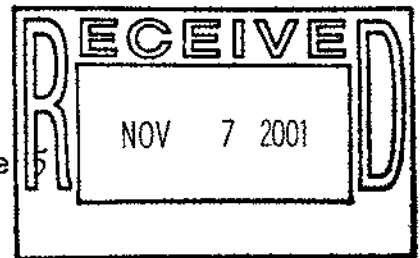
Please include the following comments for consideration along with Mayor Hahn's 'Alternative 5' proposal.

Sincerely,

Sallie Davison

Sallie R. Davison

Comments on the LAX Master Plan EIR/EIS Alternative



The communities surrounding Los Angeles International Airport have had to bear the burden of the Jet Age Airport since it moved west of Sepulveda Boulevard late in the 1950s. More than 10,000 homes were lost, those families displaced, two public schools were closed and the Westchester Central Business District was forced to undergo major changes which continue today. The toll taken by the ever-expanding airport and cargo facilities has not ended and the outdoor living enjoyment in this wonderful climate has suffered.

1) Safety has always been a major concern but little, if anything, has been said regarding the go-arounds and fly-overs of aircraft that have missed the runway or were ordered to make another attempt to land. It's scary to look out of the window of your home at the belly of a giant commercial airliner passing low overhead.

And what a shock it was to learn that the original control tower, atop the Administration Building, had a 'blind spot' which remained a problem for controllers until the new tower was constructed and operational in the early 1990s -- more than 30 years later!

The skies above LAX at the arrival and departure points are not limitless openings for aircraft. The more traffic in the air, the more serious the problem becomes for planes, the airport, and the hundreds of thousands of people on the ground. Increasing the size and capacity of LAX beyond serving 78 million annual passengers is unwise, undesirable, and unsafe from all standpoints. There must be a final end to the expansion of LAX and a determination to have the other Southern California airports carry their passenger and cargo burden.

2) Mayor James K. Hahn's proposal needs to be put into a written document with maps and figures that will allow the public to better understand what is being addressed. We need to be assured that the Mayor's 'Alternative 5' is permanent as a plan.

3) No more condemnations of private property and/or businesses in Westchester. This area has already suffered extensive damage in an ongoing effort to reinvent itself to accommodate LAX and its increasing ground and air traffic. The extension of the North Runway over Sepulveda Blvd. will cause additional losses. It is time to say ENOUGH.

4) No Ring Road to serve the airport. It would create more hardships for the Westchester/Playa del Rey communities.

5) No new Western Terminal that would stimulate the airport's ability to increase passengers, more gates for planes and more cargo.

6) By providing more runway separation, what additional problems such as noise and safety will be foisted on the nearby communities of El Segundo, Westchester and Playa del Rey?

PC02961

Sallie R. Davison

Comments on the LAX Master Plan EIR/EIS Alternative 5

7) In the effort to protect and secure the airline terminals, the proposal to move parking and check-in facilities to outlying areas fails to consider the needs of elderly and/or handicapped passengers who require more convenient resources. This is yet another matter that should be addressed since not all travelers are young and able-bodied.

8) Much more attention needs to be paid to the security of the passengers, their luggage, the upkeep of the planes, the employees, all check points and the cargo facilities. A larger airport makes that assignment even more difficult to carry out.

Thank you for including these comments within the LAX Master Plan EIR/EIS - Alternative 5.

Copies to:

David Kessler  
James Ritchie  
Mayor James Hahn  
Councilwoman Ruth Galanter  
Congresswoman Jane Harmon

*Sallie Davison*  
*(310) 821-1300*  
*8129 Calabas Ave.*  
*Playa del Rey, CA 90293*

June 9, 2001

Congresswoman Jane Harman  
811 North Catalina Avenue  
Suite 1302  
Redondo Beach, CA 90277

Fax No. 310-372-1622

Dear Ms. Harman:

In response to your request for my opinion on LAX expansion, I submit the following comments:

The FAA has too much clout in setting their own standards for their own agendas and that of the airlines. The Daily Breeze, dated Saturday, April 8, 2000, carried an article (one of many) concerning the lack of concern by the FAA and the airlines for the citizens of all the communities concerned about noise, pollution, and traffic, to say nothing of the risks and dangers of expansion at the airport. The FAA is known for renegeing on promises made. They have little regard for the taxpayers that support them (literally).

Our highways, particularly 405, are always jammed with cars going to and from the airport. All peoples living North of LA must come to LAX to pick up or drop off passengers, and fly themselves. It is almost impossible to set a time to reach a destination unless one left home at 5:00 A.M. As early as July of 1998, I noticed a daily increase in the number of planes flying over the peninsula. I began to note the flights overhead. On 7-9-98 between the hours of 12 noon and 1:10 (1 hr. and 10 min.) 15 jets and low flying prop planes crossed over my home. That equates to about one low-flying plane every 4 minutes. On 2-6-99, between 3:15 P.M. and 4:36 P.M., 22 planes flew over. On 4-8-00, 25 low-flying planes crossed over from 10:06 A.M. to 11:55 A.M. This amounted to approximaately 200 planes a day crossing over the same areas.

Noise has since abated due to diligent people and some officials to correct the problem. But, I feel certain that if this expansion is allowed to go forward, the noise, existing traffic problems at LAX itself, pollution, parking, safety in the air and on the runways will continue and there will be greater hazards and an abomination to the people (taxpayers and voters) who have to live with the consequences.

There are thousands of people living in outlying areas of LA. that would welcome the convenience and job opportunities of a working airport in their area. Let us be realistic about the problems this expansion would cause and stop thinking in terms of special interests, power and money for the few who would benefit by expansion. Ex Mayor Riordan is one of those - I pray our new mayor will rise to the occasion and fight for the rights of the people of L.A.

Thank you Jane Harman and Don Knabe for representing the majority of the voters. **OUR AIRPORTS SHOULD BE REGIONAL...**Lax is overburdened now and the expansion will not alleviate that problem and all the other problems it creates.

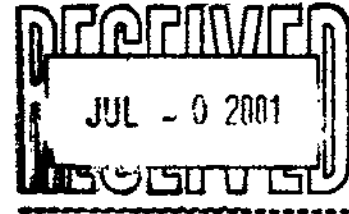
Mrs. Dorothy Bell  
41 Cottonwood Circle  
Rolling Hills Estates, CA 90274

*Mrs Dorothy Bell*  
DOROTHY BELL

COMMENTS ON LAX MASTER PLAN

July 19, 2001

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



Dear Congresswoman Harman:

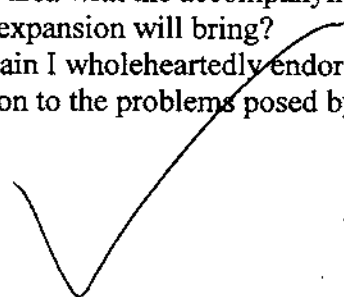
I moved to your district in September 2000, and I would like to offer my comments on the proposed LAX Master Plan from the perspective of a relatively recent arrival to the area. I currently live and work in El Segundo, and about four months ago I began looking for a condo or townhome that I could afford to buy that would be close to my place of work. I have to say from the outset that the existing size of LAX has already negatively impacted my search for affordable housing. I am adamantly opposed to any expansion of the current airport, and I strongly endorse the alternative plan that you have backed, which calls for a more equitable distribution of future air traffic increases to surrounding regional airports.

Please allow me to describe the manner in which LAX has impacted my move to Southern California. First of all, I am currently renting in El Segundo. The apartment complex where I live has no air conditioning, because it is close to the ocean. During this summer, when I have had to keep my windows open at night, the noise levels from the airplanes taking off and circling over the Pacific is so great that I have to run a loud fan and wear ear plugs just to be able to sleep! When I began looking for a place to buy, most of the properties shown to me were very near the airport, since these were in my price range. (I am in a middle-income bracket.) Sometimes the noise would be so loud when I was being shown a property, the real estate agent and I would have to scream loudly just to be able to hear each other. There are already only a limited number of homes that are available locally to people in my income bracket. Any expansion of LAX would drive the number of such properties down even further. The quality of life for areas adjacent to LAX - Playa del Rey, Westchester, and El Segundo -- is already degraded by the current amount of air traffic. Adding millions of air passengers to the overburdened LAX can only result in a nightmarish situation for local residents. How, for example, can local corporations expect to attract new workers to the South Bay area with the accompanying increases in noise levels and traffic congestion that such an expansion will bring?

Thank you for taking the time to read my comments, and again I wholeheartedly endorse the regional airport plan as a viable and more rational solution to the problems posed by future increases in Los Angeles area air passengers.

Sincerely,

  
Steven Strom



PC02963

October 27, 2001

Dear Mr. Ritchie:

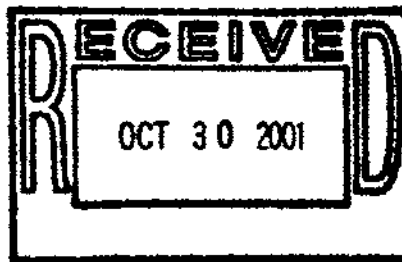
Our family has written at least a dozen comments to you and the FAA in opposition to any LAX expansion. The communities surrounding LAX have more than enough pollution, traffic, and noise. Enough is enough! Regional international airports are the solution.

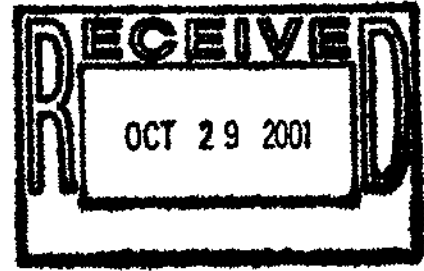
Thank you.

Sincerely,

*J. A. Hyra*

J. A. Hyra





Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
1 World Way  
PO Box 92216  
Los Angeles, CA 90009-2216

Enclosed are business letters and resident signatures of Los Angeles and San Bernardino County that would like to support the recommended Los Angeles Airport Master Plan.

Dennis Wong



**The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.**

Name: Steven K. Chang

Signature: Steve K. Chang

Address: 1908 Glen Ave.

City and Zip Code: Pasadena 91102

Name: Sean So-Hoo

Signature: Sean So-Hoo

Address: 18977 S. Becharod Pl.

City and Zip Code: Cerritos 90703

Name: Danise D'Angelis

Signature: Danise D'Angelis

Address: 4166 St Andrews

City and Zip Code: Buena Park 92601

Name: Ryan Singzon

Signature: Ryan Singzon

Address: 2136 Rancho Hills Dr.

City and Zip Code: Chino Hills, 91709

Name: Clinton Woo

Signature: Clinton Woo

Address: 2270 Via San Remo

City and Zip Code: Chino Hills, 91709

Name: James Vondorag

Signature: James Vondorag

Address: 3609 Ermine Drive

City and Zip Code: Chino Hills, 91709

Name: Judie Kitagawa

Signature: Judie Kitagawa

Address: 3839 Amanda St #140

City and Zip Code: West Covina, 91792

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: Alicia Walton

Address: 5969 Pepperwood Ave

Name: Wendy L. Avetia

Address: 9332 Michigan Av.

Name: Cristina Alden

Address: 326 19<sup>th</sup> St #1113

Name: Andrew A. Penn

Address: 20 University Dr. #128

Name: ~~James~~ Michael Cortes

Address: 20 University Dr. # 251

Name: Chris Horn


Address: 20 University Dr #128

Name: Cynthia Lee


Address: 20 University Drive

Signature: 

City and Zip Code: Lakewood 90712

Signature: 

City and Zip Code: So 90280

Signature: 

City and Zip Code: H. B. CA 92648

Signature: 

City and Zip Code: Pomona, Ca. 91768

Signature: \_\_\_\_\_

City and Zip Code: Pomona CA 91768

Signature: 

City and Zip Code: Pomona ca, 91768

Signature: 

City and Zip Code: Pomona, CA 91768

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: KAREN LUM

Signature: [Signature]

Address: 947 S. Appaloosa Way

City and Zip Code: San Pedro, CA

Name: ATAY VORA

Signature: [Signature]

Address: 4633 MARINE AVE #141

City and Zip Code: GREENLINE TO LAX !!!  
LAWDALE, CA 90260

Name: Jeanette DAILEY

Signature: [Signature]

Address: 117 S. BOWEN COURT

City and Zip Code: CPT, CA 90221

Name: Becky Reyes

Signature: [Signature]

Address: 1200 W 220th St #18 CA

City and Zip Code: Torrance, CA 90502

Name: Jason Wong

Signature: [Signature]

Address: 11337 Nebraska Ave #205

City and Zip Code: Los Angeles 90025

Name: Calvin Chan

Signature: [Signature]

Address: 2456 Hankwood Dr.

City and Zip Code: Chino Hills 91709

Name: Kristen Wong

Signature: [Signature]

Address: 3361 Silvertip Road

City and Zip Code: Chino Hills 91709

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.

Name: MICHELE SKANDAR

Signature: 

Address: 16518 CELADON CT

City and Zip Code: CHINO HILLS, CA 91709

Name: THOMAS ESPINEDA

Signature: 

Address: 2164 STEEPLECHASE DR

City and Zip Code: CHINO HILLS 91709

Name: Joe Tablante

Signature: 

Address: 13526 Poppy Pl.

City and Zip Code: Chino, CA 91710

Name: Sindi Guillermo

Signature: 

Address: 3516 N. Vineland Ave

City and Zip Code: Baldwin Park 91706

Name: TONY LI

Signature: 

Address: 3156 CAMINO AVE

City and Zip Code: HACIENDA HES, CA 91745

Name: JAMES GORK

Signature: 

Address: 16406 PAUNASCARD, Apple Valley

City and Zip Code: APPLE VALLEY 92307

Name: Ian Stewart

Signature: 

Address: 20755 NORTHAMPTON ST

City and Zip Code: DIAMOND BAR 91789

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: BETTINA LEE

Address: 19396 E. Waterfall Way

Name: ROLANDO V. MANASAN

Address: 21021 TRIGGER LN

Name: PAMELA HOLTGREW

Address: 8014 CLOVER WAY

Name: Elsa W. Church

Address: 23449 Quail Summit Dr

Name: Leandro Bailey

Address: 14651 Devonshire Ave

Name: CHARLES WONG

Address: 256 KAUI LN

Name: FRANK NGUYEN

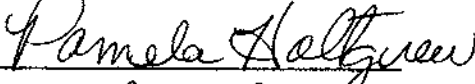
Address: 836 N. HALL LN.

Signature: 

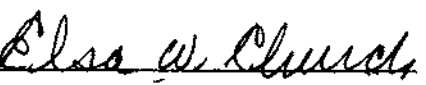
City and Zip Code: Rossmore Hts, CA 91748

Signature: 

City and Zip Code: DIAMOND BAR CA 91765

Signature: 

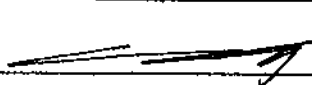
City and Zip Code: Buena Park 90620

Signature: 

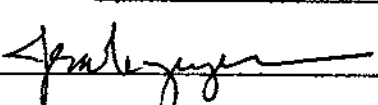
City and Zip Code: Diamond Bar, 91765

Signature: 

City and Zip Code: TUSTIN 92780

Signature: 

City and Zip Code: PLACENTIA 92870

Signature: 

City and Zip Code: PLACENTIA, 92870

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: Jennifer Ogasawara

Address: 20 University Dr.

Name: Caroline Ogasawara

Address: 2731 Haste St. #5

Name: Max Kwon

Address: 18145 Marenzo Ave #22 Alhambra CA

Name: Ryun Han

Address: 1914 W. Prentice Ln.

Name: Corey Chow


Address: 9043 Arcadia Ave.

Name: Rosetale P. AEO


Address: 14223 Rockenbach St

Name: MARTINE GUILLEMO

Address: 3570 N. VINELAND AVE.

Signature: 

City and Zip Code: Pasadena 91768

Signature: 


City and Zip Code: Berkeley, 94704

Signature: 


City and Zip Code: Alhambra, 91805

Signature: 

City and Zip Code: West Covina, Ca. 91790

Signature: 

City and Zip Code: San Gabriel 91775

Signature: 

City and Zip Code: Baldwin Park, 91706

Signature: 

City and Zip Code: BALDWIN PARK, 91706

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: HIDEO R. HIROTA

Signature: Hideo R. Hirota

Address: 140 N. NICHOLSON AVE.

City and Zip Code: MONTREY PARK, CA 91755-1806

Name: GIRI GANGADHARAN

Signature: Giri

Address: 250 W CENTRAL AVE #203

City and Zip Code: BREA 92821.

Name: Sampat Prohota

Signature: Sampat

Address: 16217 WORKMAN ST.

City and Zip Code: La Puente, CA 91744

Name: TUOI TRACY NGUYEN

Signature: Tuoi Nguyen

Address: 11712 BANNER DR.

City and Zip Code: GARDEN GROVE, CA 92843

Name: JEAN-SUK KIM

Signature: Jean Suk Kim

Address: 600 LONGSDORF DR. #A-2B

City and Zip Code: FULLERTON, CA 92831

Name: Teodoro J. Landas

Signature: Teodoro Landas

Address: 20514 Westhoff Way

City and Zip Code: Walnut CA 91789

Name: THOMAS BOHNSTEDT

Signature: Thomas Bohnstedt

Address: PO BOX 51113, PASADENA CA

City and Zip Code: \_\_\_\_\_

91115

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.

Name: NANCY ACEVEDO

Signature: Nancy Acevedo

Address: 10258 GOLDEN YARROW LN

City and Zip Code: CA 91701

Name: JAMES PARKER

Signature: James Parker

Address: 1624 ASPERS GROVELN

City and Zip Code: Diamond Bar 91765

Name: Jan Cullen

Signature: Jan Cullen

Address: 618 Magnolia

City and Zip Code: Corona, Ca 92879

Name: Paul G. Campeau

Signature: Paul G. Campeau

Address: 8372 San Pablo Dr.

City and Zip Code: Buena Park, 90620

Name: THOMAS A. WILLIAMS

Signature: Thomas A. Williams

Address: 17756 LADERA CIRCLE

City and Zip Code: YORBA LINDA, CA 92886

Name: Domenic DeZan

Signature: Domenic DeZan

Address: 9012 PALMETTO AVE

City and Zip Code: Fontana, 92335

Name: RICHARD TSUYUKI

Signature: Richard Tsuyuki

Address: 3377 SILVERTIP AVE

City and Zip Code: CHINO HILLS 91709



The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.

Name: MARINA ZAMORA

Signature: Marina Zamora

Address: 15905 HIBISCUS ST.

City and Zip Code: FONTANA, CA 92335

Name: WETTE ZAMORA

Signature: Wette Zamora

Address: 15905 HIBISCUS ST.

City and Zip Code: FONTANA, CA 92335

Name: Tammy Alicea

Signature: Tammy Alicea

Address: 8263 Laurel Ave

City and Zip Code: Fontana Ca 92335

Name: Saura Capacete

Signature: Saura Capacete

Address: 2247 S. Augusta P.L

City and Zip Code: 91761 Ca, Ontario

Name: Ronald D Griswold

Signature: Ronald D. Griswold

Address: 6911 San Pasqual Cir.

City and Zip Code: Buena Park Calif 92620

Name: Arthur G Calisher

Signature: Arthur G. Calisher

Address: 1916 Rolling Hills Drive

City and Zip Code: Fullerton 92835

Name: ALBERT HERRALDEZ

Signature: Albert Herraldez

Address: 1828 MADERA CIRCLE, CORONA

City and Zip Code: CORONA, 91719

**The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.**

Name: Cathy Chan

Signature: Cathy Chan

Address: 2477 Pointe Coupe, Chino Hills,

City and Zip Code: Chino Hills, CA 91709

Name: Dennis Wang

Signature: [Signature]

Address: 3361 Silverado

City and Zip Code: Chino Hills, CA 91709

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Kevin Wong  
1922 Penmar Avenue, #1  
Venice, CA 90291

August 30, 2001

Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

I am a current resident of Los Angeles County, and would like to support the recommended Los Angeles Airport Master Plan. I frequently fly up North, to Sacramento and Berkeley areas to visit friends, and often fly to Las Vegas, Nevada to have some fun.

The expansion plan of the Los Angeles International Airport would benefit the Los Angeles area greatly. It will also help to control the traffic congestion around Los Angeles and it's surrounding cities, helping the economic growth of the Los Angeles area.

I support the proposed Los Angeles Airport Master Plan Expansion.

Sincerely,



Kevin Wong

PC02965

James Dela  
3333 Royal Ridge Road  
Chino Hills, California 91709

August 24, 2001

Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009


Dear Ms. Kennard,

As a resident of San Bernardino County, I would like to support the recommended Los Angeles Airport Master Plan. I travel to the LAX area quite often and am concerned about the continuous growth and demands at LAX. I feel that any type of improvement would relieve much of the traffic congestion in that area. The LAX Master Plan will benefit the airport and bring economic growth as well as job opportunities.

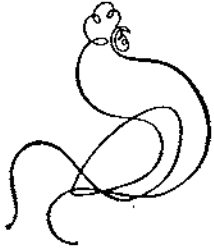
I support the proposed LAX Master Plan Expansion in making LAX a world class airport.

Sincerely,

James Dela

A handwritten signature in black ink, appearing to read 'James Dela', written in a cursive style.

PC02965



**UNITED POULTRY INC.**

736 NORTH BROADWAY  
LOS ANGELES, CALIFORNIA 90012  
(213) 624-3788 • FAX: (213) 617-8522

August 24, 2001

Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

On behalf of United Poultry, Inc. I would like to express my support for the LAX Master Plan expansion. As a business located in Downtown Los Angeles, we rely on passenger travel and cargo shipment transport via LAX. In addition, I regularly use LAX for business and personal travel. It is a "World Class" airport with upper class appeal. The reason for this is because Los Angeles is one of the major cities in the U.S. LAX needs to maintain that standard and continue to be a "World Class" airport. Therefore, we are pleased to hear your commitment to update and improve LAX.

I look forward to a new classier airport and thank you for dedication to this effort.

Sincerely,

D. Moy  
Manager  
United Poultry, Inc.



PC02965

David Chang  
230 S. Ramona Avenue #A  
Monterey Park, California 91754

August 18, 2001

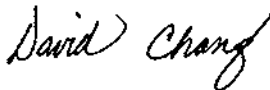
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

As a resident of Los Angeles County, I would like to support the recommended Los Angeles Airport Master Plan. I commute to the LAX area on a daily basis and am concerned about the continuous growth and demands at LAX. I feel that any type of improvement would alleviate much of the traffic congestion in and around that area. The LAX Master Plan will not only benefit the airport but also the surrounding communities bringing both economic growth and job opportunities.

I support the proposed LAX Master Plan Expansion in making LAX a world class airport. I urge you to continue your commitment to implement this plan.

Sincerely,



David Chang

PC02965

***D. K. G. Solutions***

**3233 Grand Avenue, Suite N-160**

**Chino Hills, CA 91709**

**(909) 445-4234**

August 18, 2001

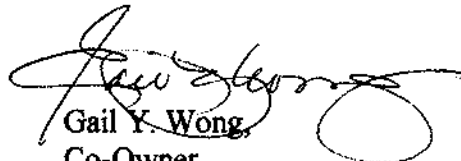
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

I'm a small business owner relying on LAX for business travel and cargo transport - both nationally and internationally. My company depends on the efficiency of airmail/freight on a daily basis. We are hopeful that we will double our current capacity as other businesses are forecasting the same. In order to handle the increase in volume, LAX must stay competitive and look for ways to improve their efficiency of air travel.

I am writing this letter to let you know that we, at D.K.G. Solutions support the recommended LAX Master Plan expansion. We feel that not only will this plan pave the way to more economical benefits for the surrounding communities and businesses, but will also provide better services to travelling customers. We look forward to a more productive and functional airport in the near future.

Sincerely,



Gail Y. Wong,  
Co-Owner  
D.K.G. Solutions

PC02965

CAROL C. LEE  
928 S. 5<sup>th</sup> Avenue  
Los Angeles, California 90019

August 14, 2001

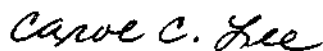
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

As a resident of the City of Los Angeles, an employee at LAX, and a frequent traveler, I'm concerned about the continuous growth and higher demands at LAX. Stories such as traffic gridlock, lost shipment, delayed and/or cancelled flights are time consuming and costly for the general public as well as for all businesses in the community.

The proposed LAX Master Plan Expansion will definitely improve, if not alleviate these situations. I encourage you to continue your quest to implement this plan as it will benefit everyone.

Sincerely,



Carol C. Lee

PC02965



JUDY WONG  
C/O MR. & MRS. M. CHANG  
230 So. Ramona Street  
Monterey Park, California 91754

September 7, 2001

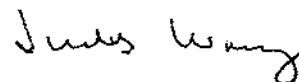
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

As an international traveler with families living in Los Angeles, I frequently traveled via LAX. It is my opinion LAX is one of the more prevalent airports in the United States.

In the past ten years I have seen LAX sustain growth. I've seen it change over time using the latest technology and innovations to become one of the leading airports in the World. I would not want to see this airport lose its appeal and status. Therefore, I support the LAX Recommended Master Plan. If we don't implement this plan, all previous efforts in making LAX a world class airport would be wasted.

Sincerely,



Judy Wong

PC02965

**Kelly Wong  
3361 Silvertip Rd  
Chino Hills, California 91709-1431**

**September 17, 2001**

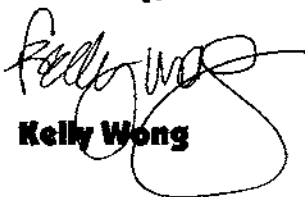
**Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009**

**Dear Ms. Kennard,**

**As a San Bernardino County resident I would like to support the recommended Los Angeles Airport Master Plan. I commute to the LAX area on a daily basis and am concerned about the continuous growth and demands at LAX. I'm a frequent traveler and feel that any type of improvement would alleviate much of the traffic congestion in and around that area. The LAX Master Plan will also bring economic growth and job opportunities to the community.**

**I support the proposed LAX Master Plan Expansion in making LAX a world class airport. Since I live in the Inland Empire I would like to see more flights out of Ontario Airport I urge you to continue your commitment to implement this plan.**

**Sincerely,**

  
**Kelly Wong**

PC02965

HENRY CHANG  
12027 CAMINO VALENCIA  
CERRITOS, CA 90703

AUGUST 20, 2001

MS. LYDIA KENNARD  
EXECUTIVE DIRECTOR  
LOS ANGELES WORLD AIRPORT  
1 WORLD WAY  
P.O. BOX 92216  
LOS ANGELES, CA 90009

MS. KENNARD,

I WOULD LIKE TO EXPRESS MY SUPPORT FOR THE EXPANSION OF THE LOS ANGELES INTERNATIONAL AIRPORT. I HAVE WORKED IN THE TRANSPORTATION FIELD AROUND THE LAX AREA SINCE 1979. I HAVE SEEN THE EXPANSION OF THE AIRPORT(BRADLEY INTERNATIONAL TERMINAL AND THE IMPERIAL CARGO COMPLEXES) AND HAVE SEEN THE ABILITY OF LAX TO GROW WITHOUT THE TROUBLES THAT MOST PEOPLE ARGUE ABOUT. THIS GROWTH HAS HELPED THE CARGO HANDLING CAPACITY AND THE TRANSPORTATION FIELD GREATLY. THIS EXPANSION HAS MADE THE TRANSPORTATION FIELD MORE EFFICIENT IN TIME AND MORE EFFICIENT IN THE MOVEMENT OF CARGOES.

THE LAX MASTER PLAN WILL INSURE THAT A GROWING SOUTHERN CALIFORNIA WILL BE ABLE TO HANDLE THE DEMANDS OF A GROWING TRANSPORTATION INDUSTRY(PASSENGER AND CARGO).

SINCERELY,



HENRY CHANG

PC02965

Kristyn Hayashi  
20753 Begonia Dr.  
Yorba Linda, CA 92887

August 27, 2001

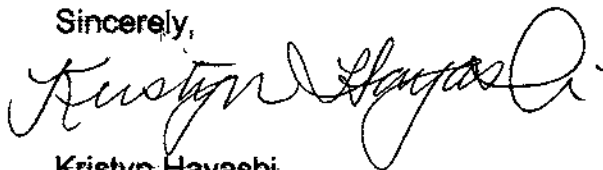
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

As a resident of Los Angeles County, I would like to support the recommended Los Angeles Airport Master Plan. I have family outside California and use LAX often. The expansion plan would be a great help because of the massive traffic congestion in the surrounding area. Not only will the LAX Master Plan make it possible to not have to leave over 2 hours early just to make it to the airport on time, it will also create new economic growth in the city of Los Angeles.

I support the proposed LAX Master Plan Expansion. I hope you continue to turn this Expansion Plan into a reality.

Sincerely,



Kristyn Hayashi

PC02965

Kevin Wong  
1922 Penmar Avenue, #1  
Venice, CA 90291

August 30, 2001

Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009

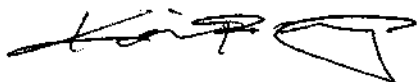
Dear Ms. Kennard,

I am a current resident of Los Angeles County, and would like to support the recommended Los Angeles Airport Master Plan. I frequently fly up North, to Sacramento and Berkeley areas to visit friends, and often fly to Las Vegas, Nevada to have some fun.

The expansion plan of the Los Angeles International Airport would benefit the Los Angeles area greatly. It will also help to control the traffic congestion around Los Angeles and it's surrounding cities, helping the economic growth of the Los Angeles area.

I support the proposed Los Angeles Airport Master Plan Expansion.

Sincerely,



Kevin Wong

PC02966

James Dela  
3333 Royal Ridge Road  
Chino Hills, California 91709

August 24, 2001

Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009


Dear Ms. Kennard,

As a resident of San Bernardino County, I would like to support the recommended Los Angeles Airport Master Plan. I travel to the LAX area quite often and am concerned about the continuous growth and demands at LAX. I feel that any type of improvement would relieve much of the traffic congestion in that area. The LAX Master Plan will benefit the airport and bring economic growth as well as job opportunities.

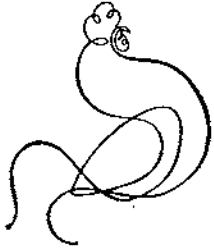
I support the proposed LAX Master Plan Expansion in making LAX a world class airport.

Sincerely,

James Dela

A handwritten signature in black ink, appearing to read 'James Dela', written over a printed name.

PC02967



**UNITED POULTRY INC.**

736 NORTH BROADWAY  
LOS ANGELES, CALIFORNIA 90012  
(213) 624-3788 • FAX: (213) 617-8522

August 24, 2001

Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

On behalf of United Poultry, Inc. I would like to express my support for the LAX Master Plan expansion. As a business located in Downtown Los Angeles, we rely on passenger travel and cargo shipment transport via LAX. In addition, I regularly use LAX for business and personal travel. It is a "World Class" airport with upper class appeal. The reason for this is because Los Angeles is one of the major cities in the U.S. LAX needs to maintain that standard and continue to be a "World Class" airport. Therefore, we are pleased to hear your commitment to update and improve LAX.

I look forward to a new classier airport and thank you for dedication to this effort.

Sincerely,

D. Moy  
Manager  
United Poultry, Inc.



PC02968

David Chang  
230 S. Ramona Avenue #A  
Monterey Park, California 91754

August 18, 2001

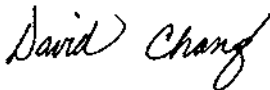
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

As a resident of Los Angeles County, I would like to support the recommended Los Angeles Airport Master Plan. I commute to the LAX area on a daily basis and am concerned about the continuous growth and demands at LAX. I feel that any type of improvement would alleviate much of the traffic congestion in and around that area. The LAX Master Plan will not only benefit the airport but also the surrounding communities bringing both economic growth and job opportunities.

I support the proposed LAX Master Plan Expansion in making LAX a world class airport. I urge you to continue your commitment to implement this plan.

Sincerely,



David Chang

PC02969



***D. K. G. Solutions***

**3233 Grand Avenue, Suite N-160**

**Chino Hills, CA 91709**

**(909) 445-4234**

August 18, 2001

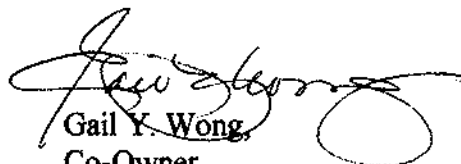
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

Dear Ms. Kennard,

I'm a small business owner relying on LAX for business travel and cargo transport - both nationally and internationally. My company depends on the efficiency of airmail/freight on a daily basis. We are hopeful that we will double our current capacity as other businesses are forecasting the same. In order to handle the increase in volume, LAX must stay competitive and look for ways to improve their efficiency of air travel.

I am writing this letter to let you know that we, at D.K.G. Solutions support the recommended LAX Master Plan expansion. We feel that not only will this plan pave the way to more economical benefits for the surrounding communities and businesses, but will also provide better services to travelling customers. We look forward to a more productive and functional airport in the near future.

Sincerely,



Gail Y. Wong,  
Co-Owner  
D.K.G. Solutions

PC02970

CAROL C. LEE  
928 S. 5<sup>th</sup> Avenue  
Los Angeles, California 90019

August 14, 2001

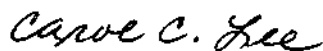
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

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The proposed LAX Master Plan Expansion will definitely improve, if not alleviate these situations. I encourage you to continue your quest to implement this plan as it will benefit everyone.

Sincerely,



Carol C. Lee

JUDY WONG  
C/O MR. & MRS. M. CHANG  
230 So. Ramona Street  
Monterey Park, California 91754

September 7, 2001

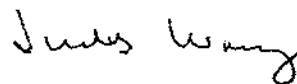
Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009

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Sincerely,



Judy Wong

PC02972

**Kelly Wong  
3361 Silvertip Rd  
Chino Hills, California 91709-1431**

**September 17, 2001**

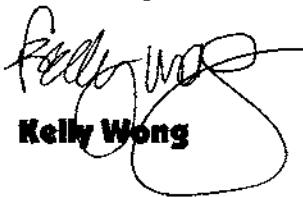
**Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009**

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**I support the proposed LAX Master Plan Expansion in making LAX a world class airport. Since I live in the Inland Empire I would like to see more flights out of Ontario Airport I urge you to continue your commitment to implement this plan.**

**Sincerely,**

  
**Kelly Wong**

PC02973

HENRY CHANG  
12027 CAMINO VALENCIA  
CERRITOS, CA 90703

AUGUST 20, 2001

MS. LYDIA KENNARD  
EXECUTIVE DIRECTOR  
LOS ANGELES WORLD AIRPORT  
1 WORLD WAY  
P.O. BOX 92216  
LOS ANGELES, CA 90009

MS. KENNARD,

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THE LAX MASTER PLAN WILL INSURE THAT A GROWING SOUTHERN CALIFORNIA WILL BE ABLE TO HANDLE THE DEMANDS OF A GROWING TRANSPORTATION INDUSTRY(PASSENGER AND CARGO).

SINCERELY,



HENRY CHANG

PC02974

Kristyn Hayashi  
20753 Begonia Dr.  
Yorba Linda, CA 92887

August 27, 2001

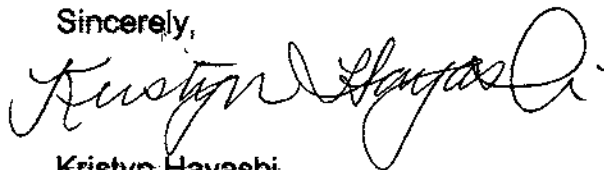
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Executive Director  
Los Angeles World Airports  
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P. O. Box 92216  
Los Angeles, CA 90009

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I support the proposed LAX Master Plan Expansion. I hope you continue to turn this Expansion Plan into a reality.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kristyn Hayashi".

Kristyn Hayashi

PC02975



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):  
*VIRGINIA M O'NEAL*

Date:  
*6-9-01*

Address:

City:

State:

Zip Code:

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

Number:

Title:

Comments:

*see attached*

Office Use Only

*\* Mrs. Harman -  
cc's were sent to  
Kessler, US Dept of Transp  
Ritchie, LAWA  
Delanter, LA City Council member  
representing our district  
Watson, Rep from 36th Dist.  
copy left on Public Comments Board  
@ Hotel Naranja*

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

VIRGINIA M. O'NEAL

Date:

6-9-01

Address:

8811 Wiley Post Ave.

City:

Los Angeles

State:

California

Zip Code:

90045-4147

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

My needs on the above drafts will be found in the attached exhibit.

Attach additional sheets if necessary.

PC02976



June 9, 1901

To: Los Angeles Airport Hearing  
Jurama Hotel Los Angeles  
8601 Lincoln Boulevard  
Los Angeles, CA 90045

From: Virginia M. O'Neal  
8811 Wiley Post Avenue  
Los Angeles, CA 90045

RE: LAX Masterplan Expansion and  
Environmental Impact Report

I, vehemently, reject your Masterplan  
Expansion and flawed Environmental  
Impact Report. And, urge, along with  
100 other cities and many other entities, to  
base plans for the future on regional  
airports in So. California rather than  
growth concentrated at LAX.

Growth concentrated at LAX <sup>would intensify</sup> intensifies  
pollution, increase traffic, create  
devastating noise, and air and surface  
safety would be in jeopardy.

PC02976

I urge you to rethink your priorities. We are not owls or blue butterflies - we are people. Can't we have the same consideration. Preserve our "HABITAT"

I attach herewith as exhibits (which may give you information to rethink your priorities) from the

Daily Breeze

June 8, 2001, p. 5, "Regional airports offer opportunity" by Jane Harman and Don Knabe

June 6, 2001, p. , "Supervisors to fight LAX" by Troy Andersson

Los Angeles Times

June 6, 2001, p 4, "LAX Study Called 'Fatally Flawed'" by Aviation Consultants hired by expansion fees - - - -

# Perspective

By Jane Harman and Don Knabe

## Regional airports offer opportunity

**T**he remarkable consensus favoring a regional approach to air transportation in Southern California presents L.A. Mayor-elect James Hahn with a rare and valuable opportunity to do something truly great for all of Southern California.

Opposition to the \$12 billion "Master Plan" to expand Los Angeles International Airport cuts across party affiliation, geography and levels of government. All six major mayoral candidates opposed the LAX Master Plan and supported a regional approach. Almost 100 other cities across the region took the same position and, at a critical meeting of the Southern California Association of Governments, voted to base plans for the future on regional airports rather than growth concentrated at LAX.

The Los Angeles County Board of Supervisors has joined counterparts in Orange, San Bernardino and Riverside counties to revitalize an agency to coordinate development of regional airports.

And, last month, 13 members

of Congress from the region added our voices in calling for "a plan that fairly allocates the benefits and burdens of air transportation across the region."

Our approach should not be dismissed as a simple "not-in-my-back-yard" reaction to LAX. The airport's location along a fragile coastline and bordered on three sides by residential neighborhoods poses significant problems for expansion. The expanded footprint proposes to handle at least 89 million air passengers on 3,500 acres. By contrast, Denver's new 35,000-acre airport is designed for 44 million air passengers. In Los Angeles, 82,928 people currently live in an area where the average daily noise level from aircraft is above 65 decibels. Denver's airport is in an area where it was anticipated that not one resident would be in the 65-decibel area.

A regional approach, on the other hand, takes advantage of

other airport resources as well as the demographic reality that over the next 20 years, population will double on the perimeter of Los Angeles County while population in areas closer to LAX will grow less than 20 percent. Let's bring the airports and the economic development that goes with them out to the growing population instead of forcing more cars onto the congested freeways heading west.

It also reflects the economic reality that Southern California's economy will get a similar boost whether expansion takes place at LAX or at regional airports — \$11 billion and 83,000 jobs.

The regional approach has proved effective in Minneapolis, which is served by a network of complementary airports. No one would consider putting all of New York's traffic at one airport. And in Washington, D.C., air fares at Dulles and Reagan national airports have dropped sig-

nificantly since Southwest began offering flights from Baltimore, which is about as far from downtown Washington as Palmdale is from the San Fernando Valley.

A regional plan is also the best long-term response to concerns about noise and growth at Burbank, Long Beach and other airports situated adjacent to residential neighborhoods. Expansion at LAX will not relieve pressure on those airports. A viable airport in Palmdale and growth at Ontario and other Inland Empire airports will.

The LAX Master Plan does include some steps in the direction of a regional approach. For example, the plan proposes that LAX handle 89 million air passengers. This is not a limit, however. The government cannot impose an external limit on capacity at an airport. The current facilities at LAX were designed for 45 million air travelers and now handle 68 million.

In the absence of viable alternatives in Southern California, airlines will follow the path of least resistance and greatest profit, which means concentrating flights and resources at LAX. What's to prevent all 150 million annual air passengers expected in 20 years from landing at LAX? Only a regional alternative.

The task now is to develop and implement a "Regional Master Plan" that creates those alternatives. The Southern California Regional Airport Authority — a revitalized planning body with representatives from the city and county of Los Angeles, and four surrounding counties — may be an ideal vehicle for sponsoring a detailed plan for the region.

Let's start where there is near-unanimous agreement by defining what can be done to build viable commercial passenger and cargo facilities at former military bases in the Inland Empire and what incentives can be used or

# B5

related to attract passenger and cargo traffic there and to Ontario.

The regional approach is about more than just runway capacity. It's about the leadership that can develop and implement a vision for Southern California. A project of this scope and size is an opportunity to shape responsible economic development across the region. It's an opportunity to change the relationship between the city of Los Angeles and the surrounding region, recognizing that a solution that meets only the needs of one city is not a solution at all.

As elected officials representing South Bay communities, we are ready to work together to develop and implement a regional approach to aviation needs.

We hope that the next mayor of Los Angeles will see that as an opportunity where others have seen obstacles.

Jane Harman represents the 36th Congressional District, which encompasses much of the South Bay. Don Knabe represents Los Angeles County's Fourth Supervisorial District.

PC02976

# Supervisors to fight LAX

Vote against expansion is unanimous

By Troy Anderson

LOS ANGELES DAILY NEWS

Complaining they had been left out of the process, Los Angeles County supervisors vowed Tuesday to fight the planned \$12 billion expansion of Los Angeles International Airport.

"We told them to bring us to their table or we'd be their worst enemy," South Bay Supervisor Don Knabe said. "I guess it's time to be their worst enemy. They've left us with no choice."

The supervisors voted unanimously to oppose the plan after hearing a report that called the expansion "fatally flawed."

The supervisors said they prefer the expansion of outlying airports like ones in Palmdale and Ontario and are upset that the city of Los Angeles has not asked for the county's input

into the \$12 billion LAX expansion plan.

Supervisor Michael D. Antonovich said he doesn't understand why city officials want to expand LAX when it will lead to increased traffic congestion and air pollution in the area. He also noted that the Southern California Air Quality Management District has labeled LAX as the "dirtiest polluter in the basin."

"What they are leaving us with is an alternative to take this to court if they continue to turn a blind eye to the facts," Antonovich said.

Nancy Castles, spokeswoman for Los Angeles World Airports, said the LAX master plan and environmental studies are the product of seven years of research, planning and scientific analysis.

LAX/A14

*Daily Breeze*  
6-6-01

## LAX

FROM PAGE A1

"We are now in the midst of a six-month public comment period on the draft document and we will respond to public input and make any needed refinements following the conclusion of the public comment period on July 25," Castles said.

The Los Angeles City Council has the final say on LAX expansion.

LAX handles about 67 million passengers a year and Los Angeles officials have a master plan to expand its capacity to 89 million a year to meet the expected demand.

In April, the Southern California Association of Governments Regional Council, a group of 71 local officials from throughout the six-county region, voted to recommend greater use of other airports to meet regional demand, which is expected to increase from the current 85 million pas-

sengers a year to 164 million by 2025.

In a \$175,000 report requested by the county supervisors, Burbank-based A.C. Lazzaretto & Associates found the LAX expansion plan is compromised by significant errors, omissions and biases.

"We found the document is fatally flawed and has problems that are systemic and pervasive," said consultant Andrew Lazzaretto, former Burbank city manager. "We feel after reviewing the document that the only appropriate action is for Los Angeles World Airports to revise the document and issue a new environmental impact report."

Los Angeles World Airports will hold public hearings at noon Saturday on the LAX master plan at three locations: the Furama Hotel, 8601 Lincoln Blvd., Los Angeles; The Pavilion at Hollywood Park, 3883 W. Century Blvd., Inglewood; and the Manhattan Beach Marriott, 1400 Parkview Ave., Manhattan Beach.

PC02976

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

Region	Pop. Growth 2000-2020	Region	Pop. Growth 2000-2020
North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion




## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*see attached*

*Virginia M O'Neal*  
Signature

*VIRGINIA M O'NEAL*  
Print your name clearly

Your Name	<u>V. M. O'NEAL</u>	  
Address	<u>8811 WILEY Post</u> <u>Los Angeles, CA 90045-4142</u>	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

PC02977

*LA Times*

B4 WEDNESDAY, JUNE 6, 2001

# LAX Study Called 'Fatally Flawed'

**Aviation: Consultants hired by expansion foes say environmental report is riddled with inconsistencies.**

By JENNIFER OLDHAM  
TIMES STAFF WRITER

In an opening salvo of a coming battle over the \$12-billion LAX expansion proposal, consultants hired by local governments that oppose the plan blasted its voluminous environmental report, saying it inadequately addresses noise, air pollution and traffic worries.

The consultants, in a presentation Tuesday to the Los Angeles County Board of Supervisors, called the 12,000-page expansion document "fatally flawed" and said it fails to comply with federal and state law. They added that the document is so riddled with inconsistencies that "the only practical remedy is to start the process over again."

Criticism of the expansion plan is expected to rise in coming weeks as Los Angeles World Airports—the city agency that runs Los Angeles International and three other airports—and the Federal Aviation Administration close an 180-day public comment period July 25. Public hearings on the report are scheduled for Saturday.

firm hired by the South Bay council.

The expansion plan assumes that other airports will accommodate additional passenger growth, but doesn't provide a means to ensure that this happens, Lazzaretto said.

Among the inconsistencies Lazzaretto cited in the report are differences in the number of residents directly affected by airport noise.

A 1996 study by the airport agency found that 85,907 residents were most affected by airport noise, while the expansion plan says 49,000 residents fall into this category, he said.

Lichman and Lazzaretto said the report uses outdated statistics to determine how expansion would affect traffic and plane noise. The report also fails to analyze how traffic generated by an increase of 22 million passengers a year would affect intersections in neighboring communities, Lichman said.

The city airport agency offered no response to the consultants' charges, saying it will respond after the public comment period ends.

The expansion plan favored by the city agency would add no runways to LAX, but would make improvements to the existing facility to accommodate 89 million passengers a year by 2015. The airport currently serves about 67 million passengers a year.

The expansion plan has prompted an intense regional debate about how to accommodate a projected doubling of air passenger traffic in Southern California by 2025. County supervisors and about 100 Southland cities favor distributing this traffic among regional airports, while unions and airlines favor LAX expansion.

The report doesn't quantify the expansion plan's effects on minority neighborhoods, or suggest adequate measures to offset those impacts as required under federal law, said Andy Lazzaretto, whose firm, A.C. Lazzaretto & Associates, was hired by the county to analyze the plan.

"They say information on the number of minority businesses in the region that are impacted is not available," Lazzaretto said. "We take exception to that."

Lazzaretto agreed with a consultant hired by the South Bay Cities Council of Governments that there is nothing in the expansion plan to prevent the airport from absorbing all the region's passenger growth.

The environmental impact report "doesn't reveal the true build-out potential of the airport," said Barbara Lichman, a managing partner at Chevalier, Allen & Lichman, the

Jane Harmon  
Congresswoman 36th District

Congresswoman Harmon,

Please add the considerable weight of your office to the voices of your constituents on the matter of L.A.X. expansion. Many of us here in the Southbay feel that there is more than enough air traffic and ground traffic that we have to deal with here without an estimated 37 million additional passengers annually that will be produced under the current plan. A plane would take off or land every 25 seconds. Isn't it time for our neighbors around John Wayne and El Torro to bear some of the burden of the economic expansion of the Southland?

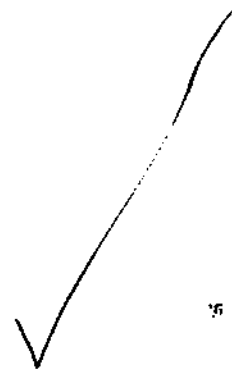
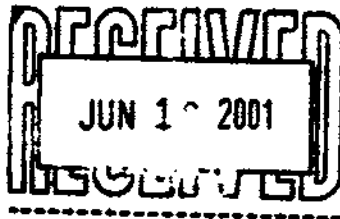
A good look at the E.I.R. prepared by Los Angeles World Airports shows many flaws according to Barbara Lichman and her consulting firm. The year 1996 was used as the base year for the E.I.R. noise impact report. In 1996 there were twice as many aircraft in the fleet at LAX as there are today. As a result, airport officials have inflated current noise levels to minimize future increases.

There are many good arguments out there to oppose LAX expansion. Understand that the best for those of us who make our homes here in your district is that we feel we are already observing the burden of the airport as it is and don't feel we should have to give anymore until our fellow Southlanders in Orange County pull their fair weight. Please support us in our time of need.

Thank you for your time and attention.

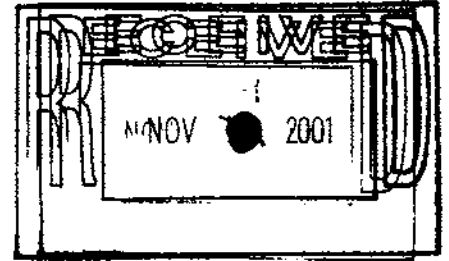
Your faithful constituent

  
Andrew Leighton



Nov. 5, 2001

Mr. Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-2216



Comments on the Draft Environmental Impact Report (DEIR) for the  
Expansion of the Los Angeles International Airport (LAX)

I have the following questions and comments regarding the DEIR:

- In light of the events of September 11<sup>th</sup> 2001, it is clear that more money must be spent on security at LAX. How will this redistribution of funding effect the budget/source of funding for the window replacement program and traffic mitigations described in the DEIR?
- What kind of assurances does the public have that LAWA will not continue its piecemeal expansion of LAX under the guise of security enhancement? What form will these assurances take? This type of assurance should be something the public can document; will LAWA give this type of assurance to the adjacent community?
- I understand that LAX was "grandfathered" into compliance for certain safety criteria. There is a mandatory safety clearance required between airport property and public roadways. This requirement was passed after LAX was established, so LAX was "grandfathered" into compliance. Is the public's safety being compromised because of a loophole? Because of the importance of safety issues, especially, in light of new security concerns, shouldn't this safety requirement should be enforced at LAX? What current risk is the public exposed to because of non-compliance with this safety requirement at LAX?
- The DEIR mentions that LAWA intends to expand service at all airports, not just LAX. What is the timeline and/or schedule for these other expansions? What assurance is there that this schedule will be followed? Can LAWA or the FAA expand on its plans for these other airports and give a corresponding timeline to achieve this regional expansion? If LAWA or FAA cannot provide this information now in the DEIR, what assurances does the community around LAX have that the regional expansion will occur? What assurances can be given that the disproportionate use of LAX will not continue?
- Are there restrictions on the types of aircraft allowed to fly in the middle of the night, between 10:00 p.m. and 5:am? What are these restrictions? Currently, 747 aircraft fly between these midnight hours, are these planes carrying cargo, passengers or both? If a passenger plane also carries cargo, is it considered a passenger or cargo plane?

Thanks you very much for your time,

Anne Backes  
7034 Vista Del Mar Lane, Playa Del Rey, CA 90293

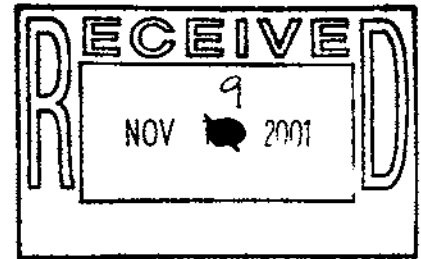
PC02979



Robert Acherman  
6055 W. 75<sup>th</sup> Place  
Los Angeles, CA 90045-1631

November 9, 2001

Mr. Jim Ritchie  
Deputy Executive Director  
Los Angeles Department of Airports  
LAX Master Plan Room 218  
PO Box 92216  
Los Angeles, CA 90009-2216



Dear Mr. Ritchie:

I am writing again to express my disapproval with all of the LAX Master Plan concepts presented, including the No Project Alternative, which is misnamed as several projects are incorporated into what is supposed to be a no change baseline study.

The LAX Master Plan will not be able to meet the traffic mitigation contemplated in the Environmental Impact Report and Environment Impact Statement and the Proposed Airport Layout Plans as several traffic mitigation projects have changed. The Arbor Vitae Interchange project has been put on hold. Plans to use Sepulveda Boulevard have been dashed by the Los Angeles City Council this Wednesday when the proposal to expand Sepulveda Boulevard between Centinela and Lincoln was removed from the Coastal Transportation Corridor Specific Plan. Another traffic mitigation project in limbo is Playa Vista's improvement of the Culver Boulevard interchange at Lincoln Boulevard. The California Coastal Commission is set to make a decision on Playa Vista's plan.

The world has changed since September 11<sup>th</sup>, including the world of air transport. So too must the thinking in airport planning. Traffic at LAX is down by about 30%. It's time to go regional-expand Ontario and build-up Palmdale into the truly modern airport that was promised more than 30 years ago. This is the time to make the infrastructure improvements at these two airports for the next 20 years while there is a lull in travel.

I am also opposed to Mayor James Hahn's fifth Alternative Plan which has not been properly prepared and noticed. While I support improving security at LAX, the world's third busiest airport, I will not support any plan that will move runways closer to the residents and businesses surrounding the airport. The surrounding airport communities always pay a heavy toll when LAX expands. Westchester and Playa del Rey have lost and will lose more homes and businesses under all of the expansion plans. Communities such as Inglewood, Lennox and El Segundo will be move heavily impacted by aircraft noise and pollution under all of the expansion plans. All communities in and around the airport will also suffer with increased traffic congestion and safety hazards.

Please join with thousands of residents, businesses and hundreds of local governments in opposing the LAX Master Plan and in supporting the regional solution to meeting our air traffic needs.

Sincerely,

*Robert Acherman*

PC02980

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

PLEASE SEE THE ATTACHED  
PAGES

(4 PAGE FAX INCLUDING THIS ONE)

Thomas F Brands

Signature

THOMAS F BRANDS

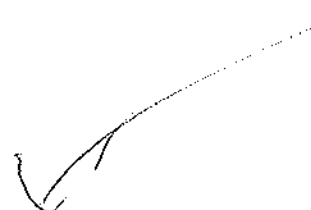
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

**THOMAS F BRANDS**

6739 West 87th Place  
Los Angeles, CA, 90045-3729

Telephone (310) 670 3633

FAX (310) 670 3633\*51

June 15, 2001

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA, 90277

In response to your survey and as a resident of Los Angeles, I oppose expansion of LAX and recommend the development of the Palmdale property for these reasons:

1. SAFETY

The air space around LAX is already over saturated. Witness the Cerritos accident of a few years ago and various recent near misses of midair collisions over the Los Angeles area. Expansion of LAX would exacerbate, and development of the Palmdale facility would alleviate the currently existing safety hazard. The safety problem is not just an LAX problem, it is a Los Angeles and vicinity problem. Airplane crashes are equal opportunity killers, both for passengers and those on the ground, regardless of which part of town gets devastated.

2. NOISE

There appears to be a discrepancy in the location of the Eastern end of the 65 dB noise contour line. The multi-volume draft in the public library shows the 1996 line about a mile short of the Harbor Freeway, while the General Plan revision dated September, 1998 Exhibit B shows the 65 dB noise contour extending East of the Harbor Freeway. Perhaps that was the noise level increase in two years? As traffic increases at LAX, air traffic, and therefore noise, increases all over town. Already noise complaints are coming in from as far away as Monterey Park. Soon noise abatement programs similar to those in the immediate vicinity of LAX will be necessary in many parts of town that are many miles from LAX. LAX noise is a problem for the entire city and environs.

### 3. GROUND TRANSPORTATION

The existing ground transportation congestion will turn into gridlock. I have recently been driving to Claremont from Westchester about once per week in the early morning and each time that I see the traffic crawling West on the I105 and the I210 I am thankful that I am headed East. Expansion of LAX can only make these traffic jams worse, all over town, not just in the vicinity of LAX, and not just on those particular freeways. The proposed traffic mitigation plans do not address these situations.

### 4. BUSINESS

The idea that expansion of LAX will be good for business is a myth, because the ensuing gridlock will send business elsewhere, probably resulting in a net loss of jobs for the area. Also, how many businesses will get displaced by LAX acquiring additional real estate for the planned expansion? That's more job loss. However, at Palmdale, jobs are just as important as they are around LAX, and the potential for growth is much greater.

### 5. AIRPORT ACCESS

A significant percentage of the population, and business, in Los Angeles is North of the Santa Monica mountains, and recent projections show that the fastest growth in the near future will be North of that, in the Santa Clarita valley. People in these areas can get to Palmdale just as easily, if not easier than to LAX. This will get even more true as traffic congestion increases and Palmdale access improves.

### 6. AIR QUALITY

Los Angeles already can not meet federal air quality standards. Expansion of LAX will exacerbate this problem too, especially since gridlock would be inevitable. Increased air pollution is a problem for the entire city of Los Angeles since the prevailing wind tends to send Westside pollution to other parts of town.

### 7. COST

According to the Master Plan the proposed LAX expansion is supposed to take care of increased traffic until 2015. Then what? Palmdale? Why not do it right the first time? Why do an expensive and shortsighted plan first?

Besides, when we hear an estimate as high as 12 billion dollars, based on virtually all previous experience, that number is just for starters. It will inevitably go up from there. How much more money will then be required to alleviate the problems caused by additional traffic jams and pollution?

Twelve billion dollars should be more than adequate to develop Palmdale and improve its ground access with money left over.

### 8. CONSTRUCTION

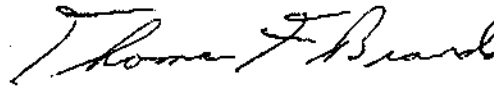
During the construction phase, even the current LAX capacity will be reduced as existing runways and terminals are razed. What kind of safety and other problems will that situation engender? Development of Palmdale obviates this concern.

9. ALTERNATIVES

The alternatives in the Master plan and the EIR are really just variations of the same plan. A true alternative would be to accommodate increased air traffic at other airports.

SUMMARY

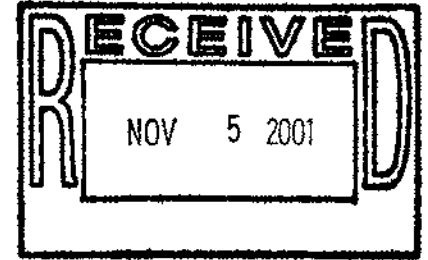
To summarize, the idea of further expansion of LAX is expensive, dangerous, and temporary. It makes more sense to develop the Palmdale property instead.



Thomas F. Brands

**THOMAS F BRANDS**  
6739 West 87th Place  
Los Angeles, CA, 90045-3729

Telephone (310) 670 3633  
FAX (310) 670 3633



November 2, 2001

The new plan for LAX upgrading, judging from the meager information available is still faulty for much the same reasons as the old or current one is:

1. SAFETY

Even though safety has acquired a new dimension since Sept 11, 2001, the safety hazards that existed prior to that time have yet to be addressed.

The air space around LAX is already over saturated. Witness the Cerritos accident of a few years ago and various recent near misses of midair collisions over the Los Angeles area. LAX should be limited to the traffic for which it was designed, about 48 MAP, not the 78 MAP that currently exists and is being used for alternative 5, even though this number is a rollback from the 98 MAP that was proposed. Development of the Palmdale facility would alleviate the currently existing safety hazard. The safety problem is not just an LAX problem, it is a Los Angeles and vicinity problem. Airplane crashes are equal opportunity killers, both for passengers and those on the ground, regardless of which part of town gets devastated. These have nothing to do with terrorism, but have a much higher potential for loss of life and property.

2. GROUND TRANSPORTATION

The existing ground transportation congestion has the potential for real gridlock. I have recently been driving to Claremont from Westchester about once per week in the early morning and each time that I see the traffic crawling West on the I105 and the I210 I am thankful that I am headed East. Expansion of LAX can only make these traffic jams worse, all over town, not just in the vicinity of LAX, and not just on those particular freeways. The proposed traffic mitigation plans do not address these situations.

3. BUSINESS

The idea that expansion of LAX will be good for business is a myth, because the ensuing gridlock will send business elsewhere, probably resulting in a net loss of jobs for the area. Also, how many businesses will get displaced by LAX acquiring additional real estate for the planned expansion? That's more job loss. However, at Palmdale, jobs are just as important as they are around LAX, and the potential for growth is much greater.

PC02983

4. AIRPORT ACCESS

A significant percentage of the population, and business, in Los Angeles is North of the Santa Monica mountains, and recent projections show that the fastest growth in the near future will be North of that, in the Santa Clarita valley. People in these areas can get to Palmdale just as easily, if not easier than to LAX. This will get even more true as traffic congestion increases and Palmdale access improves.

5. AIR QUALITY

Los Angeles already can not meet federal air quality standards. Pollution is a problem for the entire city of Los Angeles since the prevailing wind tends to send Westside pollution to other parts of town. Development of Palmdale should decrease overall pollution by reducing traffic congestion both on the ground and in the air.

6. COST

According to the Master Plan the proposed LAX expansion is supposed to take care of increased traffic until 2015. Then what? Palmdale? Why not do it right the first time? Why do an expensive and shortsighted plan first? The new facility at Palmdale could be designed from the ground up for maximum safety and still save money over any existing LAX upgrade proposal.

Besides, when we hear an estimate as high as 12 billion dollars, based on virtually all previous experience, that number is just for starters. It will inevitably go up from there. How much more money will then be required to alleviate the problems caused by additional traffic jams and pollution?

Twelve billion dollars should be more than adequate to develop Palmdale and improve its ground access with money left over.

7. CONSTRUCTION

During the construction phase, even the current LAX capacity will be reduced as existing runways and terminals are razed. What kind of safety and other problems will that situation engender? Development of Palmdale obviates this concern.

8. ALTERNATIVES

The alternatives in the Master plan and the EIR and the new alternative 5 are really just variations of the same plan. A true alternative would be to accommodate increased air traffic at other airports.

SUMMARY

To summarize, the idea of further expansion of LAX is expensive, dangerous, and temporary. It makes more sense to develop the Palmdale property.

  
Thomas F. Brands

October 17, 2001

Afterthought Safety & Security

To be Safe and Secure.

I Magic Mountain

Farpetched - Number of people need to be successful ect. I imagine all the work to be safe and secure at Magic Mountain. an Airplane - Airplane I <sup>cond</sup> arrives at LAX at 10:15 AM on Nov. 2, Airplane II (2) departs at what airport when?, how many people would need to go to Magic Mountain to make that run successfully, now if you used your LAX Master Plan 2015 <sup>or</sup> ~~at~~ what's left of it would that \$ cover being safe and secure at Magic Mountain when Plane 1 (one) crosses here?

2 & 3  
here?

25 people in car one at this attraction at Magic Mountain at 10:15 on Day 3 of some promotion they have - So plane 1-15 safely fly here to there, Magic Mountain is now guaranteed at least to be 10% successful including being safe and secure because your standards (LAX) of Safety & Security were tougher than theres (Magic Mountain) which makes Magic Mountain OK providing plane 1 (one) ect get here to there ect.

over

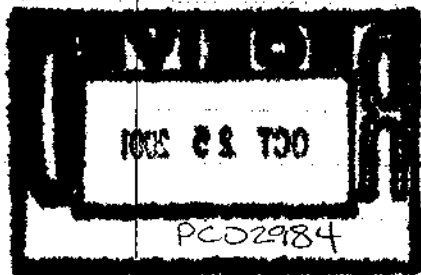




Oct 18, 2001

Here's something that hits home  
II Carnival - Escuela De Montessori ~ P P 20  
Sepolveda Westway in Westchester.

This school has been at this location for years, lets say because of the location of the school the street the schools located on and what the school stands for its like a small piece of land that brings nothing but confidence to your psyche. Because the school has taught youngsters for years to be useful to society ~~just plain~~ this is safety & security - Now not far away is LAX, now what will happen to this Montessori School by the year 2015, is your confidence level in LAX its future at a high level? and how does this Montessori school in Westchester a picture for years past seem to be not to mention the library down the street in other words is this area a Westchester Landmark going to fall by the wayside because of LAX? & its future? and are the futures of these two CLAX, Montessori Area & surrounding area mutually Exclusive of Each other or ~~inter~~ intertwined?



PC02984

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

Region	Pop. Growth 2000-2020	Region	Pop. Growth 2000-2020
North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

see attached

Bernice Godin



Signature

Print your name clearly

Your Name \_\_\_\_\_

Address: Annie & Bernice Godin \_\_\_\_\_  
6668 W. 80th Pl \_\_\_\_\_  
Westchester, CA 90045 \_\_\_\_\_

Email: \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

# ARNOLD & BERNICE GORDON

6668 West 80th Place  
310/670-8901

Los Angeles, CA 90045-1401  
Email:  
arnoldgordon2000@yahoo.com

Dear Congresswoman Harman,

We went to the meeting at the Furama Hotel last Saturday, but did not stay. I wish to give you our opinion about the LAX expansion plans.

When we moved into Westchester in 1956 There were four markets and four pharmacies on Sepulveda Blvd. There were three hardware stores within Westchester, and one in Inglewood just outside of Westchester.

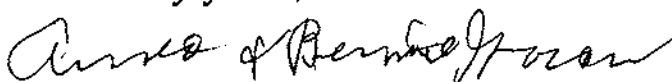
I was employed as an appliance technician and the 92d St. home of one of the first customers I called on had been recently bought by the airport. They were getting ready to move. They were very unhappy about the price they received and their treatment by the city. A junior high school and grammar school, both relatively new, also disappeared.

That was the beginning of MAJOR deterioration of our business neighborhood. The airport has had its way with expansion for too many years. In order to provide the route around the terminal from the I 405 will take more homes, businesses and part of the property where our oldest historic building, THE CENTINELA ADOBE, is located. If any improvements can be made without taking homes or businesses OK.

Enough is enough!! Get the wealthy developers and politicians off our backs. Spend the \$12,000,000.00 on improving our other airports and developing Palmdale.

We are living in the 9th decade of our lives and wish to continue with the same quality of life we've become accustomed to. Thank you for your continuing efforts in our behalf.

Sincerely yours,



Arnold & Bernice Gordon

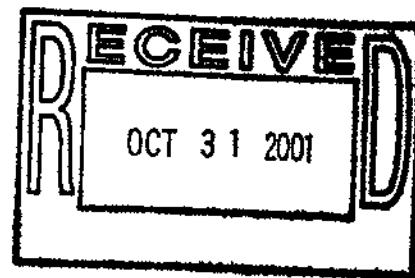
P.S. Come celebrate our 60th anniversary with us November 9th.

PC02985

October 29,2001

7206 Alverstone Ave  
Westchester, Ca 90045

Jim Ritchie, L.A. World Airports  
LAX Master Plan, Room 218  
P.O.Box 92216  
Los Angeles, Ca 90009-2216



Re: LAX EXPANSION

Dear Mr Ritchie

We as residents of Westchester for the past 36 years are opposed to the expansion planned for LAX for the following reasons:

- 1) SAFETY from overcrowding of the air corridors. To even accommodate 78 MILLION passengers per year is too high a volume.
- 2) TRAFFIC is a nightmare for the residents now in trying to get to business; our area cannot handle any more cars .The plan to widen Sepulveda Blvd and/or Lincoln Blvd is not the answer to our traffic nightmare in Westchester. The safety of residents and school children on either boulevards should be the first concern. Overflow of traffic on the I-405 should not be directed thru Westchester via Sepulveda and Lincoln Blvds.
- 3) CARGO demands should be handled from other areas, i.e. Ontario, Palmdale and El Toro Develop these airports to take the pressure off LAX.
- 4) LOSS of the Central Business District on Sepulveda Blvd and Lincoln Blvd. This is a community of people who value home ownership. The airport expansion has taken too many homes from this area already. Look to expand in areas that have more space to accommodate the needs of the air lines. We ask that you leave our Westchester as it is now..
- 5) NOISE and AIR POLLUTION keeps increasing which destroys the family life. The residue in our bird-bath in the yard are proof of the increase in air pollution over the past years. Domestic airlines have been seen dumping fuel over Westchester. LAX is already one of the regions single largest sources of Nox emission.

At the present time there are too many large developments in the immediate area of LAX and not enough allowance for the increase of cars and people to handle these developments. The expansion of Sepulveda & Lincoln Blvds. is only a short-term quick fix approach and should not be allowed to go forward for all of the above reasons. Any future transportation projects and/or developments in Westchester should be included in

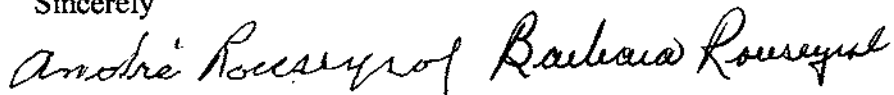
PC02986

the Westchester-Playa del Ray Community Plan which is being updated at the present time. The Community Plan is 26 years old and does not show the true effect of the most recent major changes to this area.

HOW CAN YOU EVALUATE THE TRUE EFFECT THAT WOULD OCCUR SHOULD THE EXPANSION OF LAX BE APPROVED AS PRESENTED?

Until a plan for moving traffic to LAX is presented which does not effect the life and business community surrounding Westchester let us live our lives in peace.  
The Master Plan or the many Alternatives that have been presented are not the answers.

Sincerely



Andre Rouseyrol and Barbara Rouseyrol  
7206 Alverstone Ave, Westchester, Ca 90045

C/C David Kessler  
Mayor Hahn  
Councilwoman R Galanter



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): ANNE CLARK Date: 10/14/01

Address: 7717 DUNBARTON AVE

City: WESTCHESTER State: CA Zip Code: 90045

Telephone (Optional): E-Mail (Optional):

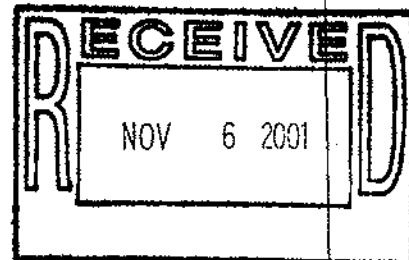
Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):

Number: Title:

Comments: PLEASE SEE ATTACHED

Office Use Only



Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PC02987

**Master Plan to LAX attachment.**

**I have always been confused about why common sense is called common sense as it just does not appear to be very common. I am at a loss to understand how the expansion of LAX or the increase of traffic through LAX and surrounds could make any sense to any one. The following are just a few of the obvious reasons why this whole Master Plan and any considered incremental additions are in no way advantages to the local public.**

**Most people who live close to the airport fall into the lower income bracket. The reasons for this are obvious – people with money will buy and rent in areas as far from the airport as possible.**

**If residents of the LAX area are displaced, where can they go and what can they afford to buy or rent?**

**In a time when there is a resurgence of gangs in LA probably due to poor education, dilapidated school buildings, lack of cohesiveness in the city, how can we justify subjecting youngsters in these areas to more pollution. This pollution takes many forms: poor air quality, additional noise, disregard for our fellow citizen, and the worst pollution of all - the haves vs the have-nots. Do you think we would be having this debate if the airport backed up to Brentwood or Bel Air?**

**I don't know if there is any scientific evidence, but I would guess that living in an environment filled with the above mentioned pollutions and violations of human needs must surely result in psychological despair. Again, it appears to be an overpowering of the less advantaged.**

**I would like each of you to take a moment and reflect how you would feel about your children being forced to live in an environment that is not in their best interest. What kind of message do you think that would send to them and how do you think it would affect their self-esteem and their attitude towards society? Are we trying to further polarize our city or can we adopt a policy of sanity that is in the best interest of ALL of our citizens.**

**Orange County and El Toro can and must handle their own residents' air travel needs and not expect Los Angeles to carry the whole load. It's not right, it's not fair and it certainly makes no sense, common or otherwise.**

**Sincerely,  
Anne Clark**

PC02987

\* \* \* COMMUNICATION RESULT REPORT ( JUL. 5. 2001 5:48PM ) \* \* \*

TTI

FILE MODE	OPTION	ADDRESS (GROUP)	RESULT	PAGE
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REASON FOR ERROR  
 E-1) HANG UP OR LINE FAIL  
 E-3) NO ANSWER

E-2) BUSY  
 E-4) NO FACSIMILE CONNECTION

JUL-05-2001 18:27

NATURE'S ENTERPRISES INC

310 417 9750

P.01/02

### FAX COVER SHEET



Date: 7/5/01

Log No.

Time:

Number of Pages: 1 of 1  
(Including cover sheet)

TO: Mike Gordon

FROM: Michael Carr

Mr./Ms

Mr./Ms.

Of:

Of:

FAX #: 310/322-7137

Address:

FAX #: 310/417-9750

COPY TO: Jane Harman  
310/372-1622

**SPECIAL INSTRUCTIONS:**

Ruth Galanter  
213/847-0553

- Confidential
- Urgent
- Please reply
- For your information

MESSAGE:  
Dear Mayor Gordon,



**FAX COVER SHEET**

Date: 7/5/01

Log No.

Time:

Number of Pages: 1 of 1  
(Including cover sheet)TO: Mike Gordon  
Mr./MsFROM: Michael Carr  
Mr./Ms.

Of:

Of:

FAX #: 310/322-7137

Address:

FAX #: 310/417-9750

COPY TO: Jane Harman  
310/372-1622Ruth Galanter  
213/847-0553**SPECIAL INSTRUCTIONS:**

- Confidential
- Urgent
- Please reply
- For your information

**MESSAGE:**

Dear Mayor Gordon,

I'm directing this fax to your office since I recall noting that you have an amicable relationship with the new Los Angeles mayor, Mr. Hahn.

I realize my next statement may seem unrealistically naive, but since I know nothing about politics, please bear with me - -

In Los Angeles County and elsewhere, there is enormous opposition to LAX expansion in any form. Since Mayor Riordan, who championed this buildout is now off pursuing other goals to bring him glory, can't the president of airport commissioners be simply handed his walking papers to put a stop to this expansion madness? In a related thought, whose mandate are our "hell-bent on LAX expansion" commissioners following without Mr. Riordan to praise and support them?

Is there a power behind the scenes that the public doesn't know about that is going to keep this expansion steamroller in motion?

Perhaps this issue can be presented to Mr. Hahn; I doubt he'd pay any attention to this Westchester fanatic who is politically ignorant.

By the way, you and Councilwoman Galanter have proven yourselves to be incredibly conscientious. In most elections, I voted Republican or Libertarian. You broke through to get me to look past the stereotype of the "bleeding heart" Democrat image. I feel betrayed by Mayor Riordan who ended up pursuing policies that bore little or no resemblance to his platform eight years ago when I helped vote him into office. Any politician who lays plans for innocent people to be harmed while keeping him/herself out of such harm's way deserves to be

If not received correctly, please call:

PC02988

thrown out of office, or worse.

I thank you from the bottom of my heart, as I suspect thousands of others do too!!!! You are my heroes.

A handwritten signature in black ink, appearing to read "M. O.", written in a cursive style.

# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

OCT 31 2001

Name (First, MI, Last or Organization):

Lyda E. Eddington

Date:

10/30/01

Address:

8404 Reading Avenue

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

eddington1@earthlink.net

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**\*\* A RESOUNDING "NO" TO THE NEW LAX EXPANSION PLAN\*\***

**\*\* A RESOUNDING "NO" TO THE WIDENING OF SEPULVEDA\*\***

The City of Los Angeles has two other key airports besides LAX - Ontario & Palmdale. These must be developed as opposed to LAX. El Toro in Orange County should also be developed instead of LAX. Expansion of LAX is a ridiculous and short term quick fix approach. It must be stopped.

Under the "NEW" LAX expansion program, the noise pollution in our community would still mean more soundproofing of homes - are our front and backyards also going to be soundproofed? Should those of us with young children keep them inside our "soundproofed" homes constantly? What about the incredible increase in air pollution and traffic into the LAX area?

YOU MUST NOT implement the "NEW" LAX expansion program. How many homes would be destroyed? How much of the Westchester Community would be torn apart? What happens when destroying Westchester isn't enough?

YOU MUST NOT widen Sepulveda Blvd. - the damage to the Westchester Central Business District would be horrific! Why do we need to widen Sepulveda Blvd.? Isn't it all a part of the master LAX expansion plan under a new heading?

I implore you - the citizens vote "NO" TO DESTROYING WESTCHESTER!!!

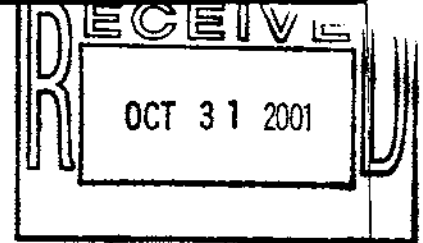
PC02989

# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, AICP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697



Name (First, MI, Last or Organization):

Eddington, Charles

Date:

10/30/01

Address:  
 8404 Reading Avenue

City:  
 Los Angeles

State:  
 CA

Zip Code:  
 90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**\*\* A RESOUNDING "NO" TO THE NEW LAX EXPANSION PLAN\*\***

**\*\* A RESOUNDING "NO" TO THE WIDENING OF SEPULVEDA\*\***

The City of Los Angeles has two other key airports besides LAX - Ontario & Palmdale. These must be developed as opposed to LAX. El Toro in Orange County should also be developed instead of LAX. Expansion of LAX is a ridiculous and short term quick fix approach. It must be stopped.

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I implore you - **the citizens vote "NO" TO DESTROYING WESTCHESTER!!!**

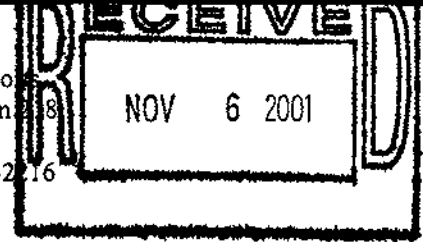
PC02990

# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, AICP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airpo  
 LAX Master Plan / Room 8  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697



Name (First, MI, Last or Organization): MR/MRS WOLF KEITH Date: 10-30-01

Address: 8012 KITTYHAWK AVE. (AGE 54 YEARS)

City: LOS ANGELES State: CA Zip Code: 90045

Telephone (Optional): (310) 645-6861 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): Number: Title:

Comments:  
IN REGARD TO AIRPORT EXPANSION:  
PLEASE DO CAP PASSENGERS AT 78 MILLION AND  
DO INCREASE SECURITY  
PLEASE DO NOT WIDEN SEPULVEDA BLVD.  
 " DO NOT BUILD A TLM ROAD  
 " DO NOT BUILD A WESTERN TERMINAL  
 " DO NOT MOVE RUNWAYS FARTHER APART  
 " DO NOT DESTROY DOWNTOWN WESTCHESTER  
AN EASTERN CHECK-IN CENTER MIGHT BE  
BENEFICIAL.

Attach additional sheets if necessary.

## Glynn Morris

355 Rees Street ~ Playa del Rey, California 90293  
Phone (310) 823-6684 ~ Fax (310) 827-3382 ~ email glynnmo@aol.com

10/28/2001

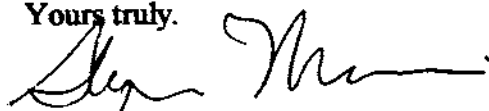
To: Mr. D.B. Kessler, FAA  
Mr. J. Ritchie, LA World Airports

Subject: LAX Expansion

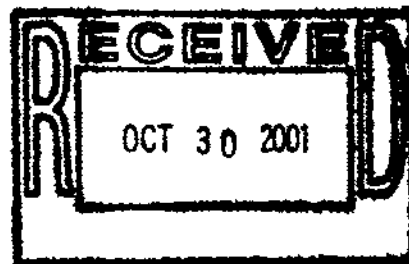
The purpose of this letter is to express my support for the following aspects of Mayor Hahn's new proposal for modifications at LAX including the following improvements...

- Capping LAX annual passenger capacity at 78 million or less.
- No ring road.
- No western terminal.
- Elimination of central terminal parking garages.
- Construction of a new check-in and security facility with high speed people movers to terminals.

Yours truly,



Glynn Morris





P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

Gail X. and Patrick J. Folan

Date:

11/5/01

Address:

7834 McConnell Ave.

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

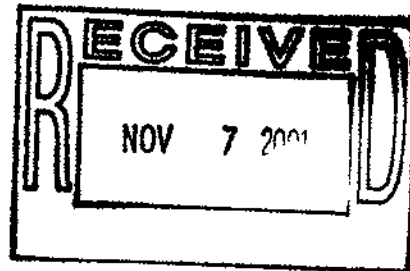
Number:

Title:

Comments:

See attached letter, incorporated herein in its entirety by this reference.

Office Use Only



Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.

PC02993

**PATRICK J. FOLAN**  
**GAIL Y. FOLAN**  
7834 McConnell Avenue  
Los Angeles, California 90045  
(310) 641-1445

November 5, 2001

Mr. David B. Kessler  
AICP U.S. Dept. of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

✓ Mr. Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan, Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Re: LAX Master Plan

Dear Sirs,

We are writing to voice our strong opposition to the expansion plans proposed for Los Angeles International Airport (LAX) and the EIR/EIS prepared in connection therewith. Any proposed expansion or addition of runways beyond the existing airport perimeter will be seriously detrimental to all of the surrounding communities, and the additional passenger and flight traffic created thereby would adversely impact both adjacent and remote communities.

We are longtime residents of the Westchester community, adjacent to LAX. We enjoy living in an environment that still maintains a "small-town" feel despite the surroundings of a sprawling metropolis. Our two young children attend school in the community and we are active participants in local YMCA, church, park, AYSO and numerous other activities that bring our community together. Part of what makes this community so special is the large number of families and others of all ages who are willing to patronize local businesses in our revitalized business district, as well as live and play in the neighborhood without great fear for personal safety.

An increase in passenger and airline traffic at LAX, and/or the expansion, in any manner whatsoever, of LAX facilities beyond the existing airport boundaries (we do not, for example, support inclusion of any Manchester square property), would severely and detrimentally impact our community by bringing added noise, air and ground commuter traffic and pollution. Additionally, since the events of September 11, it has been suggested that expansion of LAX to accommodate more passengers, planes and cargo would only serve to increase its potential as a target for terrorist activity. Finally, but not any less significant, the expansion of LAX would destroy the ability of our community to exist peacefully next to

PC02993



Messrs. David B. Kessler and Jim Ritchie  
November 5, 2001  
Page 2

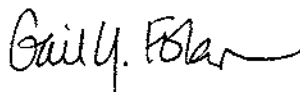
LAX. Thriving businesses would be eliminated, requiring residents to shop elsewhere (adversely impacting remaining businesses and ultimately inconveniencing the consumer); residents would become frustrated by unbearable noise and pollution levels from ground and air traffic; ground traffic transversing our community, without stopping to patronize any businesses and in great haste to make airline connections would raise great safety concerns for pedestrian traffic and neighborhood tranquility; and the increase in transient and/or temporary visitors does little to enhance the feeling of security and safety that comes with knowing your neighbors.

All of the above would necessarily result in the destruction of life as we know it today in Westchester (and all of the other communities surrounding LAX). The skies above Los Angeles are already too crowded and pose known safety hazards. Efforts are being undertaken to preserve and improve upon neighborhoods and quality of life throughout Los Angeles. The health, safety and welfare of Westchester residents is of paramount importance, and, fortunately, there is a viable alternative to the expansion of LAX.

We support the efforts of those groups that have promoted a "regional" approach to airport expansion. It is time to stop wasting time and money on LAX expansion and instead refocus the issue to quickly and efficiently developing regional alternatives. In light of the September 11 events, this approach also gives the added benefit of decreasing the visibility of LAX as a possible terrorist target. While we agree, conceptually, that some safety issues with the LAX facility need to be addressed, it should be within the strict confines of maintaining or reducing current passenger, airline and cargo capacity, and be accomplished without any further destruction of homes or businesses.

Thank you for your thoughtful consideration of these important matters.

Sincerely,



Gail Y. Folan

GYF/abm

cc: Councilmember Ruth Galanter  
Mayor James Hahn  
Congressperson Jane Harmon

PC02993

Issues Management Network Inc.

**FAX TRANSMITTAL**



Issues Management Network Inc.  
300 Corporate Pointe, Suite 383  
Culver City, CA 90230

Telephone: (310) 215-0234  
Facsimile: (310) 215-8428

From: Chris

Date: 11-7-01

Pages: 2  
(including cover sheet)

Code: \_\_\_\_\_

To:	Company Name:	Fax Number:
<u>Jim Ritchie</u>	<u>LAWA</u>	<u>310-645-4026</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Message: *Transportation California requested that we fax this to you for inclusion in the Public record for the LAX Master Plan. Best,  
Chris*

NOTE: The information contained in this facsimile is confidential and is intended only for the use of the individuals to whom it is addressed. If you have received this facsimile in error, please notify us immediately by telephone at (310) 215-0234 and return the original by mail to Issues Management Network Inc. at the address above. Thank you.



John B. Sandman, Chairman  
Tetcher Construction

A. Frederick Gerstell, Vice Chairman  
National Stone Association

Mark A. Grasso, Treasurer  
Associated General Contractors

**STEERING COMMITTEE**

David Ackerman  
D.G.A. Associates

Carl Boyer  
E.L. Yeager Construction

Mark Breslin  
Engineering & Utility Contractors Assn.

Lee Brown  
Dump Truck Operators Assn.

Michael Camello  
RMC Lonestar

Chuck Center  
Laborers Union

Don Doser  
Operating Engineers

James Earp  
California Alliance for Jobs

Al Fernandez  
Ingersoll Rand

Rich Gates  
De Silva Gates Construction

Jim Ghilani  
Ghilani Construction

Eric Moley  
Riverside County Transportation

Ed Kallish  
So. Calif. Contractors Assn.

Norman R. King  
San Bernardino Associated Govt

Al Lendes  
Herzog Construction

Paul Meyer  
Calsoc

Jim Smack  
Vulcan Materials

James Wolke  
Griffith Construction

David Watts  
Grandle Construction

—

Lawrence W. Fisher  
Executive Director

Mr. Jim Ritchie  
Deputy Executive Director  
Los Angeles World Airports  
P.O. Box 92216  
Los Angeles, CA 90009-2216

November 5, 2001

Dear Mr. Ritchie:

Transportation California, a non-profit coalition dedicated to highway improvement and safety, wishes to go on record in support of continuing the LAX Master Plan process. Both LAX and ground transportation access to the airport must be improved to avoid gridlock and inconvenience for LAX travelers and the surrounding communities.

In light of the events of September 11, the Master Plan must be looked at from a new perspective, while keeping in sight the realities that have not changed. The people of Southern California and the state's economy depend on LAX and will not be well served if the airport and its access infrastructure remain inadequate and inefficient.

Certainly, security and safety must now take center stage with regard to LAX, but the problem of traffic congestion must also remain a central concern. The likelihood is that passenger and freight levels at LAX will "normalize" within a matter of years, if not months. This will happen whether or not the airport is improved.

Before September 11, the recommended LAX Master Plan called for significant ground transportation improvements, including a ring road, a 405 Expressway and bringing the Green Line directly into the airport. Obviously, some of these elements will change as the plan is reconfigured, but it would be unfortunate if the emphasis on upgrading ground access is lost in the process.

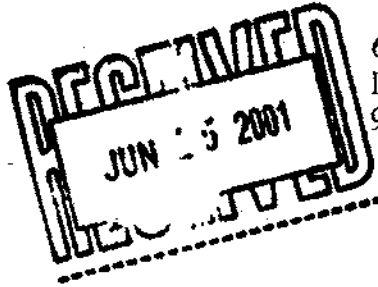
The 405 is one of the most congested highways in California. While LAX is by no means a principal culprit in creating this congestion, there is no question that more efficient access to LAX from the 405 would ease the burden on this freeway. Likewise, the 106 and surface streets around LAX will all flow more freely if the LAX Master Plan includes major commitments to ground transportation.

We look forward to commenting on the revised LAX Master Plan as it evolves.

Sincerely,

*Lawrence W. Fisher*  
Lawrence W. Fisher  
Executive Director

Congresswoman Jane Harmon  
811 North Catalina Avenue  
Suite 1302  
Redondo Beach, CA 90277



6722 W 87<sup>th</sup> ST  
Los Angeles, California  
90045

Subject: Los Angeles International Airport Expansion

My simple response to this is **NO**.

I do not want increased traffic on the freeways and on the surface streets as surely this will happen. The plan (cost) to improve traffic will not be born by the airport but will fall upon the tax payers. Traffic improvement will not not happen in a timely fashion or at all. The taxpayers will be required to foot the bill for building roads to ease the traffic congestion, not the Airline Industry. Congestion and gridlock will definitely be the order of the day.

I find it difficult to enter Emerson Ave from my street 6722 W. 87 Th. St. now because of all the traffic trying to by-pass Sepulveda during the morning commute. I believe that the future plan is to open up Emerson Ave. to the Westchester Parkway, this will be an utter disaster as we will not be able to leave our homes due to the traffic jams on this street.

We will be inundated with more pollution from both Aircraft, Aircraft support vehicles and surface vehicles trying to get to the Airport.

I do not want to have an Arbor Vitae off ramp at the 405 freeway as it will just clog up the already congested streets.

Extending the Green Line into Westchester will do nothing to alleviate traffic but will in turn bring more crime into our neighborhood.

LAX has gobbled up enough land already, they do not need to expand. Since most of the LAX passengers are not from LA but are coming from Orange county and Antelope Valley. It is time for other counties to take their share of the traffic. Stop dumping on us.

Over the years we have seen friends loose their homes to this expansionist regime called Los Angeles International Airport. I notice that one of the plans of expansion is to destroy what little we have left of downtown Westchester plus the elimination of many, many homes. We recently got a new grocery store, drug store and many eateries that LAX wants to destroy by expanding this airport.

Additionally I can visualize increased noise pollution to anyone outside of a building.

Richard B. Cook

Rena D. Cook

PC02995

Charles R. Younglove  
7713 Boeing Ave  
Los Angeles, CA 90045  
E-Mail: YoungloveC@hotmail.com  
(310) 670-6094  
Fax: (310) 670-4902 or (209) 885-9399

November 1, 2001

Mr. James K. Hahn, Mayor  
City Hall  
200 N. Spring Street, Rm. 300  
Los Angeles, CA 90012

Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) /  
Environmental Impact Report (EIR)

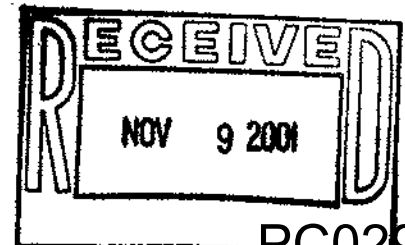
Dear Mr. Hahn:

I am requesting that the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and Southern California Association of Governments (SCAG) terminate the expansion of LAX. I oppose the LAX expansion alternatives A, B, and C.

Also, I am requesting that the "No Action/ No Project Alternative" for LAX Master Plan not be approved. The "No Action/ No Project Alternative" is a fraud because it includes the increase of passengers from 40 million to 78 million. LAX was intended to handle 40 million passengers.

I am requesting that the "Ring Road", "Arbor Vitae Interchange", and the "Airport Boulevard Connector Road" which are development plans for the LAX expansion be terminated. The development of the "Ring Road", "Arbor Vitae Interchange", and the "Airport Boulevard Connector Road" will not solve nor adequately mitigate any of the issues that the LAX draft EIS/EIR proposes. The development of the "Ring Road", "Arbor Vitae Interchange", and the "Airport Boulevard Connector Road" will destroy the residential communities of Westport Heights, Westchester, and Inglewood.

I am requesting that a "Regional Solution" be developed for airline passengers and airline cargo. Centralizing all the passengers and cargo from Los Angeles County, Orange County, San Bernardino County and San Diego County into LAX is ludicrous. Centralization of all the passengers and cargo into LAX is not feasible. The LAX draft EIS/EIR does not mitigate nor address the issues adequately. Now is the time that each region should develop and accept responsibility for airplane passengers and airplane cargo. There are eleven (11) airports in Southern California that should be developed as international airports to handle at least 40 million passengers and one million tons of cargo per airport.



My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

The LAX draft EIS/EIR does not adequately address nor mitigate the following issues:

1. The EIR does not adequately address nor mitigate traffic congestion. Traffic congestion on the 405 Fwy., 105 Fwy., 10 Fwy. and the 101 Fwy. have not and can not be mitigated. The freeways have become parking lots due to the excess LAX passengers and the cargo. For example, the EIR states that traffic congestion on the 405 Fwy exists between 7 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m. These statements are false. The traffic congestion on the 405 Fwy exists from 6:30 a.m. to 11:30 a.m. and from 2:30 p.m. to 7:30 p.m. The 405 Fwy is bumper to bumper with traffic congestion all day long due to the excess 28 million passengers and the 1.4 million tons of cargo that exceed the capacity that LAX was built to handle back in 1966.

LAX was built to handle 40 million passengers and 1 million tons of cargo per year. Currently, 68 million passengers and 2.4 million tons of cargo pass through LAX per year. All the freeways are becoming parking lots for LAX traffic.

There is no way that Los Angeles can adequately address or mitigate 98 million passengers and 4.2 million tons of cargo by 2015 via the expansion of LAX.

2. The EIR does not adequately address nor mitigate health issues. The EIR does not adequately address nor mitigate the air pollution from the passenger airplanes, the cargo airplanes and the freeway traffic due to LAX. The EIR does not address nor mitigate the increase in cancer and respiratory ailments due to jet fuel and automobile and truck exhaust.

Anyone that lives within 10 miles of the LAX airport has potential legal causes of action to sue for cancer and respiratory ailments.

3. The EIR does not adequately address nor mitigate the noise pollution due to the passenger and cargo airplanes and the freeway traffic due to LAX. The EIR limited the study of noise levels to 65 db. The EIR is inadequate. The noise levels exceed the 65db levels in all of the surrounding communities: Westchester, Inglewood, El Segundo, Manhattan Beach, and Playa del Rey.

Today the noise level exceeds 65 db twenty four hours a day due to LAX excess passengers and cargo. Eight years ago the noise level dropped below 65 db after 8 p.m. to 6 a.m. due to LAX. LAX has failed to address noise pollution.

4. The EIR does not adequately address nor mitigate LAX safety of air space. The recently released FAA report indicates that LAX is the worst airport in the United States regarding near miss collisions. LAX has experienced 33 near miss collisions in the last four years. The limited airspace is dangerous. Common sense tells you that increasing the concentration of airplanes flying in and out of LAX will open the doors to civil actions against the FAA, LAWA and SCAG due the breach of their fiduciary duty to protect the passengers and the people who live in

the vicinity of LAX. Expansion of LAX will only increase the liability, damages and deaths due to the concentration and centralization of airplane passengers and cargo in such limited air space.

5. The EIR did not address the issue of risk from earthquakes at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County, San Bernardino County and San Diego County, what will happen if there is a "Northridge" size earthquake at LAX? The LAX Master Plan for Expansion puts "all our eggs in one basket" for the entire Southern California region. This is ludicrous. This is a breach of your fiduciary duty. The "Regional Solution" to airport expansion is the only solution to diversify the risk from catastrophic disasters. Southern California's entire economy would be destroyed when LAX is hit by a "Northridge" size earthquake.

6. The EIR did not address the issue of risk from hijackers at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County, San Bernardino County and San Diego County, what will happen if there are hijackers at LAX?

On September 11, 2001 the World Trade Towers in New York were destroyed by hijackers and over 5,100 people were killed. Again, the LAX Master Plan for Expansion puts "all our eggs in one basket" for the entire Southern California region. What if hijackers fly out of LAX (loaded with jet fuel) and crash into all the oil reserve tanks that are located in Manhattan Beach and El Segundo. LAX will be destroyed and all the people in Manhattan Beach and El Segundo will be killed. This is ludicrous. This is a breach of your fiduciary duty. The "Regional Solution" to airport expansion is the only solution to diversify the risk from catastrophic disasters.

7. The EIR did not address, incorporate nor mitigate the traffic congestion, noise, health, and safety issues that are the result of the development of the Howard Hughes project, Playa Vista project, Ballona Creek project and the Marina del Rey project(s). These four (4) developments are going to have a massive impact on the entire Westside of Los Angeles and the South Bay Areas. The LAX Master Plan for expansion and the EIS/EIR have failed to address the impact of these four developments on LAX. Again, this is ludicrous.

8. The LAX Master Plan for expansion does not address the fact that two (2) billion dollars will be wasted to demolish Westchester and Inglewood prior to the expansion of LAX. LAWA owns LAX, Palmdale and Ontario airports. Since the land in Palmdale and Ontario was purchased a long time ago why waste billions of dollars?

9. Orange County (El Toro airport, etc), San Diego County and the inland empires should be held responsible to provide airport facilities for passengers and cargo that are destined for that region.

10. I do not want SCAG's Incremental Expansion of local streets as an attempt to mitigate traffic

to expand LAX. The incremental expansion of these streets will destroy the following residential communities: Westport Heights, Westchester, Inglewood, Playa del Rey, Marina del Rey and Culver City.

I do not want Incremental Expansion of the following streets to mitigate traffic to expand LAX:

1. Arbor Vitae Interchange Project.
2. Widening of Sepulveda Blvd. From Centinela to Lincoln Blvd.
3. Widening the off ramp from the 105 Fwy. On to Sepulveda Blvd.
4. The completion of Westchester Parkway to the 405 Fwy.
5. Connecting Airport Blvd. (at 74th Street) with the 405 Fwy and widening Airport Blvd..
6. Widening of La Tijera Blvd. (Located at the Buggy Whip restaurant).
7. Widening of Aviation Blvd. from Arbor Vitae to Manhattan Beach Blvd.
8. HOV and High Speed Bus lanes from Sepulveda Blvd. To LAX.
9. Widening of the La Tijera freeway bridge for LAX expressway.

I hope you, as Mayor of Los Angeles, will fulfill your promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,

  
Charles R. Younglove

C:\LAX\1010918.005





RUTH GALANTER  
COUNCILMEMBER, SIXTH DISTRICT

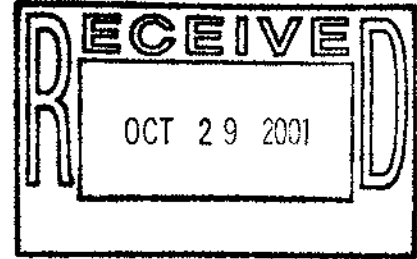
City Council  
of the  
City of Los Angeles  
City Hall  
90012

200 N. SPRING STREET  
ROOM 475, CITY HALL  
LOS ANGELES, CA 90012  
(213) 485-3357  
FAX (213) 847-0549  
E-mail: galanter@council.lacity.org

DISTRICT OFFICE  
7166 W. MANCHESTER AVE  
LOS ANGELES, CA 90045  
(310) 568-8772  
FAX (213) 847-0553

October 25, 2001

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216



Dear Mr. Ritchie:

I am forwarding comments provided by my constituents in response to the Environmental Impact Report and Statement prepared for the proposed LAX Master Plan. Please ensure that the enclosed comments become part of the official public record on this project.

Sincerely,

**RUTH GALANTER**  
*Councilmember, Sixth District*

cc: David Kessler  
Federal Aviation Administration

TO: Ruth Galanter 6th Dist.

RE: LAX DRAFT MASTER PLAN - Public Hearing

Dear Councilwoman Galanter, 6-12-01

Enclosed, please find copy of my Statement.

I participated in 3 "Workshops". Here are the results:

- 1) Pollution Control. They admit that it will be more of it. They claim that by moving West take off points they can control it. My concern is that Wind may blow it back. No Answer.
- 2) Master Plan should be comprehensive and reaching far ahead. Present proposals stop at year 2015. What happens later? They do not know. No Answer.
- 3) Environmental Justice. Fumes are blown back East and more is to come making people sick. How can scholarships and token gifts compensate major loss of health when many people do not have medical insurance? No Answer.

Common Sense does not rule.

Airlines do not listen to the Mayor.

Mayor listens to Airlines.

Sincerely yours

Andrew Stefanski

MR. ANDREW STEFANSKI  
7296 W 85TH ST  
LOS ANGELES CA 90045-2431

RE: LAX DRAFT MASTER PLAN

Public Hearing - June 9th 2001  
Westchester - Furama Hotel.

My name is Andrew Stefanski, Engineer & Realtor  
7296 W. 85th St. L.A. 90045

I recommend that your Plan as written be set  
aside for the following Reasons:

The Basis and Concepts are faulty, unacceptable,  
not in the best interests of people of California.  
They do not give the public full disclosures  
of Material Facts, Costs and Liabilities.

Southern California with almost 20 Million  
Population and IGO MAP projected needs at least  
3 or 4 Major Airports conveniently spaced  
throughout the Area according to a Regional  
Master Plan, which has not been presented.  
Without it, your present proposals are only short  
term, stop gap presentations, not a true Long Range  
Master Plan. Just crowd MAPs into a small, crowded LAX.  
It is bad to build a Major Airport inside a  
densely populated area, but it is even worse to keep  
expanding it.

Here are some facts concerning LAX impact on Housing.

Recently LA Times published an Article indicating  
that Airport already took thousands of homes  
and displaced some 20,000 people. This includes the  
condemnations in early 1970ies and present voluntary  
acquisitions in East Westchester.

This is not the end: Airport wants to take more.

Caltrans is proposing widening of 405 Fwy to provide  
better access to LAX (among other things). It will take  
more homes and businesses.

The whole Area East of LAX up to Harbour Fwy and  
beyond is heavily impacted and depressed by noise  
and fumes. It affects property values, discourages  
development, creates health hazards and causes  
Loss of City Taxes, while increasing County Costs  
of treating people in public hospitals at taxpayers  
costs. Many residents of these 500,000 living in  
the Area do not have medical insurance.

As time goes by some more people will request that  
their properties be taken, and they be relieved from insurance.  
Your Draft does not disclose these problems & Costs,  
They far exceed the benefits.

Jane Harman - 36th Dist.  
Maxine Waters - 35th Dist.

cc/To: Ruth Galanter 6th Distr.  
Mike Gordon - El Segundo  
ARSAC - P.D.R.

Mr. Andrew P. Stefanski  
7296 W 85th St  
Los Angeles, CA 90045

WM  
DISTRICT OFFICE

SEP 24 2001

CITY HALL OFFICE

SEP 25 2001


COUNCIL DISTRICT 6

Dear Ruth Galanter,

**COUNCIL DISTRICT**  
Please oppose the LAX expansion plan. Traffic in the LAX area is gridlocked during all daylight hours. One always comes to a complete stop on the 405 Freeway at LAX. This is a potentially disasterous situation. Expanding the airport and further exasperating this problem is unconscionable

The airspace around LAX is also congested and the traffic is spreading to a larger and larger area. Besides the noise and the psychological impact of low flying planes over densely populated areas, exhaust pollution rains down constantly. In the last several years the aircraft pattern has expanded to include the entire South Bay and calls to the FAA would confirm this fact. Now there is a strict denial that the take off routes have ever changed but those of us who live in this area know what they see and hear coming out of LAX. The black exhaust dust that we find each morning on our cars and children's toys comes from these planes. The Marina Del Rey is notorious for this exhaust material and now as more planes are squeezed into LAX the affected area is expanding without any enviornmental or health concern.

Please stop LAX expansion and restrict flight patterns to the corridor where flights currently land. Regional airports are in the best interest of business and people.

Sincerely,  
  
Douglas Scott  
1724 Addison Rd.  
P.V., CA., 90274

PC02999

## Ruth Galanter - Re: Invitation: A Forum on Airport and Airline Security

---

**From:** "Ted Smith" <TJSMITH@ATTY.LACITY.ORG>  
**To:** <RuthGalanter@COUNCIL.LACITY.ORG>  
**Date:** 9/20/2001 4:04 PM  
**Subject:** Re: Invitation: A Forum on Airport and Airline Security

---

Dear Councilwoman Galanter:

First, as an LAX Advisory Boardmember representing Culver City, I want to thank you for all of the hard work you and your staff have put into making the airport in it's activities to show some concern for it's neighbors.

However, I am concerned that our response to airport security should be real and meaningful, not just "fluff" to make a now scared public believe that they are safe. For instance, no curbside check-in and private vehicle drop-off is not meaningful security. But, better scanning equipment, like the one SAIC produces which highlights in color objects by their size and shape which could be potentially dangerous should be installed at all airports. I saw this machine in a demonstration approximately two years ago at a convention on security held at our airport. In addition, arming pilots, securing the cockpit from entry, air marshalls on some flights and airport security provided by an armed federal force are meaningful in stopping this atrocity from happening again.

I hope you consider the above in your discussions tomorrow in creating real security measures for the safety of the airport and the public in general.

Unfortunately, I will not be able to attend the forum, though I appreciate the invitation.

With Kindest Regards,  
 Ted Smith III

>>> "Ruth Galanter" <RuthGalanter@COUNCIL.LACITY.ORG> 09/20/01 03:09PM >>>  
 THE WESTCHESTER/LAX-MARINA DEL REY CHAMBER OF COMMERCE IS PLEASED TO INVITE YOU TO\*

A Forum on Airport and Airline Security

In the wake of last week's terrorist attacks:

- What can we do to make airports and airlines more secure?
- What impact will changes have on the community around LAX?
- How will travelers be affected?

#### PARTICIPANTS

U.S. Congresswoman Jane Harman\*  
 Ranking Member, House Intelligence Committee  
 Subcommittee on Terrorism and Homeland Security

Lydia Kennard  
 Executive Director, Los Angeles World Airports

L.A. City Councilwoman Ruth Galanter  
 Chair of Commerce, Energy and Natural Resources Committee

Geoff Maleman  
 President, Westchester/LAX-Marina del Rey Chamber of Commerce

WHEN: 7:45 AM -- 9:00 AM, Friday, Sept. 21, 2001

WHERE: Loyola Marymount University  
 1 LMU Drive, Westchester, CA 90045  
 Hilton Center for Business, Room 100  
 PARKING AVAILABLE IN DROLLINGER LOT

#### MORE INFO:

Rich Musella  
 Westchester/LAX-Marina del Rey Chamber  
 (310) 645-5151

Dan Wasserman, Office of Congresswoman Jane Harman  
 (310) 372-1600

(\* PARTICIPATING BY VIDEO-CONFERENCE FROM WASHINGTON, D.C.)

## Ruth Galanter - LAX EXPANSION

---

**From:** <Mufarnum@aol.com>  
**To:** <ruthgalanter@council.lacity.org>  
**Date:** 9/25/2001 9:33 AM  
**Subject:** LAX EXPANSION

---

The following was sent to Mr. Jim Ritchie yesterday. Thanks for the update and a copy of Jim Hahn's letter to Ms. Kennard. Margaret Farnum

NOW IS THE TIME for all good men and women to come to the aid of their country, their cities and their airports. More than ever, we must look at a Regional Airports solution for our growing air transportation.

The devastating terrorists strikes illustrate the wisdom of not putting all our eggs in one basket. . .to borrow an old cliché. To funnel the major portion of air travel through LAX is not only foolhardy, but tempting to terrorists.

The environmental impact of an expanded LAX upon our city may now be overshadowed by the need to downsize for the safety of all of Southern California. The recent terrorists attack should be an ultimatum for the FAA to refocus upon a regional airport master plan.

**Meryt McGindley - lax eir**

---

**From:** <Curt7880@aol.com>  
**To:** <mbonin@council.lacity.org>, <msalk@council.lacity.org>, <vtran@mayor.lacity.org>, <WestPlayaNews@aol.com>  
**Date:** 9/25/2001 12:58 PM  
**Subject:** lax eir

---

**IMPACT OF NEW SECURITY MEASURES ON LAX EIR**

The EIR does not address any of the issues created by the new security measures and their impact on noise, traffic, pollution and whether the current terminals could handle the current passenger load. (At the time of the EIR, passengers were to be in the terminals for 1 hour (domestic) and 2 hours (international). That has now doubled. Therefore, there are twice as many people in the terminal as before.) I am sure that there are many more problem areas. Has anyone considered the economic impact of the increased security, the loss of passengers, and the loss of income from the parking in the Central Terminal Area.

I think that the current EIR should be delayed until these and all the other questionable areas of the EIR are completely answered.

D. A. "Curt" Curtiss  
Former Airport Commissioner  
7880 Vicksburg Ave  
Westchester, CA 90045

Charles R. Younglove  
7713 Boeing Ave  
Los Angeles, CA 90045  
E-Mail: YoungloveC@hotmail.com  
(310) 670-6094  
Fax: (310) 670-4902 or (209) 885-9399

CITY HALL OFFICE  
SEP 26 2001  
COUNCIL DISTRICT 6

September 18, 2001

Ms. Ruth Galanter, Councilmember  
City Hall  
200 N. Spring Street # 475  
Los Angeles, CA 90012

Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) /  
Environmental Impact Report (EIR)

Dear Ms. Galanter:

I am requesting that the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and Southern California Association of Governments (SCAG) terminate the expansion of LAX. I oppose the LAX expansion alternatives A, B, and C.

Also, I am requesting that the "No Action/ No Project Alternative" for LAX Master Plan not be approved. The "No Action/ No Project Alternative" is a fraud because it includes the increase of passengers from 40 million to 78 million. LAX was intended to handle 40 million passengers.

I am requesting that the "Ring Road", "Arbor Vitae Interchange", and the "Airport Boulevard Connector Road" which are development plans for the LAX expansion be terminated. The development of the "Ring Road", "Arbor Vitae Interchange", and the "Airport Boulevard Connector Road" will not solve nor adequately mitigate any of the issues that the LAX draft EIS/EIR proposes. The development of the "Ring Road", "Arbor Vitae Interchange", and the "Airport Boulevard Connector Road" will destroy the residential communities of Westport Heights, Westchester, and Inglewood.

I am requesting that a "Regional Solution" be developed for airline passengers and airline cargo. Centralizing all the passengers and cargo from Los Angeles County, Orange County, San Bernardino County and San Diego County into LAX is ludicrous. Centralization of all the passengers and cargo into LAX is not feasible. The LAX draft EIS/EIR does not mitigate nor address the issues adequately. Now is the time that each region should develop and accept responsibility for airplane passengers and airplane cargo. There are eleven (11) airports in Southern California that should be developed as international airports to handle at least 40 million passengers and one million tons of cargo per airport.

PC03003



My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

The LAX draft EIS/EIR does not adequately address nor mitigate the following issues:

1. The EIR does not adequately address nor mitigate traffic congestion. Traffic congestion on the 405 Fwy., 105 Fwy., 10 Fwy. and the 101 Fwy. have not and can not be mitigated. The freeways have become parking lots due to the excess LAX passengers and the cargo. For example, the EIR states that traffic congestion on the 405 Fwy exists between 7 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m. These statements are false. The traffic congestion on the 405 Fwy exists from 6:30 a.m. to 11:30 a.m. and from 2:30 p.m. to 7:30 p.m. The 405 Fwy is bumper to bumper with traffic congestion all day long due to the excess 28 million passengers and the 1.4 million tons of cargo that exceed the capacity that LAX was built to handle back in 1966.

LAX was built to handle 40 million passengers and 1 million tons of cargo per year. Currently, 68 million passengers and 2.4 million tons of cargo pass through LAX per year. All the freeways are becoming parking lots for LAX traffic.

There is no way that Los Angeles can adequately address or mitigate 98 million passengers and 4.2 million tons of cargo by 2015 via the expansion of LAX.

2. The EIR does not adequately address nor mitigate health issues. The EIR does not adequately address nor mitigate the air pollution from the passenger airplanes, the cargo airplanes and the freeway traffic due to LAX. The EIR does not address nor mitigate the increase in cancer and respiratory ailments due to jet fuel and automobile and truck exhaust.

Anyone that lives within 10 miles of the LAX airport has potential legal causes of action to sue for cancer and respiratory ailments.

3. The EIR does not adequately address nor mitigate the noise pollution due to the passenger and cargo airplanes and the freeway traffic due to LAX. The EIR limited the study of noise levels to 65 db. The EIR is inadequate. The noise levels exceed the 65db levels in all of the surrounding communities: Westchester, Inglewood, El Segundo, Manhattan Beach, and Playa del Rey.

Today the noise level exceeds 65 db twenty four hours a day due to LAX excess passengers and cargo. Eight years ago the noise level dropped below 65 db after 8 p.m. to 6 a.m. due to LAX. LAX has failed to address noise pollution.

4. The EIR does not adequately address nor mitigate LAX safety of air space. The recently released FAA report indicates that LAX is the worst airport in the United States regarding near miss collisions. LAX has experienced 33 near miss collisions in the last four years. The limited airspace is dangerous. Common sense tells you that increasing the concentration of airplanes flying in and out of LAX will open the doors to civil actions against the FAA, LAWA and SCAG due the breach of their fiduciary duty to protect the passengers and the people who live in

the vicinity of LAX. Expansion of LAX will only increase the liability, damages and deaths due to the concentration and centralization of airplane passengers and cargo in such limited air space.

5. The EIR did not address the issue of risk from earthquakes at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County, San Bernardino County and San Diego County, what will happen if there is a "Northridge" size earthquake at LAX? The LAX Master Plan for Expansion puts "all our eggs in one basket" for the entire Southern California region. This is ludicrous. This is a breach of your fiduciary duty. The "Regional Solution" to airport expansion is the only solution to diversify the risk from catastrophic disasters. Southern California's entire economy would be destroyed when LAX is hit by a "Northridge" size earthquake.

6. The EIR did not address the issue of risk from hijackers at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County, San Bernardino County and San Diego County, what will happen if there are hijackers at LAX?

On September 11, 2001 the World Trade Towers in New York were destroyed by hijackers and over 5,100 people were killed. Again, the LAX Master Plan for Expansion puts "all our eggs in one basket" for the entire Southern California region. What if hijackers fly out of LAX (loaded with jet fuel) and crash into all the oil reserve tanks that are located in Manhattan Beach and El Segundo. LAX will be destroyed and all the people in Manhattan Beach and El Segundo will be killed. This is ludicrous. This is a breach of your fiduciary duty. The "Regional Solution" to airport expansion is the only solution to diversify the risk from catastrophic disasters.

7. The EIR did not address, incorporate nor mitigate the traffic congestion, noise, health, and safety issues that are the result of the development of the Howard Hughes project, Playa Vista project, Ballona Creek project and the Marina del Rey project(s). These four (4) developments are going to have a massive impact on the entire Westside of Los Angeles and the South Bay Areas. The LAX Master Plan for expansion and the EIS/EIR have failed to address the impact of these four developments on LAX. Again, this is ludicrous.

8. The LAX Master Plan for expansion does not address the fact that two (2) billion dollars will be wasted to demolish Westchester and Inglewood prior to the expansion of LAX. LAWA owns LAX, Palmdale and Ontario airports. Since the land in Palmdale and Ontario was purchased a long time ago why waste billions of dollars?

9. Orange County (El Toro airport, etc), San Diego County and the inland empires should be held responsible to provide airport facilities for passengers and cargo that are destined for that region.

10. I do not want SCAG's Incremental Expansion of local streets as an attempt to mitigate traffic

to expand LAX. The incremental expansion of these streets will destroy the following residential communities: Westport Heights, Westchester, Inglewood, Playa del Rey, Marina del Rey and Culver City.

I do not want Incremental Expansion of the following streets to mitigate traffic to expand LAX:

1. Arbor Vitae Interchange Project.
2. Widening of Sepulveda Blvd. From Centinela to Lincoln Blvd.
3. Widening the off ramp from the 105 Fwy. On to Sepulveda Blvd.
4. The completion of Westchester Parkway to the 405 Fwy.
5. Connecting Airport Blvd. (at 74th Street) with the 405 Fwy and widening Airport Blvd..
6. Widening of La Tijera Blvd. (Located at the Buggy Whip restaurant).
7. Widening of Aviation Blvd. from Arbor Vitae to Manhattan Beach Blvd.
8. HOV and High Speed Bus lanes from Sepulveda Blvd. To LAX.
9. Widening of the La Tijera freeway bridge for LAX expressway.

I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,



Charles R. Younglove

C:\LAX\L010918.004

Gilbert B. Ruiz  
Senior Environmental Planner  
Southern California Association of Governments  
818 West Seventh Street, 12th Floor  
Los Angeles, CA. 90017-3435

Subject; Environmental Impact Report

References: 1) Notice of Preparation dated 9-18-00, To Interested Parties from  
Gilbert B. Ruiz, Senior Environmental Planner  
2) Daily Breeze dated Thursday, September 28, 2000  
3) Daily Breeze dated Friday, 29 September, 2000.

Gentlemen:

As a home owner and resident of Westchester, I am most concerned about the plans in progress to expand Los Angeles International Airport. The airport has already significantly degraded the quality of life in Westchester and surrounding areas. Further expansion will make living unbearable.

Safety, Noise, Air Quality and Traffic are major concerns. But it would appear that Business and Money are the driving forces behind expansion.

Who profits from expansion? The airlines? The FAA? The car rental agencies? The freight forwarders? Who pays for the expansion?

And it is very apparent that the Airport responds to the needs of the Airlines and the FAA, **not** to the people of Los Angeles and their duly elected officials.

The front page article in the Daily Breeze (Reference 2) stated that the City Council unanimously voted to request the Environmental Impact Report to include a study of today's conditions. It would appear that the Airport Commission and the Environmental Planners are going to ignore the Council's request, and plunge forward with their already conceived plan for expansion.

With respect to safety, the news media has reported on the increasing number of runway incursions at LAX. Another front page article in the Daily Breeze, (reference 3) reports on a near collision off LAX. The air traffic controllers say the incident points up flaws in the airport departure procedure. And you wish to put more planes into the traffic patterns?

Living adjacent to LAX, one can readily recognize the changing operations. The increase in number of flights and larger planes, and the shifting of the big planes with the larger and noisier engines to the north runways. Does anyone really believe that the new larger engines are quieter than the older engines? Does anyone believe that the pilots or airport administrators show any concern for noise during their run-ups, take-offs and landings?

When the news media make their daily report regarding air quality, I am sure they are not talking about Westchester. Perhaps they are talking about the air quality in Malibu, Brentwood or Palos Verdes, but not Westchester. Environmentalists have been concerned for years about the pollutants from automobiles. Only recently have I heard concerns expressed regarding diesel engines. How about the less efficient jet engines? Is any one concerned?

Have you ever sat in your home and smelled jet fuel or kerosene fumes? Do you know of any of your neighbors who are heating with fuel oil or kerosene? We have placed requirements on all gasoline filling stations to control emissions while filling your tank. But who says how many pounds of unburned jet fuel can be pumped into the air in Westchester?

We used to smell the sewage treatment plant and the refinery in El Segundo when the winds were from that direction. But they have made vast improvements in their operations.

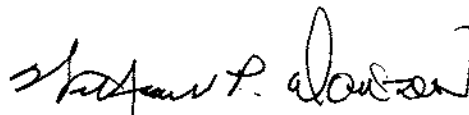
Traffic? Even LAX administrators admit that it is a mess today. Have you ever seen two Hertz busses driving side by side on the lower level? Or experienced the mini busses or car parking busses circleing the loop to maximize their fares? Why didn't the airport planners permit an off ramp from the 105 freeway onto airport property? Long range planning?

And one wonders about all the construction taking place at LAX when the plans are "still in preparation." It is hard to conceal the big equipment from the neighbors.

When did you last conduct a sound and air quality survey in Westchester? Specifically in residential areas not covered by your sound proofing project. And at what time of day did you do a survey? At 2:30 in the morning when some big jet is roaring down the runway?

With respect to your Program Environmental Impact Report, I am sure that you can come to any conclusion that the Airport Commissioners feel will be in the best interest of the Airlines, the FAA, and the for profit businesses that feed on LAX. But somewhere you have an obligation to the people to provide relevant facts **in understandable language.**

I am a concerned resident of Westchester, hoping for some recognition of the limitations of LAX and the need to seriously consider Palmdale.



William P. Dawson  
8117 Chase Ave.  
Westchester, CA  
90045-2707

CC Ruth Galanter

PC03004

# Hawaiian Avenue Elementary School

540 Hawaiian Avenue, Wilmington, CA 90744 (310-830-1151)

## PARENT CENTER

\*\*\*\*\*

April 6, 2001

The Honorable Richard Riordan  
Mayor, City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012

FAX L13 847  
0549.  
~~13~~

Dear Mayor Riordan:

**We are concerned about the expansion of LAX.**

It is an accepted fact that childhood asthma in our neighborhoods is on the rise.

Our community, Wilmington, is severely impacted by the needs of the Port of Los Angeles to serve the Los Angeles basin and California - trucks, trains, etc.. Additionally, we are surrounded by oil refineries. As you must realize these businesses tend to pollute our environment. Also, with the Alameda Corridor extension to the Harbor Freeway we can expect more diesels exhaust and tire dust.

In the recent past, residents have begun to hear more planes and helicopters overhead. The residents of San Pedro Hill (Palos Verdes, Palos Verdes Peninsula, and Rancho Palos Verdes) successfully lobbied LAX personnel to move the flight plan from their air space into ours. FYI, Long Beach Airport is also using Wilmington's air space for their flight plans too. This noise reverberates through walls and windows disturbing the sanctity of our homes. And, our homes tend to be built with less insulation than the homes in more affluent neighborhoods.

Now, LAX is asking for an expansion. What can this mean for Wilmington? Mayor Riordan, with think it means more noise and more dirt in our sky. One more thing Wilmington is being asked to do for the benefit of the general whole.

Mayor Riordan, please allow the Regional Planning Commission to follow through with the building of an international airport in Orange County. We believe you and the powers that be are asking for trouble by trying to increase air traffic above Los Angeles. One plane into an oil refinery and Wilmington would disappear.

FAXED



PC03005

Mayor Richard Riordan  
April 6, 2001  
Page - 2

Should you have any questions or comments regarding the opinions expressed above, please feel free to come to address a meeting of our parents. We have an informational meeting every Friday morning beginning at 9:00 a.m.

Looking forward to your response.

Sincerely,

  
Isabel Muniz  
PTA President

Susan M. Prichard  
Parent Advocate

SP/sp

cc: Councilman Rudy Svorinich  
Airport Commission  
Harbor Commission  
Congresswoman McDonald  
Senator  
Senator  
State Senator Bowen  
Assemblyman L  
Tosco  
Ultramar  
Equilon

PC03005

CITY HALL OFFICE

Dear

*Ruth Galanter*

JUN 22 2001

COUNCIL DISTRICT 6

DISTRICT OFFICE

JUN 1 2001

COUNCIL DISTRICT 6

*Meyf*

As a resident of Los Angeles I am against any LAX expansion because the plan does not compensate the local communities for losses in property values, local city services and local businesses.

First, for those living under the flight path their property values will fall further because no one wants to live under a flight path with increased pollution and noise. It will be left to the minorities and poor that don't have much of a choice.

Secondly, for the communities that are on the north side of LAX, no provision is made for the replacement or improvement of park and city services that will be displaced by the LAX expansion. Especially once it reaches Manchester Blvd and continues north as is expected if LAX is allowed to expand at all. Los Angeles is already behind on the park services that it should support. Also, the expansion plan does not compensate the residents for the loss in property values that will occur for residents that will EVENTUALLY live next to the airport and under flight paths.

Lastly, the plan does not replace or compensate the community for any of the lost businesses consumed by the expansion plan. Basically, you are condemning Westchester.

Again, I am against the LAX expansion.

Thank you

*Malcolm R. Risher*



**Ruth Galanter**

---

**From:** "byoun94" <byoun94@qnet.com>  
**To:** <ruthgalanter@council.lacity.org>  
**Date:** 9/28/2001 2:56 PM

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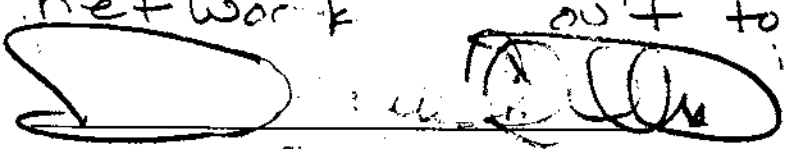
I would like to see the people that live in the affected areas of the Antelope Valley have a chance to vote on whether or not we would like to have an International Airport or even an extension of any kind of LAX here. Of all the people I have ever talked to, not one is looking forward to having that airport here, the developers, Real Estate people & the Politicians seem to want it but don't ask ordinary citizens if they are for it. I have a feeling if the peoples voices could be heard there wouldn't be any large airport developed here.

Bob Younker  
43805 Secure Pl.  
Lancaster, Ca. 93536

email: byoun94@qnet.com

The expansion of an already overburden  
LAX would further harm the  
sensitive environment on the coastline.

It would create more noise for me  
since I am living 1 mile from the airport.  
We must spread the air transportation  
network out to the outlying areas where  
it will be more centralized for the

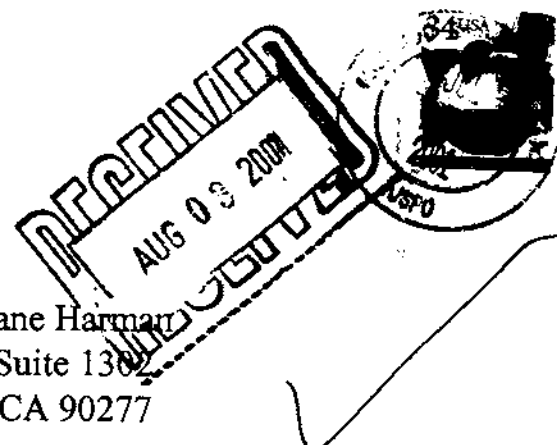


Signature

Darrell Nilles

Print your name clearly

Your Name Darrell Nilles  
Address 14 Westminister Ave #7  
Venice CA 90891  
Email ~~LN~~ LeFad@hotmail.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1300  
Redondo Beach, CA 90277

I think making regional airports larger  
Makes a better idea than Enlarging LAX.

*Edward Germany*  
Signature

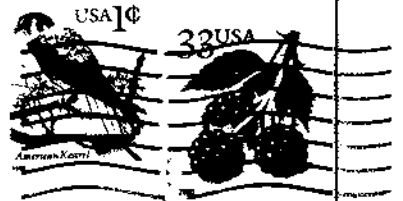
EDWARD GERMANY  
Print your name clearly

Your Name

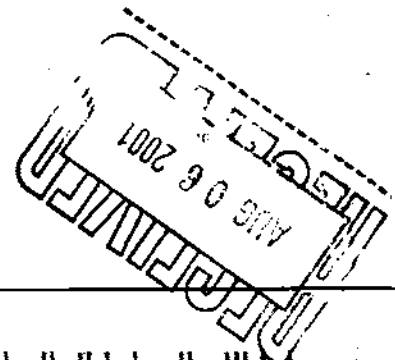
Addr

Edward C. Germany  
1028 W. 227th St.  
Torrance, CA 90502

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



90277+2138 38



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Residents within planned 65 decibel noise boundary	82,928		0
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Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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AS A NATIVE ANGELENO (80+ YEARS) I HAVE EXPERIENCED THE CHANGES TO THIS 'USED TO BE' GREAT CITY. I AM A LONG TIME RESIDENT OF WESTCHESTER (1947) AND I ABSOLUTELY ABHOR THE IDEA OF LAX EXPANSION. TRAFFIC AT THE PRESENT TIME IS HORENDOUS AND ADDING THIS ABOMINATION 'PLAYA VISTA' TO THE MIX IS GOING TO MAKE OUR GREAT AREA A VERY DIFFILULT PLALCE TO EXIST.

*Donald R. Peterson*  
Signature

DONALD R. PETERSON  
Print your name clearly

Your Name \_\_\_\_\_  
 Address Mr & Mrs  
D.R. Peterson Sr.  
8024 Campion Drive  
 Email Los Angeles, CA 90045

LOS ANGELES / HOLLYWOOD CA  
 10 A  
 30 JUL  
 2001

GRASS HORS

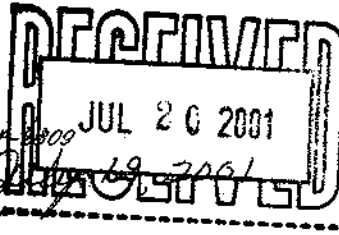
CONGRESSWOMAN JANE HARMAN  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

JUL 31 2001

Mary Jane Topek

330-30th Street

Hermosa Beach, CA 90254-2009



Sirs:

They'd like to know why

① The planes from LAX are flying so close to shore, instead of flying straight out over the ocean to gain altitude, before turning over our homes? Causing a possible dangerous situations

② Why so many helicopters flying so close to shore? We use to have a helicopter in the am. & 1 in the p.m. Now, we have several a day + one between 10 - 10:30 p.m.

③ Why are you sometimes using a different take off pattern that cause a constant loud roar, 5 miles away from LAX

④ Does it seem light that our waking & sleeping hours are being controlled by LAX. We now wear ear plugs at night and are still being awakened in the early mornings? Doesn't this sound like a 3rd world country where the "powers" that be, don't care about the well fair & safety of its citizens?

The original excuse for allowing more flights over homes without gaining the proper altitude was the cost of fuel to the airlines. Well,

PC03011

since then, the airlines are charging every passenger an extra fuel charge. -  
Then, we, citizens are paying higher fuel costs & no one to pass the increases to help us. - They don't see Hermosa Beach letting us drive through the park as a short cut, so we could save fuel. - They also won't let us go through the stop signals or set the signals, or go down 1 way streets. So why are the airlines allowed to take short cuts that cause disruptions to the beach city citizens?

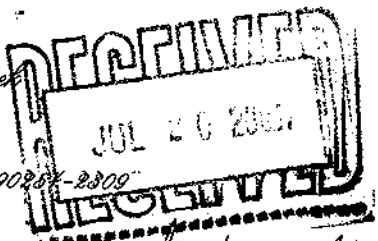
It is never quiet anymore. When we step outside our home, the 1st thing we hear is some type of aircraft noise.

Enclosed is a list of noises from LAX & surrounding planes for Wednesday, July 18, 2001. The recorded from inside our home with the windows open. -

Mary Jane Topeka

330-30th Street

Hermosa Beach, CA 90254-2309

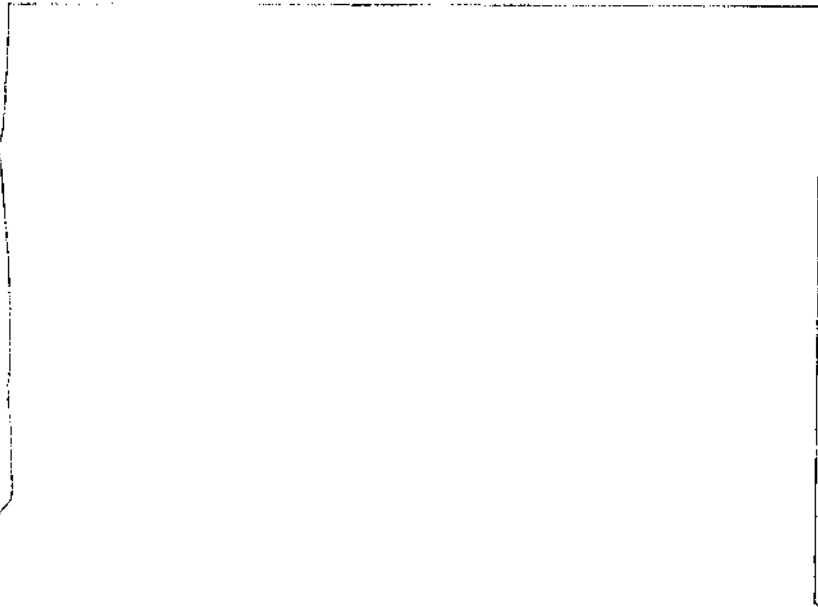


Notes from LNV, assorted planes, flying too close to shore, Daggett Loop, & taking off, etc.

July 18, 2001 Wednesday

7:15 am.	8:17 am.	left home	3:50 pm.
7:20	8:20	1:25 pm.	3:52
7:23	8:27	1:30	3:57
7:25	8:30	1:34	4:06
7:31	8:35	1:38	4:10
7:34	8:37	1:40	4:21
7:48	8:39	1:41	4:31
7:50	8:40	1:47	4:34
7:52	8:42	1:50	4:45
7:58	8:44	2:10	4:49
8:08	8:48	3:05	5:01
8:10	8:50	3:07	5:14
8:12	8:53	3:15	5:22
8:13	8:55	3:31	5:25
8:15	8:58	3:35	5:29
			5:37

15 planes  
2W  
1W.



5:44 pm.	7:15 pm.	9:23 pm.
6:25	7:18	9:32
6:30	7:25	9:37
6:33	7:30	9:47
6:35	7:34	10:45
6:38	7:37	11:08
6:45	7:43	11:10
6:50	7:45	
6:56	8:05	
7:05	8:56	
7:08	9:08	

As you can see we are not speaking about an occasional noise, but a constant noise, in fact, it is excessive!!!

Mary Jane Lopez

PC03011

PC03011



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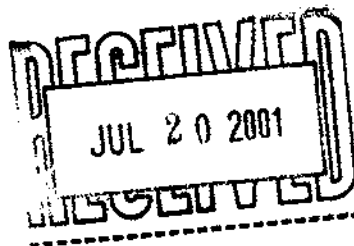
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*Mel Marchbanks*  
*Jennifer Marchbanks*

Mel Marchbanks  
Jennifer Marchbanks ✓

*Patricia Marchbanks*

Patricia Marchbanks

Signature

Print your name clearly

Dear Congresswoman Harman,

Thank you for your inquiry and many friends are so concerned about the traffic congestion, exhaustion of our environment and the over crowding of our great area. We are totally against any LAX expansion. The latest LAX record of "near misses" as reported recently in the S.A. Times shows the already precarious situation at LAX.

Consider areas outside "the city" with open space which are not so near homes and buildings. Here, there would be room for development and a expansion. Travelers could ease the burden on LAX.

The developing along the already traffic burdened Lincoln Blvd. near Morning del Rey is another serious matter. The Playa Vista Project with its 13,000 homes

and 2.5 million square feet of offices  
and stores is obscene...  
\$168 million in tax-empt bonds to help  
finance the first phase of a private  
project..... which is over an old methane  
gas storage facility? Have our  
politicians projected what all this  
means? ?

Politicians see revenue for L.A.  
with LAX - But at what cost? ?

thank you,  
Patricia Marchbanks  
29507 Oceanport Rd.  
Rancho Palos Verdes  
CA 90275

P.S. It now takes my daughter 45  
minutes to get to work in Santa Monica  
which is 10 miles from her home in  
Playa del Rey.

The regional plan is the only sane solution.  
I live immediately north of the runway and am  
very dismayed at the prospect of having <sup>more</sup>  
noise and pollution. Please fight for the  
regional plan. Thank you.

*Katherine A. Harper*

Signature

*Katherine A. Harper*

Print your name clearly

Your Name *K. A. Harper*  
Address *7777 W. 91st E 3141*  
*Playa del Rey, CA 90293*  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X2138 38



PC03013

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*I'm living in Marina del Rey, as best as I can tell, I don't believe that the traffic & noise from an expansion will significantly affect my life. Pollution increases, though more subtle than noise & traffic, may have a more serious impact on me. However LAX is at the beach, whereas Ontario San B. & Anaheim, being in the smog belt, may be far worse for the whole inland population than it is from LAX.*

*If I understand the above statements from you, it seems that it is better economically, to have a regional system of airports versus expanding LAX. And if I'm wrong about the pollution problems being greater inland, it would appear to me to be better to build one there. Can't make up my mind. I want to also add here that a very important consideration should be which one would have a worse impact on the environment - land & air. And if they're both very bad, then we shouldn't build in either place.*

*William C. Drucker MD*

*WM. DRUCKER*

Signature




Print your name clearly

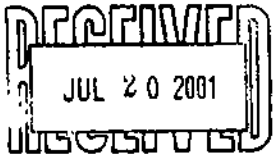
*I hope these ideas are of relevance & help to you in your decision.*

Your Name Wm DAUCKER

Address 4350 VIA DEL CER #305  
MARINA DEL Rey CA 90292

Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*A few questions please:*

① Just where would a regional airport be built?




② We need to be more like Denver with zero residents within planned 65 db noise boundary

③ When does construction occur?

*Jul*

Signature

*Sophie Morand*  
Print your name clearly

Your Name Address Email	 The Moenand Family 6075 Ocean Terrace Dr Rancho Palos Verdes CA 90275-5754		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

Dear Congresswoman July 23, 2001

Comments:

Office Use Only

I am outraged at even the mention of LAX much less the proposed Master Plan. The Dynda Family has already been displaced by LAX expansion - North Runway back in 1971 - and we moved to the Northeast section of Westchester where it once was quiet. Over the years as more aircraft used the facilities the noise has drastically increased and my windows and floor vibrate and now we are being gassed! Eyes gassed - by the smell of the fumes. God only knows what it is doing to our lungs. In fact, the cadets at the new police academy experience breathing difficulties during exercises. These breathing problems they don't experience at home! About soundproofing - Residents live in L.A. for the marvelous year around

climate to enjoy the outdoors - their back yards, patios, pools, etc. Are we suppose to shut our homes to an artificial environment so LAX can devour Westchester and surrounding communities? Is this anyway to live? Make the present Monster compatible if you can, and move on!

An outraged Westchester resident,  
 Marilyn A. Dynda  
 MAM

Miss Marilyn A. Dynda  
 7666 Boeing Ave.  
 Los Angeles, CA 90045-1667

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*I am a resident of Playa del Rey and live adjacent to the airport property. I already live with the noise from jets taking off, even with the recent sound proofing installed. I am concerned the runways will be even closer & jets will be flying above our condominium. I am also extremely concerned about increased traffic coming into the already overcrowded neighborhood. The freeways, and surface streets are already clogged with commuter and airport traffic. The proposed "loop" or freeway around the airport would significantly decrease access to my home. We are already having to tolerate many new, un-wanted developments (Playa Vista, Marina del Rey, Playa del Rey). I am very concerned about overcrowding in a small area which is already densely populated. I strongly support a regional plan and urge LAX to remain within its borders.*

*Carole Crooke Waller*

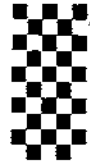
*Carole Crooke Waller*

Signature

Print your name clearly

Your Name <u>C. Waller</u>	Please Place Postage Here
Address <u>8828 Perching Dr. #125</u> <u>Playa del Rey CA 90293</u>	
Email <u>wallercarole@hotmail.com</u>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	





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7/23/01

SINCE I LIVE IN EL SEGUNDO, THE COMMUNITY AND ALL OF ITS RESIDENTS WOULD BE GREATLY AFFECTED BY NOT ONLY THE ADDITIONAL NOISE AND AIR POLLUTION FROM ADDITIONAL INCOMING AND OUTGOING FLIGHTS, BUT ALSO BY THE TRAFFIC TO AND FROM THE AIRPORT. THIS IS NOT AN ACCEPTABLE OPTION IN MY OPINION.

NOT SURE WHAT THE ECONOMIC IMPACT WOULD BE ON DOWNTOWN EL SEGUNDO, WITH AN EXPANDED AIRPORT, BUT DOUBT THERE WOULD BE ANY. THERE MIGHT BE A NEED FOR ADDITIONAL HOTEL SPACE (WHICH WE ALSO DO NOT NEED), CANNOT SEE WHERE ANY FIRMS WOULD REQUIRE ADDITIONAL OFFICE SPACE. BELIEVE WE ARE PRETTY WELL MAXED OUT IN OFFICE BUILDINGS AS WELL.

*Marilyn McCoy*

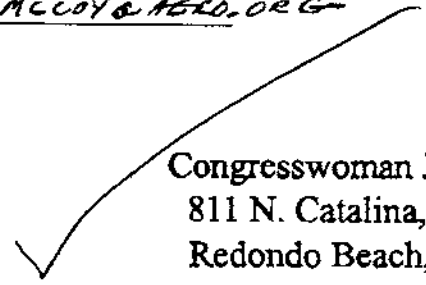
Signature

Marilyn Mc Coy

Print your name clearly

Your Name M. McCoy  
Address 631 LOMITA ST  
EL SEGUNDO CA 90245  
Email MARILYN.MCCOY@AERO.ORG

Please Place Postage Here



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

## Phone Call Intake Form

Taken by:

Date:

### Caller Information

Name: Ms. Marcella Doron

Phone:

Street: 126 VIA PASQUEL

City, Zip: REDONDO BEACH CA 90277

Email:

Specific  
Legislation

:

Issue/other relevant info: Opposed to  
LAX expansion. Enough is enough let  
other counties share in the noise, pollution  
etc.

Cannot keep up with the demand

- ⇒ Please get as much of this information as possible.
- ⇒ Tell them you will pass their message along to JH and they will receive her written response.

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I Live 15 minutes from LAX and pass by it often. The population of that area is growing so tremendously that anything that can be done to de-centralize air traffic would be a blessing - auto traffic can be awful - exiting the 105 on to Southbound & Sepulveda N of Rosemead is always congested.  
Make it convenient for people to fly from areas closer to their home - Don't Expand LAX!

Signature

Joseph Whipp

Print your name clearly

Please  
Place  
Postage  
Here

Your Name Joseph Whipp  
Address 510 The Village #202  
Redondo Beach CA 90277  
Email maloneywhipp@aol.com

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

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IN ENCLOSURE

DEAR JANE,  
 THANKS I LIVE ON IMPERIAL AVE JUST SOUTH OF LAX,  
 I'VE HEARD THAT LAX MAY GO TO 5 RUNWAYS AND TAKE  
 DOWN THE BUILDINGS ON THE SOUTH BORDER OF LAX, FOR  
 ME IT WOULD BE TREMENDOUSLY NOISY. IT'S PRETTY BAD  
 NOW! THANKS AGAIN

*[Handwritten Signature]*

Signature

CLAY TUDOR

Print your name clearly

Your Name CLAY TUDOR  
 Address PO BOX 931  
MONTICELLO BEACH, CA 90267-0931  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# Phone Call Intake Form

Taken by:

Date:

## Caller Information

Name: Ruby O. Malkin

Phone: 310-822-8271

Street: 8828 Pershing Drive # 106

City, Zip: Playa Del Rey, CA 90293

Email:

Specific  
Legislation

:

Issue/other relevant info:

Against LAX expansion. Supports JH  
in position

- ⇒ Please get as much of this information as possible.
- ⇒ Tell them you will pass their message along to JH and they will receive her written response.
- ⇒ Email is key!! Because then we can communicate with them in the future by mail or e-mail.

This would greatly affect me.

I am on a fixed income. If I move I can't afford the cost. It would be a severe burden to me also if I stay the Trobe would be much harder for me at my age of 72. ~~It is hard.~~

Martha Eldsmoe

Signature

MARTHA ELDSMOE

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

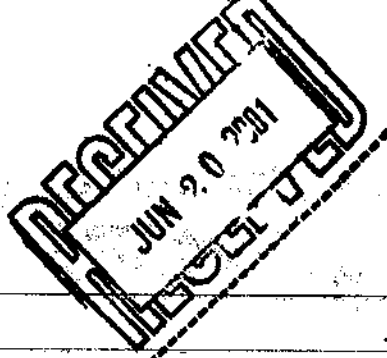
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC03023

June 19 - 2001



Dear Jane

I got your letter about proposed master plan for L.A. LAX Master plan.

I have lived in westchester close to the airport since 1950. I've seen the airport expand over the years. They have taken many homes out all around the airport.

The airport has much land on all side of it that they already own.

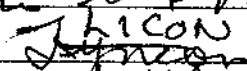
I think what is wrong with this airport is that it has a bottle neck at the entrance to the airport. It does not make sense to me to build more roads into a bottle neck.

A better way would be to create new entrances into the airport on the already existing land that the airport already has acquired.

I think they could do this with out new roads into the airport if they used people money something like Las Vegas has. They could even be under ground. They have properties on all sides that could be used.

The best location would be the east south side which is near the already existing freeway 405 & 105 which would eliminate local traffic.

If they need a north entry there is airport property extending to the sea, and road coming from the north

could be ~~added~~ used.  NP003023

What about landing airplanes on  
platforms along Calif coast and using  
helicopters to move on to the inland  
there could be heliports built along  
the coast on the Ocl coast like  
I've seen on TV. in some other countries

also another subject why not use the  
ocean for a source of energy and water.  
Hydrogen Hydrogen energy & fresh water  
wouldn't that be great.

Martha Adams  
7776 Isis ave  
N.A. Pa 90045

310-649-6092



Congresswoman Jane Harman,

Thank you for opposing the LAX Master Plan and supporting a regional plan for air transportation. We in the South Bay would be greatly affected by the increased traffic, noise and pollution from expansion of LAX.

*Louise Allison*

Signature

Louise Allison

Print your name clearly

Your Name Louise Allison  
Address 23106 Carlow Rd  
Torrance, CA 90505-4354

Email granny.100@Verizon.net



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



90277-2138 3E



Cora Nell Abraham  
2014 Louella Avenue  
Venice, CA 90291

Dear Congresswoman Jane Harman,  
I and my husband and two  
grown sons live a few blocks south  
of the Santa Monica Airport.  
The noise and pollution from  
the jets and small planes is  
incredible. The small trainer  
planes sputter and rattle as  
they circle over our house to  
land and take off again for  
trainer exercises.

Now I can see and hear jets  
taking off from LAX that turn  
as soon as possible and fly  
by on the south side of the  
house. The south-west side  
of LAX has become extremely  
noisy because so many planes  
are taking off, especially in the  
evening.

PC03025

(2)

Every jet that comes down the west-coast comes in over Venice and Ocean-Park, many right by and over my house, to land at LAX.

Then at night all the jets come from Inglewood directly over my house to land on the sand dunes. The jets let down the flaps under the wings of the airplane to help slow the airplane down because their brakes are not adequate to stop the plane. The lowered flaps cause a screeching sound as the plane goes over.

LAX Master Plan is going to put the noise to the West. Seems to me that an awful lot of noise and pollution has already been put to the w

When I tried to ask the airport representative at the track in in Westchester a few weeks ago about this she walked off and didn't answer me.

I appreciate your working for regional airports and thank you very much for your efforts on our behalf.

Sincerely,  
Cora Nell Abraham

Anni Wenkama  
2017 Louella  
Venice, Calif

---

Chris Printup  
2026 Louella Ave  
Venice, CA 90291

---

Sam M. Abraham  
SAM M. ABRAHAM  
2014 LOUELLA AVE  
VENICE CA 90291

Loren J. Abrah  
2014 Louella Ave  
Venice CA 90291  
Loren J. Abraham

---

John Fleming  
619 Indiana Ave, 205  
Venice CA 90291  
John Fleming

---

International Airport

Millions of Annual Passengers (MAP)	67 MAP in 2000, Over 100 MAP capacity.	39 MAP in 2000, 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928	0
Price Tag	\$12 billion (projected)	\$4.2 billion (actual)
Flights Per Day (average)	2,146	1,371
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**WHAT DO YOU THINK?**

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The LAX Master Plan would have a significantly negative effect on me, my family and my neighborhood.

Please see the following pages.

*Bonnie L. Allen*

Signature

Bonnie L. Allen

Print your name clearly

Your Name Bonnie Allen  
Address 8437 Truxton Avenue  
Los Angeles, CA 90045  
Email ---

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Re: LAX Master Plan  
Page 2

Bonnie Allen  
8437 Iruxton Avenue  
Los Angeles, CA 90045

The LAX Master Plan would have a significantly NEGATIVE effect on me, my family, and my neighborhood.

My family moved into Westchester in 1947, and over the years we have seen LAX reduce our neighborhood's well-being, quality of life and property values by increasing noise, traffic, and pollution. We have witnessed LAX "do as they please" by gobbling up entire sections of neighborhoods despite extraordinary protests spanning years just so LAX can increase their revenue from income from the car rental companies and airport parking lots that now occupy this land. Homes north of the airport and west of downtown Westchester have been taken as well, apparently as part of LAX's long-term expansion plans. Now, LAX wants part of Inglewood and downtown Westchester, including the historic Paradise Building (the former location of the unique Paradise Theater with Oscar movie memorabilia stored in vaults in the floor and walls) and the Westchester Branch Library (where countless local children and adults have utilized its resources for decades). So, LAX wants a little more land to "modernize" LAX, telling us how good this will be for the surrounding neighborhoods. Do they think we are idiots? We've seen this all before. The only one who profits from the LAX Master Plan is LAX.

Let me tell you about our considerate LAX neighbor to our south. We have witnessed a "lost" jet plane preparing to land several miles to the north of the airport into our residential neighborhood -- right over our house. This jet flew over our house, just barely missing our tree in the front yard and just clearing the telephone poles in the back yard. Ask me about the lack of concern, explanation and response from LAX, the airline, and the FAA about this near disaster. Perhaps we would have received a more appropriate response had we contacted the news media, our local representatives and an attorney (for compensation for the damage to our house, and the severe ear pain and subsequent hearing losses we suffered as a result of this incident. Tell me and my family that LAX "cares" about its residential neighbors. We know this is untrue.

Over the years, we have seen schools closed down due to LAX growth. Ask me about the disruption to those students' education as a result of these actions. Ask me how often my teachers in Westchester schools had to stop classroom instruction, waiting for the noise from the airport to ease up so that the students could hear what was being said. Ask me how often instruction from a class I'm taking at Westchester Park has to stop due to airport noise. Ask me about waking up most of my childhood at 2 AM when the airport's jets revved up their engines. And, ask me about the use of the "north-north" runway -- the noise from which was intolerable and kept everyone up at night. Although the airport discontinued the use of this runway years ago due to public protest, it has since been put back in use, contrary to LAX's promises all those years ago.

--- Continued on next page ---

PC03026

Re: LAX Master Plan  
Page 3

Bonnie Allen  
8437 Truxton Avenue  
Los Angeles, CA 90045

LAWA wants us to believe that the traffic around the airport will improve if the Master Plan is adopted. Who are they kidding? The traffic around the airport and along the Sepulveda corridor is the worst it has ever been. Why? The airport construction on the Sepulveda tunnel and the not yet completed nor fully utilized Howard Hughes Center have increased the traffic. The latter's impact on traffic has yet to be fully realized, and there has not been enough done to alleviate the resulting, current traffic, let alone what we'll have in the future. I'm certain that the Hughes Center's EIR claimed that their project would address the traffic and they would be able to accommodate the increase in traffic, just as LAWA claims that their Master Plan will alleviate increased traffic. Just wait until the Playa Vista project is completed and people move into those new homes and begin to shop in the area. This is not properly addressed in the Master Plan. LAWA seeks to expand LAX in order to give the appearance of decreased traffic WITHIN LAX. Better mass transit is the solution to decreasing traffic within and around LAX. LAWA wants us to think that traffic will not increase by "modernizing" LAX via increasing its size in order to handle more flights. But, expanding LAX to handle more flights means more people, more traffic, more noise, and more pollution -- all to the detriment of LAX's residential and business neighbors.

The incidence of asthma and allergy problems in my family are aggravated by the airport. I recall asking my parents when I was quite young what was that odd, stinking smell in the air. It was kerosene from the airplanes -- a noxious odor coming from the airport. I recently painted the trim and doors white on our back patio and shed. Not long afterward, I was dismayed to see grayish-black spots all over the white surfaces. It was soot (AKA pollution) from the ever-expanding airport that covered the paint. In addition, whenever I dust my house, a few hours later, the dust is back again! These are indications of the airport's special, smelly, dirty gift to us: pollution. This is what I and my family breathe into our lungs day in and day out. How does LAWA measure the impact of pollution on the health of my family? Where does increased flights and increased traffic equate to less pollution in their Master Plan? Let's all use some common sense!

LAX is used to getting what they want. In spite of solid opposition and rulings that have gone against them, LAWA representatives have defiantly pronounced that their Master Plan will go into effect. They assume that their opposition will just dissovve away over time. But, we have seen the way they operate, and we will fight for our quality of life. Expanding LAX means greater profit for LAWA, but the resulting increase in noise, traffic and pollution is not good for our neighborhood. Tiny "Mines Field" was never designed to become the international airport the LAWA envisions for the future. A regional approach for airline traffic is the only rational approach. A super-giant LAX handling the bulk of Southern California's air traffic is

--- Continued on page 4 ---

PC03026

Re: LAX Master Plan  
Page 4

Bonnie Allen  
8437 Truxton Avenue  
Los Angeles, CA 90045

illogical. People from Orange County, Palmdale, and Ontario/San Bernardino should not have to drive hours to fly out of LAX when they have airports in their own back yards that should accommodate them. Expecting LAX to handle the bulk of air traffic in the future is inefficient, and increases traffic and pollution throughout Southern California. The Palmdale airport is surrounded with vacant land and can be easily expanded without adverse impact to the surrounding neighborhood. The former Norton Air Force Base could also be utilized, improving the economy in the area. Ontario could also be better utilized, and flights in and out of Ontario would increase if the ticket prices were more fair and competitive. The El Toro airport should be utilized for residents in the areas around Orange County.

What is the rationale for overburdening LAX and the neighboring region? The only reason is more profit for LANA. The benefits and burdens of aviation travel for all of Southern California MUST be FAIRLY DISTRIBUTED THROUGHOUT Southern California. Do not allow LAX to swallow up more of Westchester and Inglewood, destroying our neighborhood and the quality of our lives.

Thank you from myself and my family.



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

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North LA County	762,000	South Bay	106,000
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Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
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Source: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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Dear Congresswoman Harman,

Quite simply, I believe that the airports existing capabilities should remain & a rapid transit in & out should be implemented with dispatch.

Sincerely,

*R. L. Koenig*

*Richard L. Koenig*

Signature

RICHARD L. KOENIG

Print your name clearly

Your Name	RICHARD L. KOENIG	Please Place Postage Here
Address	1825 MANHATTAN AVE. HERMOSA BEACH, CA 90254-3461	
Email	RLK@KCTV.org	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*A recent report in the LA Times discusses safety issues at LAX. Clearly these issues need to be addressed. Beyond that however, LAX should not be expanded because it is within a large population. We can certainly utilize regional airports, and we should seriously consider building an airport in Palmdale.*

*Goodall*  
 \_\_\_\_\_  
 Signature

**GREGORY S. GOODALL**  
 \_\_\_\_\_  
 Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*Traffic impact expected to be very bad.*

*Any LAX expansion must be tied to significant additions to public transportation to the terminals.*

*Nancy Mohler*  
Signature

NANCY MOHLER  
Print name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*I live near the airport and will be directly affected by the increase in traffic, noise & pollution. I believe the areas with more space should expand their facilities.*

*Susan Fisher*  
Signature

Susan Fisher  
Print your name clearly

Your Name	Susan Fisher		
Address	4707 La Villa Marina Unit B Marina Del Rey, CA 90292-7011		
Email	<i>stnact@cs.com</i>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		 	



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*I do not support any plan that does NOT include expansion of LAX. We already have enough congestion, noise, pollutants, traffic and general "madness" in this area!*

*Lynn Riley*  
Signature

Lynn Riley  
Print your name clearly

Your Name Lynn Riley  
 Address 8741 Avenue B  
Redondo Beach CA 90277  
 Email \_\_\_\_\_

  
 Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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### WHAT DO YOU THINK?

*Good for Denver*

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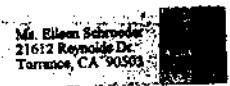
*Reduce LAX as Denver AP.  
My Southwood residential area would not be affected as would those nearer but some action necessary instead of the annual "heming and hawing."*

*ES*



*Eileen Schroeder*  
\_\_\_\_\_  
Signature

EILEEN E. SCHROEDER  
Print your name clearly

Your Name \_\_\_\_\_

Address   \_\_\_\_\_

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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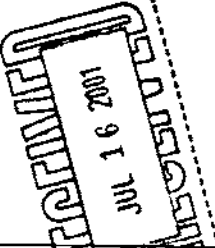
7-14-2001

I have been a home owner in Playa del Rey 15 years and live 1 mile from the airport. The jets take off over the water near my house. I am an LANA employee.

- ① I don't like the noise. Its the worst problem in my area.
- ② A fine black dust like ashes falls on my property an I suspect it is jet exhaust. Does it hurt my children? Two young toddlers
- ③ Im concerned about the 1,302 % increase in smog expected with expansion at LAX.

Rick E. Sterner Thank-you  
Rick E. Sterner

Signature Print your name clearly

Your Name <u>Rick Sterner</u> Address <u>118 Fowling Street</u> <u>Playa del Rey Calif. 90293</u> Email _____	 
	Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277

30277-2138 38



PC00034

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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• This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

Dear Ms. Harman,


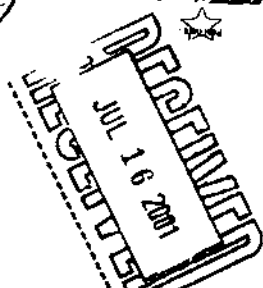
Our family has resided in Westchester for the past 7 years. Over the years, we have witnessed a number of changes to our community. Most of the development that Westchester has undergone has served to improve our access to shopping and entertainment. However, with development come increased traffic, congestion and pollution. Expansion of LAX is no different. Those of us who live adjacent to the airport are subjected to a daily diet of noise, exhaust, and inconvenience as we struggle to drive our children to school or make our way to work. There are better, more equitable alternatives to expansion of LAX. Given the statistics you site in your newsletter, we urge you to support the development of our regional airports and not the expansion of LAX.

*Jean Salk*  
Signature

Jean Salk  
Print your name clearly

Your Name Jean Salk  
 Address 6450 W. 80th Pl.  
Los Angeles Ca 90045  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277





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We are already affected by increased traffic, noise on the ground and overhead and pollution. Adding 29,000 more people in Playa Vista is insane. Every available spot in Del Rey, Marina del Rey and Playa del Rey is being filled with new housing construction. Please move all non-passenger traffic to a new place; e.g., Palmdale. Restrict small planes from coming to LAX at least during certain hours. LAX leads the country in on ground misses of hitting other aircraft. This should tell us something. Columbus, Ohio operates one airport for passengers and another in a different location for other traffic and it is extremely successful. See L.A. Times article done earlier this year. Why are more planes flying over my house (Culver Blvd. and McConnell by 90 Freeway)? Thank you.


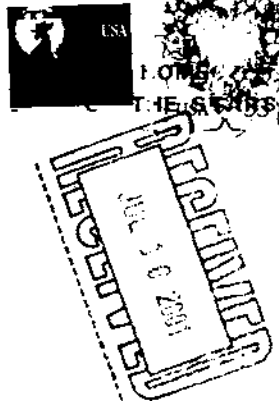
*Elsie McElhone*

Signature

Elsie McElhone

Print your name clearly

Your Name	<u>Elsie McElhone</u>
Address	<u>4822 1/2 McConnell Avenue</u> <u>Los Angeles, CA 90066</u>
Email	<u></u>

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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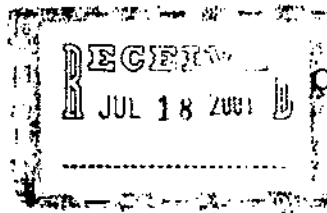
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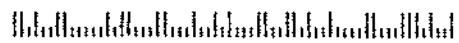
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To our congresswoman Jane Harman:  
 I am totally against the airport expansion and the expressway interchange. We live on Airport Blvd and have enough traffic and pollution now. I am in favor of upgrading what we have now, and build up the regional airports, as there are many. The population is expanding outward, so why funnel it all into LAX. Several vacant airbases could be used for cargo and passengers.  
 We have enough traffic, noise, and air pollution now let some one else share it. Westchester would be devastated if the Airbunker expressway and airport expansion were to occur. Kate 720

Helen Biffar  
 Signature

HELEN BIFFAR  
 Print your name clearly

Your Name <u>Helen Biffar</u> Address <u>794 Airport Blvd</u> <u>Los Angeles, CA 90045</u> Email _____		
		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



7/23/01

Thank you for encouraging constituents to express their thinking re. LAX expansion. We believe that traffic at LAX (plane and car) needs to be alleviated by planning for regional expansion at Pt. Mugu, Palmdale and the Ontario area. If runways at LAX need to be reconfigured for air traffic safety, then that should be done, but LAX does not have to solve all the expansion problems for all of southern Calif. The green line should be completed. We do not believe El Toro should become a commercial airport. Let that become a huge open space recreational/park area.

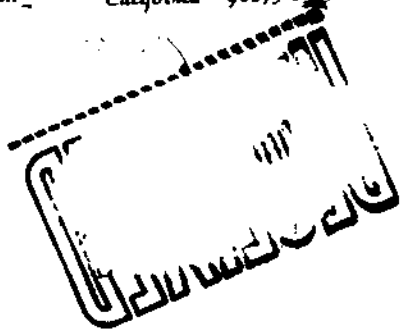
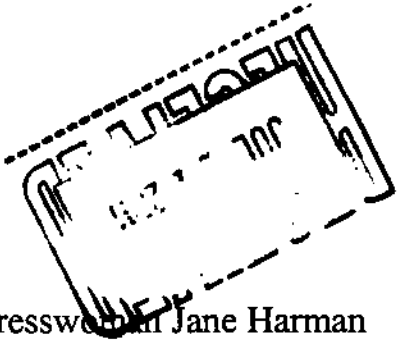
*Jean J. English*  
Signature

Jean J. English

for both Dave and I Print your name clearly

Your Name \_\_\_\_\_  
Address *Mr. & Mrs. David H. English*  
*2 Top Rail Lane*  
*Rancho Palos Verdes,*  
Email *California 90275-6533*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277+2138 38

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Dear Congresswoman Harman:

Thank you for soliciting comments on the airport expansion from its neighbors. Much appreciated.

When I bought my home in 1984, I thought the airport noise at my distance (in Westport Heights) was bearable and not a problem. Although occasionally air currents and/or storms at sea have caused me to hear considerably more noise, it has not been a major problem until recently, when I have heard more and more air traffic.

Already the air pollution in Westchester is bad, with residents finding black gunk on patio furniture and windows, and I personally experience the occasional smell of jet fuel, which can't be healthy. I know city dwellers are exposed to all manner of air pollution anyway, but I don't think we need to expose our families and ourselves to the chemicals emanating from additional airplanes coming into LAX. We have enough air pollution, thank you.

I am very concerned for property values, which have been going up in the past few years as people discover our lovely Westchester neighborhoods. Why do we have to ruin them? Thank you for helping to stop the onslaught of 20 million more passengers + freight per year.

Signature

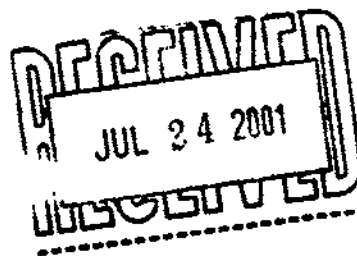
*Nora Lee Owens*

Print your name clearly

NORA LEE OWENS

Your Name Nora Lee Owens  
Address 8356 Vicksburg Avenue  
Westchester, CA 90045  
Email nowens@Coldwellbanker.com

Please  
Place  
Postage  
Here



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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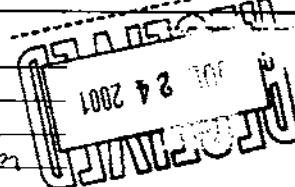

*Sorry this is late, but I would like to voice my opinion in favor of a regional plan. I agree with your views and you have my support -*


Marilyn A. Green  
Signature

Marilyn A. Green  
Print your name clearly

Marilyn A. Green  
1261 Bryant Pl.  
Manhattan Bch, CA 90266

Email: astangh@aol.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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I am opposed to the expansion of LAX in favor of expanding the other regional airports instead. Not only would this protect the residents of the South Bay from additional noise pollution due to increased flyovers, and from additional traffic headaches, but it would be of great benefit to the residents of inland and valley residents to have convenient access to air travel. Ms. Harman, please continue your fight on our behalf.

*Patricia N. Fry*  
 Signature

PATRICIA N. FRY  
 Print your name clearly

Your Name PATRICIA N. FRY  
 Address 2202 CURTIS AVE #A  
REDONDO BEACH, CA 90278  
 Email lizytish@earthlink.net



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

This mailing was prepared, published, and mailed at taxpayer expense.

On May 3, Congresswoman Jane Harman and LA County Supervisor Don Knabe met on Capitol Hill with other Los Angeles area Representatives to support a Regional Airport Growth Plan.



Washington, DC Office  
Contact Information  
Congresswoman Jane Harman  
229 Cannon House Office Building  
Washington, DC 20515  
Phone: 202-225-8220  
Fax: 202-226-7290  
Email: jane.harman@mail.house.gov  
Website: www.house.gov/Harman

District Office  
Contact Information  
Congresswoman Jane Harman  
811 North Catalina Avenue  
Suite 1302  
Redondo Beach, CA 90277  
Phone: 310-372-1600  
Fax: 310-372-1622

Noise makes resting or sleeping difficult - nerves can become frayed -  
Traffic congestion would increase accident rate, may add to road rage, add to commute time for people going to & from work; getting into & out of the airport -  
Pollution makes for health problems; in some cases difficulty in breathing -

*L. E. Bossen*

Signature

L. E. BOSSEN

Print your name clearly

Get started on the direct route thru the mountains to Palmdale where massive amounts of land have been accumulated for an airport. Present routes are indirect & too long.

How long do your other lawmakers want to wait to ban use of hand held phones in moving cars/trucks? People are needlessly killed because many people can't drive with 2 hands on the wheel and with out phone distraction much less using a phone while driving with one hand.

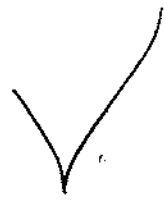
Signature  
*Jane Goodrich*

Print your name clearly  
*James Goodrich*

Your Name Goodrich  
Address P.O. Box 3585  
Torrance, CA 90510  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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30277-2138 38





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Thank you for taking on the Airport Expansion Plan.

I definitely feel that El Torro or Palmdale should assume part of the burden in transporting the many ~~travellers~~ travelers from this area.

Mary E. Peck  
Signature

MARY E. PECK

Print your name clearly

Your Name	<u>M. E. PECK</u>	Please Place Postage Here
Address	<u>4538 NEWTON ST.</u>	
	<u>TORRANCE, CA. 90505</u>	
Email	<u></u>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		

PC03044

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SOME TIMES WE FEEL AS THOUGH ~~AS~~ WE ARE IN A WAR ZONE FROM THE NOISE OF PLANES GOING OVER OUR HOUSE. OUR CARS AND WINDOWS ARE ALWAYS FILTHY FROM THE POLLUTION. TRAFFIC IS HORRENDOUS AT CERTAIN TIMES DUE TO THE AIR PORT AND THE WHOLE THING IS RUINING WESTCHESTER. PLEASE STOP THE MADNESS BY SENDING AIRPLANE TRAFFIC TO OTHER AREAS.

Audrey Sullivan  
Signature

AUDREY SULLIVAN  
Print your name clearly

Your Name AUDREY SULLIVAN  
Address 5715 W. 7TH PLACE  
LOS ANGELES, CA 90045  
Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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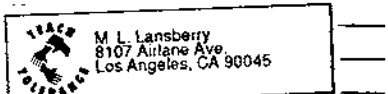
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*I live right in the heart of Westchester and the traffic in any direction is just impossible. Also that black oily stuff that falls from the sky could not be good for any one. Move some of this traffic to another county.*


*Margaret L. Lansberry*  
Signature

MARGARET L. LANSBERRY  
Print your name clearly

You  
Ad  
Email







Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Los Angeles International Airport

Vs.

International

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Honorable Jane Harman

I've often wondered why it was not possible to extend the LAX runways into the sea area where there's a lot of space. Many airports, like the one in Hong Kong, are built over water. Perhaps, it's not feasible in LA.

The presence of LAX near the 405 freeway result in a horrendous traffic on the freeway. I would like to see regional air ports expanded.

*George Nakamura*




Signature

George R. Nakamura, PhD

Print your name clearly

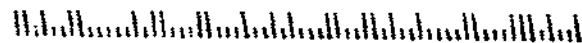
George R. Nakamura  
18523 Dorman Ave.  
Torrance, CA 90504

Email nkto@aol.com

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 36



PC03047

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*As promised, please keep an open mind for regional plans and oppose the LAX plan !!*  
*Please save my Grandson's home in Westchester !!! Tnx!*



Mrs. Grace Carr  
125 Beryl St. # 306  
Redondo Beach, CA 90277-2178

*Grace Carr*

Signature

GRACE CARR

Print your name clearly

Your Name <u>Grace CARR</u> Address <u>125 Beryl St Apt 306</u> <u>Redondo Beach CA 90277</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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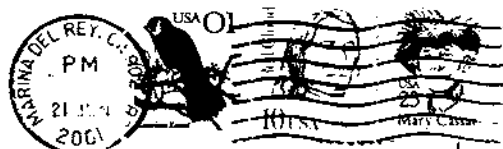
*From Andrea Valcourt (ANDREA VALCOURT)*

*This expansion will add noise pollution to our area. I live in Hermosa & already hear fly overs, especially after 10 PM, when the house is quiet.*

*It will also add to our traffic problems. I use LAX often & what should be a 15 minute can take 45 minutes, adding extra stress to my life as I hope I'll make my flight.*

*It will also impact traffic in the general vicinity - make shopping and dining even more inconvenient. I avoid this area (between Rosecrans & the airport) most days after 3 PM.*

*I hear added pollution from those planes flying over my house. Check airport employee cars for the ill effect. My dad lived close to Burlington airport - not much paint left after a few years. I support the regional airport approach should also lower fares there every where.*

Your Name		
Add	<b>A. Valcourt</b> 920 7th St Hermosa Beach, CA 90254	
Encl		
		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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DEAR HONORABLE CONGRESSWOMAN JANE HARMAN,



BEING A RESIDENCE OF HERMOSA BEACH, CA, I AM DEFINITELY AFFECTED BY LAX IN BOTH NOISE AND POLLUTION. IT SEEMS THAT DURING THE DAY "MOST" OF THE FLIGHTS ABIDE BY THE 5000 FT FLY-OVER RULE. AT NIGHT, FORGET IT. SOME INTERNATIONAL FLIGHTS, AS WELL AS DOMESTIC CARRIERS FLY OVER SO LOW THAT I CAN READ THE LOGO ON THEIR TAIL WING VERY CLEARLY, NOT TO MENTION HAVING MY EARS BLASTED BY THE NOISE. THE POLLUTION THAT SETTLES ON OUR HOUSE HAS TO BE WASHED OFF OUR DECKS ONCE A WEEK. ITS FILTHY. I HAVE KEPT PALE WITH THE ISSUE OF LAX EXPANSION. I DON'T SEE HOW IT IS POSSIBLE, CONSIDERING THAT ONLY BAD CAN COME FROM IT. SINCERELY,

*Ashley D. Beck*

ASHLEY D. BECK

Signature

Print your name clearly

Your Name <u>ASHLEY D. BECK</u> Address <u>516 341 STREET</u> <u>HERMOSA BEACH, CA 90254</u> Email <u>fuscbua@earthlink.net</u>	 
_____ Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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Enough is enough in the LAX area, between the traffic and the noise and the uptightness of the public, we don't need any more distractions in our lives. Please if you do care, ~~then~~ use all your resources to stop any expansion of LAX.

And just another thought the Playa Del Rey area is a safe and extremely fragile animal refuge. not to say a fly away for our endangered birds that share our planet with us.



Signature

Thomas C. Ratcliff

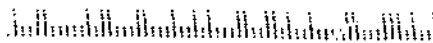
Print your name clearly

THOMAS C. RATCLIFF

Your Name	Thomas Ratcliff
Address	P.O. Box 5334 Playa Del Rey Ca. 90296
Email	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277





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I am a resident of Westchester. The proposed LAX expansion is definitely ~~is definitely~~ going to have an effect on my health. I am a congested heart failure patient and as it is, the pollution that is created by emission of air planes fuel, has an adverse effect on my breathing, creating loss of breath. I have lived in this house for the last 15 yrs. Last year I put my house in the market for sale, with the intention of moving out for health reasons. The prospective buyers were concerned about the noise the airplanes make presently, and made no offer. You could imagine, what I will have to face with the planned expansion—more noise, more traffic and more pollution. Without getting another chance to sell my house, I will be stuck here with more loss of breath. It is nothing but right, for other communities in other areas to bare the burden of aviation traffic that force it LAX altogether.

*[Handwritten Signature]*  
Signature

ASOKA DAISY Wijesuriya  
Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_ Daisy A. Wijesuriya  
 8730 Yorktown Ave.  
 Los Angeles, CA 90045  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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I ATTENDED THE PURAMA HOTEL LAX EXPANSION PLAN HEARING.

THE LAX EXPANSION IS A NO BRAINER!

10 LBS OF CRAP IN A 5LB BAG.




PLEASE USE YOUR COMMON SENSE AND VOTE NO ON LAX EXPANSION.

*Frank V. Weber*

Signature

FRANK V. WEBER

Print your name clearly

Your Name	 Frank V. Weber 9929 W. 70th St. Los Angeles, CA 90045-1817		
Address			
Email	BARRACUDA Vic@Aol.com		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

Dr. Crumpton is elderly and frail, She is awakened often by the noise of airplanes and has difficulty getting back to sleep.

E. Crumpton

Signature

Evelyn Crumpton

Print your name clearly

Your Name E. Crumpton  
Address 6945 Trolleyway  
Playa del Rey, CA 90293  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*How easy it is to tell others what to do. You try to legislate this every day. The issue with air transportation isn't black or white. You can not legislate where people fly to or from.*

*LAX is operating near capacity - larger, quieter airplanes will help people use LAX because of frequency / not easy of access.*

*People do not use satellite airports because of lack of frequency.*

*The airlines are dictated to by passenger demand.*

*Spending money to modernize Ontario, Palmdale doesn't get the two together.*

*What is needed is better use & publicity for the transport systems - Metro, Metro rail, freeways, & incentives for passengers & airlines to cooperate.*

*Negatives don't do it. Nor does legislation. There is a lot of positive effort & coordination needs the cooperation of city, county, airline,*

*John Tinsley* *government & other resources to develop plans that will be acceptable to all parties - This has not been done. You are the responsible vehicle.*

Your Name John Tinsley  
 Address 17 Malaga Pt W  
Newport Beach, CA 92766  
 Email NA



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

80400-8414

1 JUN 2001

Signature

Print your name clearly

Your Name Geo van de Wouw  
688 South Irene Avenue  
Address Redondo Beach, CA 90277

Email gvandewouw@earthlink.net



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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90277-2138 35



PC03056

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*I live in Rancho Palms Verde. Representatives from our community have made it abundantly clear that the noise and air traffic is making life (especially on the top of the hill) increasingly unpleasant and uncomfortable. I agree with Congresswoman Jane Harman in opposing the LAX Master Plan.*

*Dorothea Alpert*

Signature

*DOROTHEA ALPERT*

Print your name clearly

Your Name	<u>DOROTHEA ALPERT</u>	
Addr	<u>25 Packet Rd.</u> <u>Rancho Pls Vrd, CA 90275</u>	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*I am a retiree of, and still reside in Redondo Beach, CA. I am very much opposed to the expansion of LAX. The main concerns are the noise of the planes as they fly over my home, the sheer number of such flights and the traffic. It seems to me that we should utilize the numerous bases that are closed but have some runways etc that could be expanded.*

*Kathleen M. McGuire*

Signature

Kathleen M. McGuire

Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

I want LAX expanded. I do not want to travel to a "regional" airport when I live and work 12 miles from LAX. Also LAX is an International hub, where the regional airports are not.

*Joan Gerhardt*

Signature

Joan Gerhardt

Print your name clearly

Your Name

Address



**Joan Gerhardt**  
1629 W. 221st St.  
Torrance, CA 90501

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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90277-2138



PC03059



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Dear Congresswoman Harman,

The pollution and noise from air planes from LAX now occures for 24 hours a day over Palos Verdes and the South Bay. Please route departures over the landing lanes and decrease the number of flights.

*Douglas Scott*
Douglas Scott

Signature
Print your name clearly



Your Name <u>Doug Scott</u> Address <u>1724 Addison Rd</u> <u>Palos Verdes Est, Ca 90274</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



- 1) The signs on I-405 are mostly old & therefore misdirect much of the traffic to LAX, causing congestion & delays that are unnecessary
- 2) I am generally in favor of expanding LAX for the transportation needs of the local area, as is cost-effective

Russell B. Cheney  
Signature

RUSSELL B. CHENEY  
Print your name clearly

Your Name _____		
Address _____		
Email _____		
	<p>Russell Cheney 5618 Ruby Pl. Torrance, CA 90503</p>	
	<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

90277x2138 38



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Observations over 25 year residency in Venice Beach.

Traffic-

One has to avoid Lincoln Blvd., if on it- one has to calculate any Left turn like a chess game. If on foot, crossing at light OR cross walk is dangerous.

I patronize Lincoln West side merchants without driving on Lincoln. Only patronize merchants on East side of Blvd. if coming from Eastside; use alleys only, not Lincoln.

Noise-

The noise while on 405 or Sepulveda/Rt 1 is horrendous.

Pollution-

Since LAX expansion we have a fine white dust daily on everything inside & out.


Santa Monica Airport is overgrown and until about 2 years ago treated complaint with arrogance; then they got a PR campaign going.




BUT WE NEED STATE AND FEDERAL LAWS RE: LOW LEVEL CRAFT/NOISE/CAPACITY.  
GO REGIONAL AND LEAVE LAX ALONE & DECREASE ITS USE.

*Marc Cavanaugh*  
Signature

Marc Cavanaugh (15 Paloma, Venice Bch

Print your name clearly

Y									
A		MR. MARC E. CAVANAUGH 15 PALOMA AVE APT 502 VENICE, CA 90291-8753	—	—	—	—	—	—	—
E									

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277






I live at the beach, and the noise from planes taking off from LAX is already a nuisance. Marina del Rey's beach is a limited natural resource and deserves protection from the ever-increasing LAX noise. Please, don't let them ruin our beach any more than they already have - enough is enough. Protect the beach!

A. McFadden  
Signature

A. McFadden  
Print your name clearly

Your Name A. McFadden  
 Address 28 Eastwind #4  
Marina del Rey, CA 90292  
 Email \_\_\_\_\_


 Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

90277-2130 30



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*Since 1968 I have lived in Westchester. During those years I have watched a wonderful community shrink and the airport noise and congestion increase dramatically.*

*The airport has consumed about half of beautiful (once) Playa del Rey, by my calculations, and a considerable portion of Westchester.*

*When will we be allowed to feel certain that our homes, businesses, and schools are not in danger of the blight of airport expansion?*



*Sandra Thayer*  
\_\_\_\_\_  
Signature

*Sandra Thayer*  
\_\_\_\_\_  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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Why not expand the use of Long Beach Airport which is as close as LAX and easier to get to.

J. R. Freebairn

Signature

Dr. J. R. FREEBAIRN  
9 Silverbit Ln.  
Rolling Hills Est.  
California, 90274

Print your name clearly

Your Name <u>Dr. J. R. FREEBAIRN</u> Address <u>9 Silverbit Ln.</u> <u>Rolling Hills Est.</u> <u>California, 90274</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*I feel that all homes in impacted area should be retrofitted at LAX expense. At present, any homeowner in the Airport suit of '68 are excluded unless they repay LAX. This is a separate issue - and especially if the plan goes through to expand LAX, homes need to be retrofitted. Inverse condemnation does not equal noise! If there is money to pay for those pillars of light etc, there is money to make life tolerable under the planes! Further info should be sought - the attorneys received one half of the settlement money, yet home-owner is being held responsible for total amount!*

*Terese M. Profumo*  
Signature

TERESE M. PROFUMO  
Print your name clearly

Your Name TERESE M PROFUMO  
 Address 7541 W. 89 St.  
Los Angeles, 90045 Ca.  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD CA  
 88  
 900  
 21 JUN  
 2001

U.S. MAIL

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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*MY FAMILY IS OPPOSED TO ANY EXPANSION OF LAX AIRPORT, WHICH IF PERMITTED FOR THE SPACE OF THE AIRLINES GROW, WOULD ONLY DETERIORATE OUR ENVIRONMENT. WE HAVE MORE THAN ENOUGH PROBLEMS TO COPE WITH - CROWDED SREED FREEWAYS, HIGH HOUSING COSTS, MORE SMOG & DUST. WHICH WOULD ONLY BE AGGRAVATED BY MORE AIRLINES, HIGHER ENERGY COSTS (GAS, ELECTRICITY & WATER) TO ACCOMMODATE THE PROPOSED EXPANSION, & INCREASED NOISE LEVELS IN SURROUNDING COMMUNITIES. UNDERSTAND THE TORRANCE AIRPORT IS ALSO PROPOSING AN EXPANSION OF THEIR FACILITIES WHICH HAS BEEN BITTERLY OPPOSED BY RITE PV TORRANCE, ETC. RESIDENTS IN THE PAST WE KNOW TOO WELL WITH THE OIL REFINERIES CAN DO TO OUR HEALTH.*

*Signature* Robert Walsh Christian Print your name clearly

*What are the effects of jet fuel on our health, vegetation & animals?*

Your Name	_____
Address	Mr. Robert Christian 4 Singletree Ln. Rolling Hills, CA 90274-4130
Email	_____



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277





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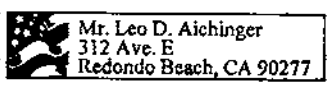
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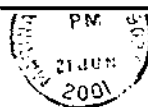
*I concur with your opinions.*


Leo Aichinger  
Signature

Leo Aichinger  
Print your name clearly

 Mr. Leo D. Aichinger  
312 Ave. E  
Redondo Beach, CA 90277

Email \_\_\_\_\_





Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

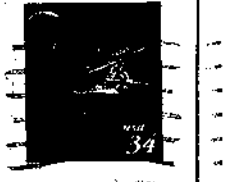
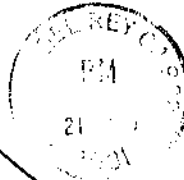
*Mary G. Koch*

Signature

MARY G. KOCH

Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
8811 OCEAN FRONT WALK  
PLAYA DEL REY, CA 90293-7510  
Email \_\_\_\_\_



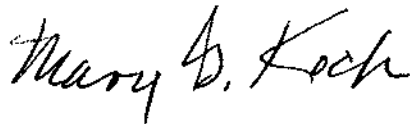
Congresswoman Jane Harman  
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Redondo Beach, CA 90277

90277-2138 38



I am in total agreement with your position supporting a regional airport. As a resident of Playa del Rey for 42 years I have seen the Vista del Mar area bordering the western edge of the airport change from a charming residential community to an ugly trash infested crime ridden barbed wire enclosed wasteland.

During commuter hours Culver Blvd. is choked with cars taking up to 15 minutes to get through the village to Lincoln Blvd. ( a distance of a mile) to avoid even worse airport congestion. Expanding LAX can only make matters worse.



Mary G. Koch

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6/9/01



*Rather than expand LAX or create an El Toro Airport I think we should further develop & expand other existing regional airports such as Long Beach, Ontario, Palmdale, etc. We think that the increased in flights would increase the congestion in the vicinity of LAX far beyond anything reasonable. In addition, the more flights will create more air + noise pollution. All of this degrades our environment. Other areas would probably benefit economically from expanded activity at their airports. We think the LAX area is already saturated with development.*

*Diane Schott*  
 \_\_\_\_\_  
 Signature

ERIC SCHOTT  
 DIANE SCHOTT  
 \_\_\_\_\_  
 Print your name clearly

Your Addr \_\_\_\_\_  
 Email \_\_\_\_\_

Ms. Diane Schott  
 22 Cresta Verde Dr  
 Rolling Hills, CA 90274  
 562-471-1622

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*I think the burden of aviation should be shared by distributing the benefits and burdens with other areas. Calmdale and Ontario are the likely spots. The congestion is great enough now - too much to even drive to Westchester. My friends living in Inglewood have planes coming in directly and their house and the noise is awful. They haven't been able to grow tomatoes for years now due to pollution. My daughter teaches piano in her home in El Segundo and the noise is awful now without adding more to it. L.A.X. should not be expanded. The congestion now is at its peak as is the pollution and noise. The planes now don't go out over the ocean, many cut across town and over the refinery. Calmdale + Ontario would help our traffic and clear for people to fly out from their area. No expansion at L.A.X. Taking off is unsafe now.*

*Vlasta Ping*  
Signature

VLASTA PING  
Print your name clearly

Your Name	Mrs. Vlasta N. Ping	 
Address	418 E Grand Ave. El Segundo, CA 90245	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*Because of previous commitments we were unable to attend the June 9 hearing on LAX expansion. We are unalterably opposed to further LAX expansion until other areas, including Orange County assume their fair share.*

*We live in Westchester and our area has done its share. We do not need more traffic, noise and pollution, and the loss of our identity. We would lose a good part of our business section and more homes under the LAX Master Plan.*

*Thank you for your opposition to this airport expansion plan.*

*Edgar H. Fickenscher  
Katherine E. Fickenscher*

EDGAR H. FICKENSCHER  
KATHERINE E. FICKENSCHER



Signature

Print your name clearly

Your Name: [REDACTED]

EDGAR H. FICKENSCHER  
KATHERINE E. FICKENSCHER  
7416 STEWART AVE.  
LOS ANGELES, CA 90045-1048

Email: enkfickenscher@earthlink.net

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*I feel that there are many other places in the LA area (LA and surrounding counties) that an additional airport could be built. Those outlying communities need an airport closer so that they wouldn't have to drive and add to the pollution + traffic. Such areas as Lancaster and Justin (or Joro) are prime places for additional airports. An expansion of LAX would affect traffic through my area, more noise if more aircraft coming in, and generally more congestion. It is not the best plan... and I oppose it!*

*Kirsten Wald*  
Signature

Kirsten Wald  
Print your name clearly

Your Name \_\_\_\_\_  
 Address **W** Kirsten Wald  
 7877 Airport Blvd  
 Los Angeles, CA 90045-3112  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD  
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 18 JUN  
 2004

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ADOLPH SOCFWELL

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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PLEASE EXPAND THE AIRPORT. WE NEED THE ECONOMIC GROWTH IT WILL BRING TO THE SOUTH BAY AND L.A. — WHEN YOU EXPAND THE AIRPORT, PLEASE HAVE THE GREEN LINE GO INTO THE AIRPORT. SO PASSENGERS CAN USE IT FOR A DIRECT LINK FROM OUTLYING AREAS. P.S. PLEASE KEEP OUT OF THE ENERGY BUSINESS.

*Frank Kraus*  
Signature

FRANK KRAUS  
Print your name clearly

Your Name	_____	
Address	FRANK & RANCY KRAUS 5204 LEE ST. TORRANCE, CA 90503	
Email	_____	
		Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277

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The politicians in favor of LAX expansion do so for only one reason: greed. They are in business with big businesses. LAX is shortsighted and terminal. The traffic on the 405 is already unbearable with speeds averaging 15 mph most days! We live in Westchester, and our lawn furniture is filthy from the pollution. The least amount of flights (additional) per day would be an extra 2000 or 100 per hour. People have to drive from an 80 mile radius for international and more domestic flight choices! Give the outlying airports the convenience their residents deserve. Don't overtax LAX anymore. Nobody wins. Don't let the airlines + businesses who stand to profit run this show. None of your constituents wants this. To have ugly cargo areas replace the small businesses and last open spaces of Westchester would be disgrace.

*Lori R Indgin*  
Signature

LORI R INDGIN

Print your name clearly

Your Name	Lori Indgin
Address	7937 Agnew Ave Westchester CA 90045
Email	



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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Dear Congresswoman Harman:

It was with the greatest delight that I received this mailing from you, stating your views on So. California airport development, and especially those concerning LAX. The ordinary people (and voters) of the South Bay and west side areas are given a little hope that someone, somewhere in government is listening to us rather than just to the big money NIMBYS of Orange County and the downtown L.A. special interest groups. Many people in our area feel that the die is already cast on a bigger LAX which may explain the lack of voter response at the city and county levels on this issue.

Please keep up the good fight for us. And PLEASE don't let those fine former military runways in Riverside and Orange counties go to waste. Thank You,

*Jack W. Corrick*  
Signature

Jack W. Corrick  
Print your name clearly

Your Name <u>Corrick</u>	 
Address <u>P.O. Box 3113</u> <u>El Segundo, CA 90245</u>	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

PC03077

June 17, 2001

Dear Congresswoman Harman:

To follow up on the short note I placed on your response form:

No one wants to live next to an air port or under its flight path. Nor do they want a 2 hour drive on a congested freeway to an overcrowded terminal for a delayed 55 minute flight. So something has to give. As with the energy problems the basic issue is an ever expanding population. Just as we cannot simply conserve our way out of the energy problem, we cannot force all of air transportation "eggs" into one overcrowded basket. There must be a many faceted solution to both of these problems.

Sooner or later the political leaders at all levels of government for Southern California are going to have to stand up and tell the NIMBYS and their more rabid environmental allies: Hey look around, what about this growth that is a burden for ALL of us. Why should you have your own little utopia at the expense of other segments of the population? We must expand in all areas or strangle and die on an outdated and overcrowded infrastructure.

Already those of us living on the boundries of LAX feel the rise in traffic not only the numbers flights but the car and most especially the truck (for mail and airfreight) congestion on our streets. Just look at the Sepulveda Blvd. off ramps for the 105 freeway, or the intresection of Aviation and Imperial Hwy. on any afternoon. So we cannot even begin to think about what an expanded LAX would bring to us.

The wonderful L.A. city transit planners along with the Dept. of Airport planner's spent hundreds of Millions on transit, yet there is no DIRECT rapid transit (Non Bus) route from the LAX passenger terminal to downtown L.A. or any other major business area. Their only answer for an expanded LAX, is more car, bus, and truck traffic on improved (read even larger) streets.

Ontario Airport, the former Norton and March Air Force bases, are on existing rail lines. The population growth is there, let them expand. Or at the very least, shift the airfreight and mail traffic there. And of course Orange County should share in the passenger traffic growth. (After a guy wrote to a local paper the idea of an Orange County surtax for LAX usage became very popular with us.) El Toro is on a passenger rail line, you can get from

PC03077

[2]  
there to L.A. Union Station faster than from our  
unexpanded LAX.

As for the economic impact the demise of the aerospace industry in the Southbay, and NAFTA, have caused a real decline in middle and upper class employment. All business in our area has felt this decline and have cut back to match it. You can look at the parking lots of the remaining plants or the empty sites of the former ones and see the real economic story. I don't think that anyone believes that the congestion brought on by an expanded LAX coupled with an uncertain energy future will bring an economic upturn to the southbay.

Thnak You, and your staff, for giving me a chance to express my views on this issue.

Sincerely,

*Jack W. Corrick*

Jack W. Corrick  
P.O. Box 3113  
El Segundo CA 92405-8213

PC03077

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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## WHAT DO YOU THINK?

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*I feel that an expansion of LAX would have a great impact on the South Bay area where I live. When I visited London, England, I took a train to center of London. It took about an hour, was inexpensive, what about an airport in Palmdale? Inexpensive, fast train to various areas in L.A. We don't want or need more traffic, air pollution, airplane noise over our beaches.*

*Maxine Schilla*      **STOP EXPANSION**


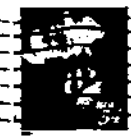
Signature

Print your name clearly

Your Name M. SCHILLA

Address 1616 MORGAN LN  
REDONDO BEACH, CA 90278

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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June 14, 2001

Dear Jane Harman,  
I know in my heart that the LAX Master Plan will cause the same stress, pollution, congestion, noise and dangers to my community as my friend in Manhattan Beach is currently suffering on a daily basis. She wears ear plugs to bed and her complaints to the powers that be are side-stepped on a routine basis. Her home is abnormally dusty and the low flying aircraft range from the supersonic to helicopters and two engine machines toting advertising banners. She has no peace. If you lay on Manhattan Beach with your ear to the sand you can detect a loud rumble in the ground. I did so last summer. It is the sound of the mammoth cargo planes warming up and awaiting take-off. It is a chilling experience.

Melva Morrow

MELVA MORROW

Signature

Print your name clearly

Your Name M. MORROW  
 Address 23714 Walter Ave  
Jarvis, CA 90501  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD  
 JUN 14 9 00 AM '01

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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Dear Jane,

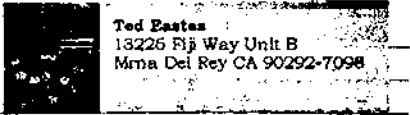


I would not be effected nearly as badly if the train had direct access to the terminals and our surrounding roads were not clogged with shuttle buses, vans, taxis, and other ~~car~~ cars dropping off and picking up passengers, who could otherwise <sup>conveniently</sup> use public transportation to and from LAX terminals. Do the right thing!

*Theodore W. Eastes*

Signature

THEODORE W. EASTES

Print your name clearly

 <p>Ted Eastes 13226 Fiji Way Unit B Mirna Del Rey CA 90292-7098</p>			
<p>Email _____</p>			
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>			

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*Twenty years ago I thought I found a nice quiet home in a nice quiet "Bedroom Community". I now share my bedroom with 747, 707, 737 and any other plane that lands at LAX! You now want me to share it with even more planes?*

*Patricia Kellems*

Signature

Patricia "PAT" Kellems

Print your name clearly

Your Name			
Address	<div style="border: 1px solid black; padding: 2px;">  <b>P. Kellems</b>                  6015 W. 86th Pl.                  Los Angeles, CA 90045             </div>		
Email			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*I Live in the Manhattan Village gated community. Right now my home is not in the flight pattern of LAX. My concern about expansion is ending up under the landing pattern that results in a decrease in my property value.*

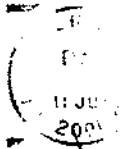

Signature \_\_\_\_\_

Print your name clearly \_\_\_\_\_

Your Name \_\_\_\_\_

Address \_\_\_\_\_

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Congresswoman Jane Harman  
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*I WOULD ONLY VOTE FOR A REGIONAL APPROACH TO AIRPORTS PROVIDING A MASTER REGIONAL TRANSPORTATION PLAN IS APPROVED AND FUNDED, I.E., LIGHT RAIL, CONTINUE GREEN LINE TO LAX, HIGH SPEED RAIL BETWEEN PALMDATE, LAX, ONTARIO, ORANGE COUNTY & DOWNTOWN L.A. ALSO, THE POSSIBILITY OF MAKING PALMDATE THE CARGO HUB AIRPORT. WHAT WE DON'T NEED IS MORE BUSES. TAKE A GOOD LOOK AT OTHER CITIES THAT HAVE LIGHT RAIL GOING DIRECT FROM THE AIRPORT TO DOWNTOWN!*

*William F.H. Zersen*  
Signature

WILLIAM F.H. ZERSEN  
Print your name clearly

Your Name <u>W. ZERSEN</u> Address <u>29641 S. WESTERN #211</u> <u>RANCHO PALMS VERDES, CA 90275</u> Email <u>WZERSEN@EARTHLINK.NET</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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Please do not enlarge LAX or its capacity,  
Please increase utilization of other airports:

Burbank, Ontario, John Wayne.


I live in a quiet beach community  
about 6 miles from LAX. Our density,  
traffic + pollution is problematic enough  
without aggravating these problems by enlarging LAX!

Thank you.

*Christine R. Jones*  
Signature

Christine R. Jones

Print your name clearly

Your Name <u>Christine R. Jones</u> Address <u>518 So Broadway</u> <u>Redondo Beach, CA 90277</u> Email <u>chrisjmp@aol.com</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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Congresswoman Jane Harman:  
I definitely <sup>do</sup> not like to see the  
LA airport expanding any more!

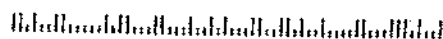
Richard K. Lee

Signature

RICHARD K.O. LEE

Print your name clearly

Your Name <u>R.K.O. LEE</u> Address <u>3909 W 231 PLACE</u> <u>TORRANCE, CA 90505</u> Email _____	 
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*I am in favor of the suggested regional development approach, but not at the expense of expansion. LAX congestion in the air and on the ground must be improved. That is #1 priority.*

*[Handwritten Signature]*  
\_\_\_\_\_  
Signature

Robert Koch  
\_\_\_\_\_  
Print your name clearly

Your Name <u>Robert Koch</u> Address <u>645 Paseo de la Playa # 208</u> <u>Redondo Beach 90277</u> Email <u>RVMKoch@SEARThLINK.NET</u>	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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IN MY VIEW, THERE ARE FEW "FACTS" PRESENTED ABOVE... TO WIT:

- (1) GOVERNMENT STUDIES (E.G., FOR COMMUTER RAIL SYSTEMS) ALWAYS (a) OVER-STATE THE BENEFITS AND (b) LOW-BALL THE COST ESTIMATES;
- (2) YOUR POPULATION GROWTH ESTIMATES ARE MEANINGLESS, SINCE THEY ARE DRAWN FROM VASTLY DIFFERENT BASES (E.G., SOUTH BAY VERSUS RIVERSIDE COUNTY); WHAT ARE THE PERCENTAGES?
- (3) YOUR LAX-DENVER PRICE TAG PROJECTIONS ARE UNDOUBTEDLY NOT ADJUSTED FOR INFLATION; IN REAL DOLLARS, DENVER MAY HAVE COST MUCH MORE PER MAP.

THE LAX EXPANSION PLAN IS EXTREMELY SHORT-SIGHTED: THE LAND AVAILABLE FOR RUNWAYS, TAXIWAYS, TERMINALS, PARKING, ETC., IS ABSOLUTELY LIMITED, AND TRANSPORTATION SERVICES ARE SO POORLY PLANNED (LOS FREEWAY, LIGHT RAIL, BUSES, ETC.) THAT IT WILL BE AN UNMITIGATED DISASTER FOR THE SOUTH BAY

*James V. Halloran III* Signature

JAMES V. HALLORAN III Print your name clearly AND WEST SIDE.

Your Name	JAMES V. HALLORAN III	 
Address	612 S. GERTRUDA AVE. REDONDO BEACH, CA 90277	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*Traffic, Traffic, Traffic!*

*KSQ*

Signature

*Kathryn S. Quiring*

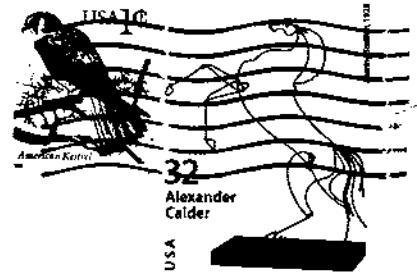
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

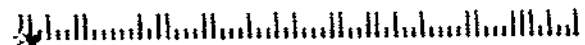
Email \_\_\_\_\_

*KSQ*  
Kathryn Quiring  
4315 Redwood Ave Apt 3  
Marina Del Rey, CA 90292



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC03088



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Dear Congresswoman Jane Harman,  
 We have lived in PDR. for 4 1/2 years & already notice increased noise since we moved in. If LAX expands the noise will be constant & larger planes would mean louder noise. Our hearing is on one, would be affected & enjoying our outdoor yards would be difficult. My 4 year old already suffers some asthma symptoms with increased pollution would certainly affect. I wonder if this property already affects as large. I've been told that many children living near the airport suffer the same symptoms.  
 The wetland preserve will surely be affected with increased noise & pollution also. The traffic is already horrible <sup>additional</sup> will be increasingly worse as Playa Vista of the Marina del Rey project progresses. Adding airport traffic will be a disaster. Continue on pg. 2<sup>th</sup>  
 Tracy Delaney  
 Signature

TRACY DELANEY  
 Print your name clearly

Your Name Tracy Delaney  
 Address 790 W. 83rd St  
Playa Del Rey Ca 90293  
 Email \_\_\_\_\_

RECEIVED  
 JUL 23 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

90277+2136 38

Bottom line, expanding L.A.X. will effect the health of all those in the surrounding communities. It will also effect the health of the environment including the wetland preserve, the beaches & marine life.

The Playa Del Rey, Westchester & El Segundo communities are all very family oriented with many young children. These cities have been wonderful places to raise children. The neighborhoods are well kept & reasonably safe for being a part of L.A. Expanding L.A.X. would drop the property values & make these communities much less desirable. L.A. needs safe communities to raise their children. We should be proud of these communities & support them not destroy them.

Palm Dale & Ontario & Orange County including El Toro should pick up the expansion. L.A. should not have to handle their growing populations - especially Orange County.

I understand that Palm Dale would like the cargo portion of the business. L.A. shouldn't be so greedy!

Please help, my family will personally be effected, & our community would be changed in a negative way.

The Delaney Family  
7901 W. 83rd St  
Playa Del Rey Ca 90293

Thank you,  
Jimmy & Paul Delaney  
PC03089

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*I think each region should have its own airport, it would eliminate traffic from LAX etc. and air pollution.*




*Do NOT PUT MY NAME ON ANY LISTS*

*Annette Morton*

Signature

ANNETTE MORTON

Print your name clearly

Your Name		 
Address		
Email		
Mrs. Annette Morton 20010 Talisman Ave. Torrance, CA 90503-2144		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

We, in the Lunada Bay community of Palos Verdes Estates - will be greatly affected - We do have some airport noise now and we do have increased pollution due to all the planes that have their flight pattern going over our community in its path - This will make our area less desirable to live in and therefore have a negative effect. We have often had to call and complain about helicopter noise and their flight patterns also -

Manna Kennedy  
Signature

Manna Kennedy  
Print your name clearly

Your Name Kennedy  
Address 2813 Via Rivera  
Palos Verdes Est CA  
Email skennedy@a.com.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



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NO-EXPANSION

Ernest Gasperi

Signature

ERNEST-GASPERI

Print your name clearly

Your Name Address Email	  <p style="text-align: center;">                     ERNEST GASPERI                      8406 TRUXTON AVE                      LOS ANGELES, CA 90045-3921                 </p>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*Dear Congresswoman Harman:*  
*The airport "Master Plan" may be a bad idea, but I am far more concerned about the corruption and incompetence levels of the LAPD, and the fact that they are turning my beloved city into a "police state." If some justice could be initiated in that direction, you would have my support in all your endeavors.*

Signature

*Olga Matlin*

Print your name clearly **OLGA MATLIN**

Your Name <u>OLGA MATLIN</u> Address <u>Box 1109</u> <u>Venice CA 90294</u> Email <u>doubleogreen@balt.com</u>	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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What do I think? I think what LAX wants  
LAX will get.

EX Delaine Flacy Resident

Delaine Flacy

---

Signature

DELAINÉ FLACY

---

Print your name clearly

<p>Your Name _____</p> <p>Addr  Delaine Flacy _____          575 19th St. _____          Hermosa Beach, CA 90254 _____</p> <p>Email _____</p>		
<p>Congresswoman Jane Harman              811 N. Catalina, Suite 1302              Redondo Beach, CA 90277</p>		





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I would like to see the Hawthorne airport included in ANY LAX expansion plan. Its proximity to LAX and runway length make it a prime candidate for a commuter reliever airport.

*WH Allen*

Signature

*WH Allen*

Print your name clearly

Your Name WH Allen  
Address P.O. Box 2083  
Manhattan Beach CA  
Email bill.allen@adelphia.net



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*We are for the necessary expansion as a regional plan since a healthy economy needs it.*



*We believe that the impact on traffic & pollution can be managed by linking LAX to the public trains (METRO subway) right to the terminal.*

  
Signature

*MARCO PANETTA*

Print your name clearly

Your Name	Marco & Angela Panetta	
Address	429 Manhattan Ave. Hermosa Beach, CA 90254-4523	
Email	MARCO-PANETTA@YAHOO.COM	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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I HAVE LIVED IN MANHATTAN BEACH SINCE THE MID 1950'S, AND HAVE LIVED IN THE NORTHWEST PORTION OF THE CITY FOR THE PAST 20 YEARS. AS I WRITE THIS LETTER I CAN HEAR THE CONSTANT NOISE FROM THE AIRPORT WHICH SEEMS TO INCREASE WITH EACH PASSING YEAR. I LIVE SEVERAL MILES AWAY. THINK OF THOSE WHO LIVE MUCH CLOSER IN THIS HIGHLY POPULATED AREA. THE NOISE AND AIR POLLUTION FROM WHAT HAS BEEN IDENTIFIED AS THE DIRTIEST COMPUTER IN THE STATE SHOULD NOT BE ALLOWED TO EXPAND FOR THE OBVIOUS IMPACT ON THE PEOPLE WHO LIVE AROUND IT. I WAS HERE FIRST!

*Brian Bellinck*  
Signature

BRIAN BELLINCK  
Print your name clearly

Your Name _____	 
Address _____	
_____	
Email _____	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*The noise and pollution would increase - we already have straying planes too low over Man. Bch. I taught in El Segundo Schools some years ago and the noise and pollution were awful. It would cause enormous traffic jams. Traffic is already a mess. It would seem to me that folks out in the valley areas where the other possible sites are would appreciate being closer and with less planes than less noise, etc. We just cannot enlarge LAX.*

*Barbara Hammer*

Signature

**BARBARA HAMMER**

Print your name clearly

 <p>Mrs. Barbara Hammer 2204 Manzanita Ln Manhattan Beach, CA 90266</p>	 <p>MANHATTAN BEACH, CA PM 15 JUN 2001</p>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		

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*We have lived in the Westchester Community since 1951. The impact of LAX on this area has been tremendous - not good. The expansion plan now proposed will only make it 100 times worse. The traffic on Lincoln, Sepulveda and the 405 Freeway is way too much due to airport traffic. Our carpets get so dirty from trucking in black soot that is on our sidewalks and driveways that we have to have them cleaned far too often. The planes are taking off all night long. We live just north of the airport - south of Manchester + west of Lincoln on 88th place.*

*E. Jacquelyn Heyman*  
Signature

*E. JACQUELYN HEYMAN*  
Print your name clearly

Your Name \_\_\_\_\_  
 Address   \_\_\_\_\_  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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Please do not permit more growth at LAX and its vicinity. Let each of the counties have their own major airport.


Thankyou,

M Bhuit

MARINA BHUMITRA

Signature

Print your name clearly

You Ad:  Marina Bhumitra 13 Buggy Whip Dr Rolling Hills CA 90274-5008 Encl: _____	_____ _____ _____
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*I chose to live in Manhattan Beach instead of El Segundo because I didn't want the noise pollution. Now, this expansion will bring a lot of undesirable pollution!*

*Julie Profet*  
Signature

Julie Profet  
Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
**JULIE PROFET**  
 1301 Lynngrove Dr  
 Email Manhattan Beach, CA 90286  
 310 545-5753

MANHATTAN DEL REY CA 90286  
 RM  
 16 JUN  
 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

Gerald Dageford  
532 21st Street  
Manhattan Beach CA 90266

Count me in among the Anti LAX Expansionists  
for the reasons set forth in your newsletter.  
I favor a regional approach instead.

Sincerely

Gerald D. Dageford  
Signature

GERALD D. DAGEFORD

Print your name clearly

Your Name	<u>Gerald Dageford</u>
Address	<u>532 21st Street</u> <u>Manhattan Beach CA 90266</u>
Email	_____

11 JUN 2001  
20

Congresswoman Jane Harman  
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*I am enclosing a letter I wrote in 1969 to the L.A. Times. I believe it was - another called "The Rape of Westchester" was printed locally. To once again go through this, only more severely with Parks, Libraries, Municipal buildings, Senior Centers and everything else we have built here is like moving us to a far far land. The noise - all day & all night mostly because of the freight planes is intolerable - you can't sleep, our health is affected. Can't open windows & hear in your house - summer is especially bad. The bird bath had so much diesel fuel on it I quit watering the birds. My plant with water around it is the same. we are dying here and I hope you care. I have a heart condition, asthma, other health problems, irritated air this pollution, never mentioned. I can't drive the 405 + put on my headphones for time. How to get to me who in Santa Monica 10 miles*

*E. MURRIEL M. OAKES*  
 Signature: *E. Murriel M. Oakes* Print your name clearly: *E. MURRIEL M. OAKES*

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

*E. Murriel Oakes*  
 8124 Westlawn Av  
 Los Angeles  
 CA 90045

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

We moved here in 1952  
2 blocks North of Manchester  
1 mile W. of Sepulveda Blvd.  
One North of the North Runway -  
that wasn't there, then.  
8124 Westlawn Ave.  
Los Angeles Calif. 90045  
March 19, 1969

Dear Editor:

It is a growing opinion with me that a new militant organization is growing-----the militant tax payer. He is sure to turn down every bond on the April ballot, and with good reason.

He has been a patient fellow, this taxpayer, but he can surely find better ways to spend his money than replacing fire gutted schools, and vandalized school property that amounts to millions of dollars.

He is not the overflowing bunt of excess money the politicians think. He has given up new cars, clothes, that color TV he's wanted for years, even dental and medical ware, he and his family should have, to hang on to that little piece of property called "home".

He must have been long asking himself why he must continue to pay and pay, while the School Board throws money away with both hands. He must grow quite enraged as he sees them make political decisions first, not those concerning the welfare of his children's education.

Yep, he and we have grown militant as the Airport like a giant octopus closes this school, threatens that one, makes study impossible in a dozen more, pollutes the air with the belch of noxious gases from it's jet's giant engines. And deafens the children, our little kids sitting helplessly while the monster grows and devours, and our politicians play the grand sonata, "You scratch my back, and I'll scratch yours."

Yep we are militant. If the Airport is allowed to drive us from our homes by destroying the schools, forget it chum, we'll go to the desert, and let the loveliest piece of residential homes in Westchester become a high rise apt area, a manufacturing mesa; a terminal for \$\$\$\$ hungry politicians to see with satisfaction, the tourists have a ride from the airport to their places of businesses down town.

But you want us to pay the bill too, mister, and to that I say, it's a little too much. Many of you have become millionaires when this area was bean fields and you put up a few cracker box houses for us to buy. Now you want those back, from us pawns, and you want to play another game. How often we hear "It has always been in the greater Westchester Plan" as if that made it the 11th commandment. I say then, that some of the developers on both levels are nothing

*a world famous  
Allergist says  
kids all want  
to see "one  
jet" taking  
off "puts so  
much pollution  
in the air as  
10,000 cars  
running  
24 hours!  
Count them!  
one taking off  
every 3 minutes!  
where is the  
A Q M D?*

but  
fraudulent thieves, crooks and miserable liars. I hope as they cavort among the hoo socially, and are touted in the biggest papers as Society and business leaders, that we view them for what they are, crooks, who operate inside the law if they can, and outside of it if it can be undetected, and to their advantage.

I say let the Airport ~~build~~ pay the cost of replacement of schools, let them sound and air profit them. Let them figure out what is supposed to be happening to their little ears and lungs when the stint in school is over, if they live across the street.

I submit to you that none of these hardbitten dollar ravenous scavengers gives a damn. He will go on draining and ruining this community and asking the taxpayer to pay for it as long as we all shall stick it out here, and when at last emphysema, bronchial asthma and deafness ~~hit~~ of our children have driven us from this lovely (once) community, then let the buzzards fight over the remains. I'm sure it is all in the Greater Westchester plans.

6/15/01  
Yesterday I was told of a Patron who the airport has forced from her home & paid her bare subsistence. This is a repeat of the 5000 forced out before.  
The airport has begun & is on its way with their plan, without any environmental survey. No one there is ever responsible.

Please, Jane Harman, you asked, please do all you can to develop Palm Dale with a fast train to L.A., look at the thousands of homes out North of L.A. and make Orange Co. develop El Toro air base. Fix them to fly from  
PC03104

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

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Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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I think incentives to use Ontario, Palmdale and Burbank and Long Beach would make a lot of sense.



*Barry D'Loth*

Signature

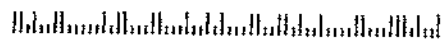
BARRY D'LOTT

Print your name clearly

Your	BARRY D'LOTT	—	
Add	P.O. BOX 302	—	
	TORRANCE, CA 90507	—	
	(714) 665-8314	—	
Email	_____		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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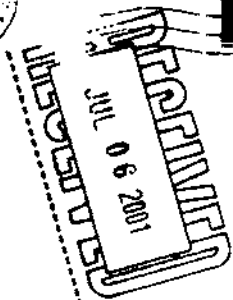

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*My family & I are opposed to the LAX Master Plan. We feel that the traffic & pollution & noise burden should be distributed amongst the regional airports in Orange, San Bern., & Riverside Counties. If the master plan is implemented, we would consider moving from Westchester. Traffic is becoming unbearable with the development of Playa Vista, (on Lincoln Bl.) & will only get worse with the LAX master plan buildout. And on some days the smell of Jet fuel pervades the air as far as 83rd St & Lincoln Bl. Please Please no LAX Master Plan!!*

*K. Nau*  
\_\_\_\_\_  
Signature

Kara Nau  
\_\_\_\_\_  
Print your name clearly

Your Name <u>K. Nau</u> Address <u>8338 Attavan Ave</u> <u>LA CA 90045</u> Email _____	  
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*I oppose the expansion of LAX since the noise of jet and smaller planes flying over the Pelon Verde Peninsula after leaving LAX affects the sleep of residents and their daily activities. The regional airports would serve their communities growing needs for convenient air travel.*




*I commend you for your efforts in favor of regional airports and the needs of the residents of the South Bay.*

*Irma Remstein*

Signature

IRMA REMSTEIN

Print your name clearly

Your Name <u>REMSTEIN</u>	 
Address <u>30041 VIA RIVERA</u>	
<u>R. P. V., CA 90275</u>	
Email _____	
	Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277

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Sorry I do not understand the implications of your LAX vs Denver statistics.  
However, the benefits as well as the disturbances of more air fields should be shared by all equally if possible.

We should encourage progress and development.


*Harold Fenton*

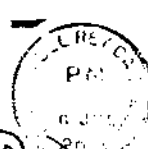
Signature

HAROLD FENTON

Print your name clearly

Your Name: HAROLD L. FENTON  
Address: 32267 PHANTOM DR, RCH PALOS VERD, CA 90275-6110  
Email: BAGMANTOD @ JUND.COM

Please 



**RECEIVED**  
JUL 03 2001  
U.S. AIR MAIL

Congressman Dennis Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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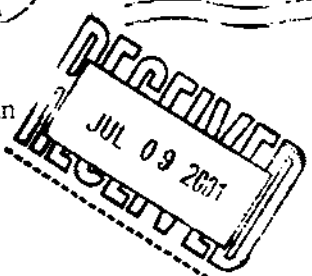
*Please STOP the LAX expansion!  
Move LAX to Palmdale!  
THANKS!*

*Julia Trotter*  
Signature

*JULIA TROTTER*  
Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*No expansion of LAX.  
The traffic on I 405 & I 105 is super saturated.  
No more room for landing passengers.*

*R. Koga*



Signature

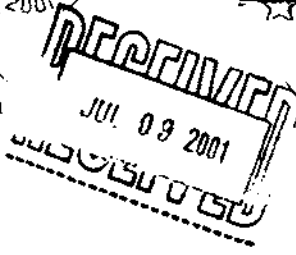
R. KOGA

Print your name clearly



Center for Marine Conservation  
PROTECT OCEAN LIFE  
R. Koga  
7325 Ogelsby Ave.  
Los Angeles, CA 90045-1356



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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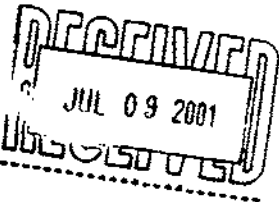
*The approval of plans for the Playa Vista development will compound traffic problems in itself. Add that traffic burden to that already impacting the freeway and arterial routes in the South Bay and Westside communities, and the result will be gridlock. Even without airport expansion, growth in this area is overwhelming the transportation infrastructure. Given that local governments seem disinclined to recognize and address these growth-related issues, it becomes more important to look at the bigger picture, and propose a regional solution to air traffic needs.*

*Mitchell Lambert*

Signature

*Mitchell Lambert*

Print your name clearly

Your Name <u>Mitchell Lambert</u>	 
Address <u>716 Pine Drive</u> <u>Torrance, CA 90501</u>	
Email _____	
	Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277

PC03111

	International Airport	International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.	39 MAP in 2000. 55 MAP capacity.
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I totally support your regional plan. This is the only one that makes sense. We have already shouldered more than our fair share of the burden of traffic, noise and pollution in this area. With the additional traffic and pollution from the Playa Vista development in our area, we will either be trapped in our homes or driven out of this area completely. The quality of life, from Santa Monica to Palos Verdes, is becoming unbearable. If it continues to deteriorate, my husband and I will be leaving.

*Quila H. Creig*  
 \_\_\_\_\_  
 Signature

QUILA H. CREIG  
 \_\_\_\_\_  
 Print your name clearly

Your Name <u>QUILA H. CREIG</u> Address <u>8110 Redlands Rd #307</u> <u>PDR, CA 90293</u> Email <u>alshakibo@hotmail.com</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

International Airport

vs.

International Airport

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Expanding LAX will increase plane noise over my Redondo home + clog up already crowded surface streets around the airport. Let people in the valley + OC expand their own airports - reducing traffic to + from LAX!!!

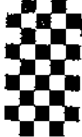
*Renee Afshar*  
Signature

Renee Afshar  
Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# WANDA H. DAVIDSON

## FAX TRANSMITTAL

Phone 310-540-9680  
FAX 310-316-6609

**TO:** Congresswoman Jane Harman  
**FAX #:** 310-372-1600 / 1622  
**FROM:** Wanda Davidson  
**DATE:** June 9, 2001



**Number of page including cover:** 1

**MESSAGE:** Please include my name as one who supports your position on the LAX Master Plan. I feel LAX has expanded further than its capability now. There are other areas that can be explored. The problem is they will not put money in the local governments pocket. LAX can be turned into an International Airport only and we can go to Palmdale, Ontario, Long Beach or Orange County for local flights.  
I am sick of hearing the big jets making their turns at night. I try to go to sleep anywhere from 12 or 1 a.m. and can hear them. I live in Torrance and its bad enough with the local airport. My house is now located in their takeoff pattern. I do not wish to compound the situation with the LAX Master Plan.  
Thank you for your support.

Wanda H. Davidson  
21421 Marjorie Ave.  
Torrance, CA 90503

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I agree with you on the Master Plan for LAX. I oppose it! It is obvious the airport expansion will result in more traffic, noise & pollution!

I would like to see the 'fere' the airport pays the city increased! The airport can surely afford it & the city can use the money.

*Jill Prestup*  
Signature

JILL PRESTUP  
Print your name clearly

Your Name: JILL PRESTUP

Address: 24165 GLENCOE AVE.  
VENICE, CA 90291

Email: \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Dear Mrs. Harman,

I agree that LAX cannot take the burden of So. Calif. aviation needs. I support your regional plan. I have lived in Playa del Rey since 1972. The increased traffic on the north runway already awakens us at night and prohibits us from enjoying the patio. The 405 freeway has become a parking lot. Our quality of life has greatly diminished because of the noise and traffic.

When picking up a relative at LAX last week it took 45 minutes to drive one loop. Please fight for regional relief.



Karen Nelson

Signature

Karen Nelson

Print your name clearly

Your Address \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

90277-2138 38



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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DEAR CONGRESSWOMAN HARMON,

I AM A SUPPORTER OF YOURS. LAX EXPANSION - IS NOT IN THE BEST INTEREST OF OUR COMMUNITY - FOR A MYRIAD OF REASONS - INCLUDING THE PLAYA VISTA IMPACT WHICH WILL CHUKE THE RESIDENTS IN EVERY WAY. I FAVOR A REGIONAL AIRPORT PLAN. (SEE NOTE BELOW)

*Lillian Fiore*

Signature

LILLIAN FIORI

Print your name clearly

Your Name	PLEASE do NOT PUBLISH my NAME OR GIVE my NAME & address to ANY OTHER ENTITY - Thank you 27.	Please use Postage Here
Address		
Email		

3218 Ely Way  
MIR CA

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

FAKED AND 6/10/01

PC03117



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My husband & I are against the proposed LAX expansion. We live just a couple of blocks from the beach and are already bothered by planes approaching & taking off along the shoreline. Many nights jet engine noise wakes me up out of a sound sleep. I feel the other airports are underutilized & expansion at these airports could address the need for increased flights.

Danna M. Weidner

Signature

DANNA M. WEIDNER

Print your name clearly

Your Name D. Weidner & T. Cash  
Address 531 Camino de Encanto  
Redondo Bch, CA 90277  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*THE LAX AREA IS ALREADY OVERCROWDED AND OVER CONGESTED. FUTURE AIR TRAVEL GROWTH SHOULD BE DIRECTED TO REGIONAL AIRPORTS, AND AWAY FROM THE DENSELY POPULATED WEST LA-SOUTH BAY AREA.*



*Gregory A. Miller*

Signature

Gregory A. Miller

Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 Email \_\_\_\_\_

Please  
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*We agree with you. Each area needs to accept its own share of the load. Orange County, Ontario & Palmdale/Landcaster and Santa Barbara/Ventura need to expand so their residents don't have to drive so far for airline transportation. And especially El Toro must be converted into a commercial airport since there are so many restrictions on John Wayne Airport.*

*Laurie Anderson*

Laurie Anderson

*Keith Anderson*

Keith Anderson

Signature

Print your name clearly

Your Name LAURIE & KEITH ANDERSON  
 Address 2600 VIA VALDES  
PALOS VERDES EST, CA 90274  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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THE QUESTION IS TOO SIMPLISTIC FOR A SERIOUS ANSWER AND AS I WILL NOT BE INVOLVED in just adding to the obvious reply, let us move on to the more realistic issues. As every rational person would support a cessation of build out at LAX, what is there left to do? How about a referendum? Let those people who would be affected respond. The results are pre determined. Who supports the expansion of LAX? LAWA and possibly FAA, no one else of any stature. COULD YOU KINDLY TELL ME WHAT THE QUALIFICATIONS ARE OF Jim Ritchie? What is his educational background? What is his industrial experience? What does he propose as the plan if his expansion is rejected? CAN WE GET RID OF HIM BY EITHER FORCING HIS SUPERVISOR TO FIRE HIM? I am certain that his is a non elected job. As I said in the Easy Reader letter and to which you kindly replied, the options are for visionaries, No Stop Gap measures, but long term, Palmdale with a connecting MAG LEV TRAIN is

*Ira Wallis* signature

*but I thought*

Print your name clearly

*IRA WALLIS*

Your Name IRA WALLIS  
 Address 305-18 ST  
MANHATTAN BEACH, CA 90260  
 Email polyneas@metzero-net

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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International Airport

Vs.

International Airport

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I agree that LAX expansion should be limited and other airport sites pressed into service. On the other hand, some expansion must be expected and the access to LAX significantly improved by bus, rail etc. Our location is not affected by traffic, pollution or noise.

Robert Pilmer

Signature

ROBERT PILMER

Print your name clearly

Your Name ROBERT PILMER  
Address 7005 CHERTY DR  
RANCHO PALOS VERDES  
Email RG.PILMER@CS.COM

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*LAX Master Plan would increase noise and pollution in Hermosa Beach caused by take off "cheaters" to the present rules for east-bound flights.*

*A regional airport plan makes far more sense as a solution to the problem.*

*Robert A. Hicks*

Signature

*ROBERT A. HICKS*

Print your name clearly

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It is painfully obvious, that the architects of the LAX Master Plan have tunnel vision. They would appear to be less interested in what would best serve Los Angeles, and the surrounding communities, then they are for what appears to be certain "special interests." The LAX Master Plan, in any of it's iterations, would significantly aggravate the already congested LAX/South Bay noise and air noise pollution, as well as freeway and surface street, traffic flow. Any plan that purports to address the needs of the expected major increase in air traffic to this area, that does not include all of the facilities available, is short sighted and significantly flawed.


A Master Plan, yes. But let's get real.



Signature

Daniel LeVantine

Print your name clearly

Your Name <u>DAN LE VANTINE</u> Address <u>2408 MACKAY LN.</u> <u>REDONDO BEACH, CA 90278</u> Email <u>DLEVIN@EARTHLINK.NET</u>	Please Place Postage Here  
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

PC03124

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We are fundamentally opposed to the proposed expansion of Los Angeles International Airport for a number of practical and obvious reasons. The surface vehicular traffic in the area is already at saturation point and will only worsen with the developments already planned, primarily Playa Vista. In addition, it is impossible to mitigate the lack of air space. Per the recent front page article in the Los Angeles Times, LAX is currently one of the most dangerous airports in the country due to congestion. It is only a matter of time before there is an accident, and the idea of expanding the airport is irresponsible. Regional airports are

the solution. Don't let the airlines appropriate public air space.

<p>Signature _____</p> <p><i>Leonard &amp; Valerie Brownrigg</i></p> <p>Your Name _____</p> <p>Address _____</p> <p>Email _____</p>	<p>Print your name clearly</p> <p>Leonard and Valerie Brownrigg</p> <p>Please Place Postage Here</p>
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	



Let's eliminate excessive vehicle traffic into  
the airport. all passengers shuttled in from  
parking lots - no car rental or hotel buses ✓  
An drastic solution - relocate airport to  
Baldwin & shuttle everyone in to L.A.  
Like Narita Airport in Japan  
NO MORE LAX EXPANSION!!

*G. Rodts*

Signature

G. RODTS

Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

George Rodts  
P.O. Box 175  
Lomita, CA 90717-0175

LONG BEACH CA 90801  
PM  
11-28-08  
2:00

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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ONE OF THE WORST PROBLEMS WITH LAX PRESENTLY IS THE TRAFFIC FROM AUTO RENTAL AND HOTEL BUSES. WE NEED ALSO THE 105 FREEWAY EXTENDED TO THE AIRPORT. THE BUS PROBLEM COULD BE SOLVED BY ADDING A ROADWAY JUST FOR THEM AND THEY SHOULD HELP PAY FOR IT. THE LONG BEACH AIRPORT COULD BE USED FOR MORE TRAFFIC AND IT SHOULD BE. ALSO VAN NUYS AND PERHAPS PALM DALE. UNLESS THE EXPANDING IS CURTAILED AT LAX MORE PROBLEMS WILL OCCUR.

UNITED AIRLINES IS NO LONGER A PLEASURE TO USE. IT IS TOO BIG AND BUSY AT LAX. I AM A SIVERWINGS MEMBER NOW SIVER'S OLD.

*Jane Harman*  
Signature

JANE DAILY  
Print your name clearly

Your Name \_\_\_\_\_  
 Address   
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*I favor regional airport expansion. I am opposed to LAX expansion. I live about 5 miles from the airport. The freeways in the area are already congested, as are the streets, as is parking. Regional expansion would also relieve LAX congestion, because people don't drive a airport closer to their homes.  
Expanding LAX to increase capacity is not logical, and opposes common sense.*

*Ellen Sue Johnson*

Signature

Ellen Sue Johnson

Print your name clearly

Your Name	<i>Ed Johnson</i>	 
Address	<i>3830 W. 172 St Inverness, CA 90504</i>	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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I think the airport is too crowded now. Why not use Ontario or John Wayne airports & expand them. Getting in the airport is a mess, why not leave all passenger cars outside & drop people off & have a van or tram take them to their plane.

Kathleen Phillips  
Signature

KATHLEEN PHILLIPS  
Print your name clearly

Your Name K. PHILLIPS  
Address 2100 CURTIS  
REDONDO BCH, CA 90278  
Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*I agree that we should develop the regional airports - especially El Toro. That of course is not popular with a NIBY situation with the people of OJ County. LAX should be helped with as much development as possible especially a light rail to downtown and other destinations using the air rights above the 405 110 and the 10. No highways. Rendale doesn't cut it. The population isn't there. The inland empire yes! Especially Ontario. Add Maul or Norton to help out.*

*Bail M. Edwards*

Signature

Bail M. Edwards

Print your name clearly

Your			
Add:	Bail M. Edwards 240 Via La Circula Redondo Beach, CA 90277-4406		
Email:			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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*I live in Westchester. We are now sandwiched between 2 stupid, miserable plans for disaster - LAX expansion + Playa Vista development. Outlock on Sepulveda & Lincoln will impact the entire So Bay/Westside. We will choke our streets with cars & our lungs with pollution. Please fight to stop these man-made disasters.*

*Joan Diette*

Signature

*Joan Diette*


Print your name clearly


Y  
A

**D**


Joan Diette  
7402 Agnew Ave  
Los Angeles CA 90045

Email \_\_\_\_\_





Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
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*I carpool through the Marina everyday between Westchester & Santa Monica. I am horrified to think what the building there will produce in the way of traffic & pollution. The lack of open space in LA is a tragedy for the weaker people. Any thing that can be done to make this park lane would be a boon to us all.*



*Mayde Rosen*  
Signature

Mayde Rosen  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_  
Rosen  
7712 Agnew Ave.  
Los Angeles, CA 90045

Email \_\_\_\_\_

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811 N. Catalina, Suite 1302  
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*I think its a mistake to use Denver as a role model. I've been there and its awful! I would certainly like the region to bear the impact, not just LAX. If you want a good role model, look at Hong Kong!*

*Don Rudy*  
Signature

Donald J. Rudy  
Print your name clearly

Your Name	<div style="background-color: black; width: 100%; height: 15px;"></div>		
Address	<div style="background-color: black; width: 100%; height: 25px;"></div>		
Email	<div style="background-color: black; width: 100%; height: 15px;"></div>		

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*WE LIVE IN EL SEGUNDO NEXT TO LAX. WE HAVE LIVED HERE FOR 17 YEARS + HAVE SEEN THE INCREASE IN BOTH AIR + STREET TRAFFIC TO THE DETREMENT OF THE QUALITY OF LIFE. THE ANSWER TO THE LAX EXPANSION IS TO DISTRIBUTE THE EXPANSION TO REGIONAL AIRPORTS INCLUDING LONG BEACH, JOHN WAYNE EL TORO, AND ONTARIO.*

*Jim Howe*  
\_\_\_\_\_  
Signature

*Jim Howe*  
\_\_\_\_\_  
Print your name clearly

Your Name _____ Address _____ Email _____	Mr. James Howe 439 Lomita St El Segundo, CA 90245		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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Rep. Harman-

June 17, 2001

I agree with your position. The area around LAX cannot support the ground transportation to and from the airport, and the <sup>airport</sup> noise severely degraded the quality of life in nearby communities. Moreover, regional airports are just good common sense.

By the way, a useful improvement to ~~the~~ LAX without expansion would be the improvement of public transportation systems all the way to the airport.

Doug Baker

Signature

Doug Baker

Print your name clearly  
doug.baker@earthlink.net

Your Name Baker  
Address 5520 W. 190 St. #249  
Torrance, CA 90503  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

We agree with you, Jane. LAX is very crowded. The use of the regional airports & their expansion seems like a much better idea. However, public transportation between these regional airports is imperative.

*Paul J. Lupo Kay B. Lupo*  
Signature

PAUL J. LUPPO, KAY B. LUPPO

Print your name clearly

Your Name PAUL J. LUPPO  
Address 4 GEORGETT RD  
ROLLING HILLS, CA 90274  
Email KBELE.1944@OOL.COM



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*I live in the Venice Area. Noise Pollution already a disappointing addition to a beautiful place. This would merely add to this problem. I am soon to move to the Valley and if LAX becomes the dominate hub for the area I will be forced to drive there to pick-up more people.*

*[Handwritten Signature]*  
\_\_\_\_\_  
Signature

*BARRY WALTON*  
\_\_\_\_\_  
Print your name clearly

Your Name BARRY WALTON  
 Address 1400 VENICE BLVD #401  
VENICE, CA 90291  
 Email Barry.walton@Hotmail.com

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*Please do not expand. We have been affected by the traffic, noise, and pollution resulting from the airport - since the last expansion, improvement - progress (?).*

*What good is the economic impact on us & our community when it makes the people sick?*

*My husband died in 2000 - because of lung & heart complications. He was always outside - jogging, gardening, making things etc. Can you truthfully say the polluted air he breathed helped him?*



*LET THEM HAVE IT! + Ontario*

*Dawn V. McGinn*

*DAWN V. MCGINN*

Signature

Print your name clearly

Your N		 
Address	<div style="border: 1px solid black; padding: 2px;">                 Dawn V McGinn                  6973 W 80th St                  Los Angeles, CA                  90045-1073             </div>	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Congresswoman  
**JANE  
 HARMAN**

*Jane Harman*

M.C.  
 Presorted Standard  
 ECRWSS

Postal Patron—Resident  
 36th Congressional District  
 California

Email: [jane.harman@mail.house.gov](mailto:jane.harman@mail.house.gov)  
 Web: [www.house.gov/HARMAN](http://www.house.gov/HARMAN)

**LEADING THE WAY TO A REGIONAL AIRPORT ALTERNATIVE**

Dear Friends,

For eight years, I have advocated a regional plan that fairly shares the benefits and burdens of air transportation across our region. I oppose the proposed LAX Master Plan because it does not impose reasonable limits on growth and fails to include an adequately developed plan for building out other airports in the region. ✓

My view is shared by many others:

- ✦ More than 80 Southern California cities have joined a coalition opposed to the proposed expansion of LAX and in favor of a regional approach. ✓
- ✦ Four counties—Los Angeles, Orange, San Bernardino, Riverside—have revived the Southern California Regional Airport Authority to coordinate development of a fair regional aviation system. ✓
- ✦ Last month, 12 Southern California Members of Congress from both parties joined me to support common-sense principles for developing our airports. In a letter to Transportation Secretary Norman Mineta, we pledged to work toward a plan for Southern California that: ✓
  - Fairly distributes the benefits and burdens of aviation needs across the region. ✓
  - Gives priority to airports eager for more growth like Palmdale and Ontario. ✓
  - Does not force growth on already over-burdened airports like LAX. ✓✓✓
  - Includes ground transportation to reduce congestion and improve access to regional airports. ✓

Now it is your turn to make your voice heard. On Saturday, June 9th, the Federal Aviation Administration and Los Angeles World Airports (LAWA) will hold official hearings on the proposed expansion of LAX. I will be submitting testimony to hearings held in the 36th Congressional District at the Furama Hotel in Westchester and the Manhattan Beach Marriott. I want my testimony to reflect the views and concerns of this district and would like to hear from you. The public comment period on the Master Plan ends July 25. ✓  
 If you have comments on the Master Plan that you would like me to include in the official record, you can:

- Mail or fax the response form on the back of this letter to my office.
- Go to [www.house.gov/Harman](http://www.house.gov/Harman) and click on "Comment on the LAX EIS/EIR."

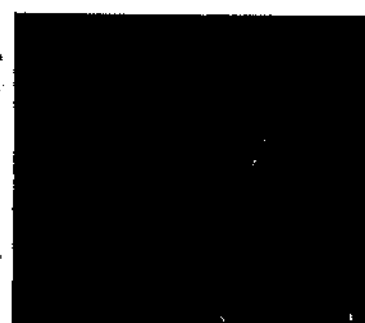
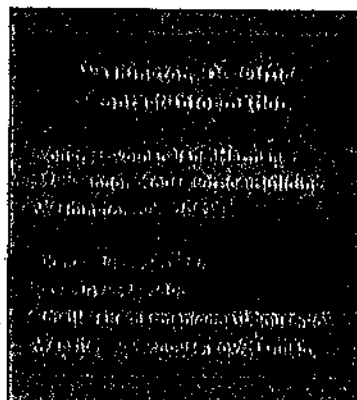
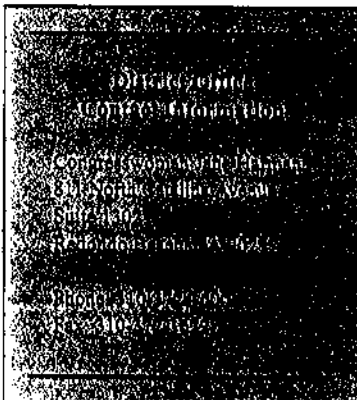
You can count on my continued active involvement on this issue. ✓

Regards,

*This arrived late as usual*

*Jane Harman*

JANE HARMAN



On May 3, Congresswoman Jane Harman and LA County Supervisor Don Knabe met on Capitol Hill with other Los Angeles area Representatives to support a Regional Airport Growth Plan.

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I SUPPORT YOUR POSITION  
IN ITS ENTIRETY

Paul C. Kruhm




---

Signature

Paul C. Kruhm

---

Print your name clearly

Your Name	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> <b>Paul Kruhm</b>                      Georgina Penate                      12923 Walsh Ave.                      Los Angeles, CA 90066                 </div>		
Address		Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	
Email			

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Dear Congresswoman Jane Harman,

When my home was taken in the Southern end of Playa del Rey, the LAX Airport Commission promised they would never touch our community again, and would limit growth to 40,000,000. Well, there have been 3 takings since then and it seems their word means nothing. I am now 76 years old and have had it with their price and takings of this beautiful sea side community. It is very hard to breathe and the noise is so bad on the nerve system. It is criminal in my opinion. Thanks for your concern.



*Rita Forester Mattson*

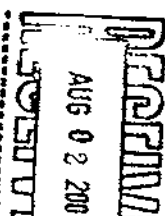
Signature

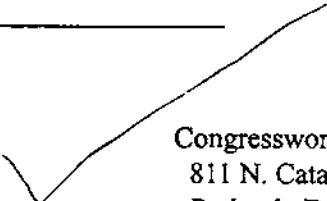
Rita Forester Mattson

Print your name clearly

Your Name 240 Montreal  
 Address Playa del Rey, CA  
90293  
 Email \_\_\_\_\_





Congresswoman Jane Harman  
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Dear Jane:



I have thought for many years that it would be ridiculous to expand LAX. The traffic on Lincoln is horrendous now and there are no real options to provide more north/south capacity. Since I remember that you previously served on the Armed Forces Committee, you might be able to pursue a pet thought of mine. When my dad retired from the Navy he and my mom occasionally would fly "space available" out of Point Mugu Naval Air Station. I dropped them off there once and noticed that they were flying commercial jets out of there to transport SeaBees around the world. Imagine a joint use, expanded Mugu Naval Air Station serving Santa Barbara and Ventura Counties, the north-western San Fernando Valley and even Malibu. Yes, the airlines would have to develop new cargo facilities and distribution centers in that area, but it would spark the economy there, give a dual use to the Air Station, and bleed off a tremendous amount of air travel from LAX. I ran the idea by a friend of mine who was a manager at SCAG and he in turn ran the idea by SCAG's air transport planner who said that Mugu Air Station was one of the few viable options to expansion of LAX. Might you look into it? Regards,

*Mark Ryavec*

Signature

Mark Ryavec

Print your name clearly

Your Name <b>MARK RYAVEC</b> Address <b>453 RIALTO AVENUE</b> <b>VENICE, CALIFORNIA 90291</b> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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6/8/01

Dear Congresswoman Harman,  
Your regional Airport Plan  
is much to be preferred.  
Thanks for asking.

*David W. Wright*  
Signature

DAVID W. WRIGHT  
Print your name clearly

Your Name <b>David Wright</b> Address <b>166 Via Las Alamos Redondo Beach, CA 90277-6428</b> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



I am against LAX EXPANSION -  
REGIONAL PLAN SOUNDS GOOD!

*Margaret Link*

Signature

MARGARET E. LINK

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_



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Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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I oppose the LAX Master Plan. Increase noise would further deteriorate the current noise pollution from LAX. The noise hurts property values.

Walter E. Stevens Jr.  
Signature

Walter E. Stevens Jr.  
Print your name clearly

<p>Your Name <u>Walter E. Stevens Jr.</u></p> <p>Address <u>6649 Esplanade</u> <u>Playa del Rey, CA 90293</u></p> <p>Email _____</p>	<p>Please Place Postage Here</p>
<p><b>Congresswoman Jane Harman</b> 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	



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I AM OPPOSED TO THE LAX EXPANSION + STRONGLY BELIEVE THAT A REGIONAL AIRPORT ALTERNATIVE IS A MUCH BETTER SOLUTION. THESE ARE THE MAIN REASONS I AM OPPOSED: INCREASED TRAFFIC TO EL SEGUNDO + SURROUNDING AREAS WILL UNBEARABLE. IT IS ALREADY TERRIBLE DURING RUSH HOUR (4 HRS. OF THE DAY, 5 DAYS A WEEK) MY HUSBAND WORKS IN EL SEGUNDO + EXPERIENCES THIS ON A DAILY BASIS. MORE CARBO ACTIVITY WILL INCREASE TRUCK TRAFFIC + ALONG WITH IT DIESEL EMISSIONS (POLLUTION) NOISE FROM AIRCRAFT IS ALREADY UNBEARABLE - MORE NOISE FROM MORE AIRCRAFT FLIGHTS WILL DEEPLY AFFECT OUR QUALITY OF LIFE AS SOUTH BAY RESIDENTS.

*Victoria Gustafson*  
Signature

Victoria Gustafson  
Print your name clearly

Your Name Victoria Gustafson

Address 528 14th St.  
MANHATTAN BEACH, CA 90266

Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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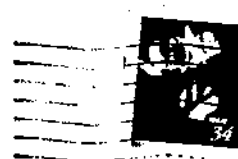
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*Traffic: The 405 freeway is heavily congested and time of day or night as it is now. Expanding airport would aggravate situation so much more. We cannot absorb any more noise than we are experiencing now. Pollution would increase not only for the airport but as it is black soot from the traffic & gas on the freeway covers everything within a radius of miles. Fruit is covered with black soot from the pollution now. No, no - no on expansion.*

*Ann L. Borelli*  
Signature

ANN L. BORELLI  
Print your name clearly

Your Name Ann L. Borelli  
 Address 3915 W 170th St  
Torrance, CA 90504  
 Email Bocci@T

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



I like the idea of spreading the impacts over other areas. How does LAX expansion impact me? As a Redondo Beach resident occasional flyover noise is the most notable due to flight/takeoff path changes in the last 2 years. I don't do too much flying but have a couple of visits a year from people I pick up & drop off at the LAX which I do not enjoy with the LAX traffic. Street traffic around LAX is not too much worse than elsewhere.

*Robert Witte*  
Signature

ROBERT WITTE  
Print your name clearly

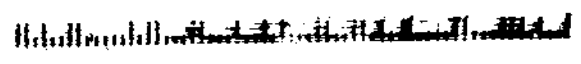
Your Name			
Address	R. Witte 512 Harkness Ln Redondo Beach, CA 90278		
Email			

ADEL REY CA  
PM  
11 JUN  
2001

USA  
FIRST CLASS

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



I am strongly opposed to further expansion of LAX.  
All impacts will be negative from my perspective.

- Increased traffic & pollution on the 405 freeway and surface streets including Sepulveda Blvd.
- Increased noise/pollution from additional air traffic flying over and around the Palos Verdes peninsula.
- Increased risk of an air disaster with the additional air traffic.

I perceive no benefits to myself or my family from this expansion.

H Charles Foster  
Signature

H CHARLES FOSTER  
Print your name clearly

Your Name H C FOSTER  
Address 1804 VIA OLIVERA  
PUE, CA 90274  
Email hc\_foster@hotmail.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

5027742138 38



PC03148



ERNEST R. HABERLAND

Ernest R. Haberland

Your Name ERNEST R. HABERLAND  
Address 82 BRIDGEPORT  
MANHATTAN BEACH, CA 90286  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



## airport comments

The surface streets feeding automobiles to the airport are totally unable to handle the passengers on and off the airport property. When the new jumbo size passenger planes are in full service, two landings in an hour will require about 600 automobiles to take the passengers off the property.

at the same time there will be about the same number bringing in new passengers to fill up the outbound planes.

The capacity of the streets feeding the airport is totally inadequate, to handle both the airport and normal traffic that has nothing to do with the airport.

All the streets within several miles of the airport will be a disaster for traffic.

Plus the fact that the roads on the airport cannot handle the traffic. They cannot handle the present traffic let alone a bunch more.

An experienced airport user

Ernest R. Haberland  
22 Bridgeway  
Manhattan Beach Ca

PC93749

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*I am Totally against any expansion of LAX. The traffic is impossible already. Noise + pollution would significantly reduce my property's values. I see LAX as a tragic accident just waiting to happen. It doesn't belong in the heart of a major city. A sensible transit system must be part of a plan to move it to a less populated area.*

*Sandra Forman*

Signature

SANDRA FORMAN

Print your name clearly

Your Name	_____		
Address	<i>Sandra Forman 1409 Via Gabriel Palms Verdes Estates</i>		
Email	<i>CA 90274</i>		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*Mr. Harman,*

*We favor the expansion of all three airports LA., Ontario and Palmdale. We also would like to see more money spent on new generation traffic control systems.*

*We genuinely appreciate your efforts!*

*Bob Chambers*

Signature

**BOB & DANA CHAMBERS**

Print your name clearly

Your Address	ROBERT AND DANA CHAMBERS 2824 BAYPORT DR TORRANCE CA 90503-2922	Canal Boat 1890s 10 USA	Canal Boat 1890s 10 USA	Canal Boat 1890s 10 USA	USA 2c USA 2c
Email	<i>BOB-DANA@PACBELL.N</i>				
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277					

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MAIN ISSUES #1 Traffic, Sepulveda and Imperial & 105 FWY AT SEPULVEDA OFF RAMP, ANY TIME OF THE DAY IS GRIDLOCKED. #2 AIR POLLUTION JET FUEL FUMES GET ALL OVER EL SEGUNDO, AND CARS GRIDLOCKED Idling. The noise is sometimes unbearable on the NORTH SIDE OF EL SEGUNDO. A INCREASE IN GROWTH OF L.A. & WOULD INCREASE ALL OF THESE Problems

*Spencer Shakstad*  
Signature

SPENCER Shakstad.  
Print your name clearly

Your Name SPENCER SHAKSTAD  
Address 622 E GRAND AVE  
EL SEGUNDO CA 90245  
Email ASPNER1@A.O.L.COM



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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- WE BOTH SUPPORT YOUR VIEWS, WHICH ARE IN FAVOR OF A REGIONAL APPROACH. WE'RE AFFECTED BY AIRPORT CONGESTION (405 I PCH) ALMOST DAILY AND OFTEN FIGHT CONGESTION WHEN USING LAX FACILITIES.



*[Handwritten signature]*

CORINNE IONESCU

*[Handwritten signature]*  
Signature

NICOLAE IONESCU

Print your name clearly

Your Name	_____	 
Address	Nicolae & Corinne Ionescu 1911 Camino De La Costa #303 Redondo Beach, CA 90277	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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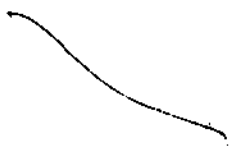
I live two miles from the LAX Runway. I would be affected by the noise and pollution. I am already waking in the night coughing from pollutants & would be more affected if there was more air traffic. I am also extremely concerned about the traffic. The 405 freeway is already at a standstill most hours of the day between Rosecrans & Culver Blvd. Those exits between are the access to LAX. The 105 freeway has already been altered to permit 2 lanes to exit at LAX & there are still back-ups for 1/2 a mile. Last Thursday morning it took me 40 minutes to drive through the 'U' to drop a passenger at Terminal 4. Please tell me how this area can handle more traffic. I believe the people living in Orange County & the S.F. Valley need to take on their own burden for air travel. The load must be distributed, especially because much of the traffic is from passengers transferring to overseas flights who do not have the choice of using another local airport. I love using LAX & believe El Toro, Palmdale, John Wayne, Ontario & Palmdale must be developed to accommodate their local population.

Signature  


Print your name clearly  
 DONNA POSIN

Your Name DONNA Posin  
 Address 300 Keap ST Apt B  
Manhattan Beach CA 90266  
 Email donnaposin@aol.com


  
 Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*I OPPOSE THE EXPANSION OF THE LAX AIRPORT FOR THE FOLLOWING REASONS:*

1) MAJOR ARTERIES TO + FROM MANHATTAN BCH + LAX ARE ALREADY GRIDLOCKED (SEPA/NOVA, AVIATION) - ADD'L TRAFFIC CANNOT BE HANDLED BY RESIDENTS ATTEMPTING TO GO TO + FROM WORK.



2) NOISE LEVEL IS ALREADY TOO HIGH

3) WE HAVE ENOUGH POLLUTION

4) WHY DO REASONS HAVE TO BE ECONOMIC? WHY CAN'T WE JUST PRESERVE THE COMMUNITIES FOR THEIR CURRENT AESTHETIC QUALITIES?

*Teresa P. DeRogatis*  
\_\_\_\_\_  
Signature

*Teresa P. DeRogatis*  
\_\_\_\_\_  
Print your name clearly

Your Name <u>T. DeRogatis</u> Address <u>301 S. DIAMOND ST.</u> <u>MANHATTAN BCH, CA 90266</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		





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*I have no details re the LAX expansion plan. But I question the idea of closing LAX and moving service to Palmdale. If you've ever flown into the new Denver airport you will understand why I now prefer to fly into Colorado Springs and drive to the City of Denver. Limiting service to LAX would be acceptable. ~~Expand EL Torp also.~~*

*Stanley Walsh*  
\_\_\_\_\_  
Signature

**STANLEY WALSH**  
\_\_\_\_\_  
Print your name clearly

Your		
Add	Mr. Stanley Walsh 4215 Miraleste Dr. Rancho Palos Ver. CA 90275-6528	
Email	_____	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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*WE ARE  
I AM* OPPOSED TO THE LAX MASTER PLAN FOR  
THE FOLLOWING REASONS  
① OUR HOUSE AT 8925 KITTYHAWK AVE IS ONE OF THOSE  
DUE FOR DEMOLITION  
② REGIONAL AIRPORTS AT LANCASTER AND ONTARIO SHOULD  
BE EXPANDED RATHER THAN INCREASE THE TRAFFIC AT LAX

BERNARD S HOLLAND  
JENNIE F HOLLAND

Signature

*Bernard S Holland  
Jennie F Holland*

Print your name clearly

Your Name	_____		
Add	Mr & Mrs Bernard S Holland 8925 Kittyhawk Ave. Los Angeles, CA 90045		
Email	_____		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>			

## IS ABOUT LAX AND REGIONAL AIRPORTS

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I oppose the expansion of LAX.  
Traffic will become even more unbearable  
than it is now; & pollution will become  
worse! Los Angeles does not need more  
pollution, or traffic! It is my opinion that  
transportation on the ground (Above the ground  
Rail Rays & trains) should be looked into for  
consideration!

Signature

*Mary L. Hendon*

Mary L. Hendon

Print your name clearly

Your Name <u>MARY Hendon</u> Address <u>1301 CABRILLO AVE #108</u> <u>TORRANCE, CA. 90501</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion



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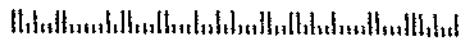
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*We agree with you Jane, - LAX should not be expanded but regional airports should be expanded.  
many of our neighbors are already bothered at night by the jumbo jets that fly over the peninsula.*

*Audrey Jaeger*  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print your name clearly

Your Add _____		
Email _____	Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Hi Jane!*

*You used to live a few doors down from me on Roma Ct. I visited you once in Westchester to discuss my America 1 program.*

*Noone wants an airport or power plant nearby. In this case I believe LAX is becoming a dangerous place to fly from or to. Palmdale is the way to go.*

*George Kabouchy & Family (visitors)*  
 \_\_\_\_\_  
 Signature

*KABOUCHE*  
*George Kabouchy*  
 \_\_\_\_\_  
 Print your name clearly

Your Name <u>Kabouchy</u> Address <u>4815 Roma Ct</u> <u>Marina del Rey CA 90292</u> Email <u>Kabouchy@aol.com</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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DEAR CONGRESSWOMAN HARMAN:

I AGREE WITH YOU THAT WE SHOULD EMPHASIZE A REGIONAL APPROACH TO OUR AIR TRANSPORTATION ~~AND~~ EXPANSION NEEDS AND NOT FOCUS ON EXPANDING LAX. I WOULD EVEN BE FOR CREATING AN INTERNATIONAL AIRPORT IN PALMDALE WITH RAIL SERVICE TO & FROM, AND LEAVING LAX FOR DOMESTIC SERVICE AND/OR EXPANDING INTERNATIONAL. I THINK WE SHOULD ALSO (LIKE MOST OTHER COUNTRIES) NOT PUT ALL OF OUR EMPHASIS ON AIR TRANSPORTATION AND CREATE HIGH-SPEED RAIL LINKS IN THE FOLLOWING CORRIDORS:

- a) L.A - SAN JOSE - SAN FRANCISCO
- b) L.A - Vegas
- c) L.A - SAN DIEGO

Signature



RANDALL E HARTMAN

Print your name clearly

Your Name RANDALL E HARTMAN  
 Address 21718 MARJORIE AVE-  
TORRANCE, CA 90503  
 Email ERHARTM2@CS.COM



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



Congresswoman  
**JANE  
HARMAN**

*Jane Harman*

M.C.  
Presorted Standard  
ECRWSS

Postal Patron—Resident  
36th Congressional District  
California

Email: [jane.harman@mail.house.gov](mailto:jane.harman@mail.house.gov)  
Web: [www.house.gov/HARMAN](http://www.house.gov/HARMAN)

**LEADING THE WAY TO A REGIONAL AIRPORT ALTERNATIVE**

Dear Friends,

For eight years, I have advocated a regional plan that fairly shares the benefits and burdens of air transportation across our region. I oppose the proposed LAX Master Plan because it does not impose reasonable limits on growth and fails to include an adequately developed plan for building out other airports in the region.

My view is shared by many others:

- ☛ More than 80 Southern California cities have joined a coalition opposed to the proposed expansion of LAX and in favor of a regional approach.
- ☛ Four counties—Los Angeles, Orange, San Bernardino, Riverside—have revived the Southern California Regional Airport Authority to coordinate development of a fair regional aviation system.
- ☛ Last month, 12 Southern California Members of Congress from both parties joined me to support common-sense principles for developing our airports. In a letter to Transportation Secretary Norman Mineta, we pledged to work toward a plan for Southern California that:
  - Fairly distributes the benefits and burdens of aviation needs across the region.
  - Gives priority to airports eager for more growth like Palmdale and Ontario.
  - Does not force growth on already over-burdened airports like LAX.
  - Includes ground transportation to reduce congestion and improve access to regional airports.

Now it is your turn to make your voice heard. On Saturday, June 9th, the Federal Aviation Administration and Los Angeles World Airports (LAWA) will hold official hearings on the proposed expansion of LAX. I will be submitting testimony to hearings held in the 36th Congressional District at the Furama Hotel in Westchester and the Manhattan Beach Marriott. I want my testimony to reflect the views and concerns of this district and would like to hear from you. The public comment period on the Master Plan ends July 25. If you have comments on the Master Plan that you would like me to include in the official record, you can:

- Mail or fax the response form on the back of this letter to my office.
- Go to [www.house.gov/Harman](http://www.house.gov/Harman) and click on "Comment on the LAX EIS/EIR."

You can count on my continued active involvement on this issue.

Regards,

*Jane Harman*  
JANE HARMAN

*Oppose the Master Plan support Regional Approach*  
*1) Pollution*  
*2) Worker transportation*  
*3) High speed rail to S.F. or Las Vegas (France/Russia) World Class City?*  
*Reduce air traffic altogether*

*Man Boh*  
*[ 2:30 public comment period*  
*Marriott, 2:30*

**District Office Contact Information**

Congresswoman Jane Harman  
811 North California Avenue  
Suite 1302  
Redondo Beach, CA 90277

Phone: 310-372-1600  
Fax: 310-372-1622

**Washington, DC Office Contact Information**

Congresswoman Jane Harman  
22 Cannon House Office Building  
Washington, DC 20515

Phone: 202-225-3220  
Fax: 202-226-7290  
Email: [jane.harman@mail.house.gov](mailto:jane.harman@mail.house.gov)  
Website: [www.house.gov/Harman](http://www.house.gov/Harman)



On May 3, Congresswoman Jane Harman and LA County Supervisor Don Knabe met on Capitol Hill with other Los Angeles area Representatives to support a Regional Airport Growth Plan.

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*Dear Jane*

*I was unable to make it to the meeting at the Fairmont so I am using this space to let you know I am for Alternative "C" - No additional Runway.*




*I live in Playa Del Rey and would greatly be affected by Alternative A or B. I am in agreement that the other Southern California airports should be utilized & support LAX. Thank you for your fight to make this possible.*

*Sharon Cassetta*

Signature

SHARON CASSETTA

Print your name clearly

Your Address	 <b>SHARON A. CASSETTA</b> 7529 Earldom Ave. Playa Del Rey, CA 90293		
Email	_____ Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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LAX cannot handle more aircraft traffic.  
I would suggest another airport to  
be built in Riverside County to access  
that region.

*Rose Marie Thompson*  
Signature

*Rose Marie Thompson*  
Print your name clearly

Your Name <u>Mrs. Rose Marie Thompson</u> Address <u>2011 W. 179th St.</u> <u>Torrance, CA 90504-4313</u> Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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I agree with your assessment of this LAX situation. Both Ontario & Palmdale is where the expansion should take place. Both Riverside & San Bernardino Counties are growing in population by leaps & bounds each year. Not only do these Airports need to expand their facilities - it also means many more jobs for those Counties, and less traffic congestion for Los Angeles.

Unfortunately the City of Los Angeles wants the "whole Apple Pie", and the expansion will never cease. Twenty three to twenty seven hundred flights per day, their next goal, that probably means pushing it somewhat to just over three thousand - until the next expansion [I reside in Cross Creek Village, Playa del Rey, right next to the North runway practically. Hour after hour day after day, night after night the roar fo the mighty JET - its not uncommon to not be able to hear the Television during take-offs, with the windows closed.

In the past month I have noticed homes going up For Sale, in the area to the rear of Westchester High School, on 91st Street. Neighbors already fearing the influx of noise and congestion. We appreciate your efforts Congresswoman, but I think its a lost cause - the City of Los Angeles wants those "big bucks. And they will get their way..... S.A.Hixson

Signature



*S.A. Hixson*

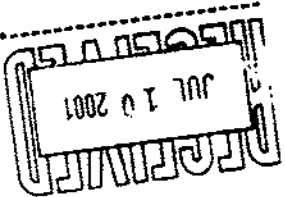
Print your name clearly

Your Name S.A.Hixson

Address 7765 W. 91st St. A2124  
Playa del Rey, CA 90293

Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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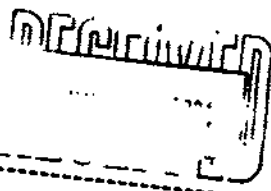
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7/8/01

I was out of town on June 9<sup>th</sup> so could not attend the meeting. I lived in Playa del Rey for 20 years until being bought out by the city of LA because of LAX. They lied to us then. The airport should have moved to Palmdale years ago. I very much appreciate your efforts to contain it + keep LAX from ruining even more desirable property with noise and pollution.

*Elizabeth Jensen*  
Signature

ELIZABETH K JENSEN  
Print your name clearly

Your Address J Elizabeth Jensen 39 Malaga Pl W Manhattan Bch., CA 90266-7206		
Email: <u>none</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*I would prefer not to have LAX expanded. Living in Manhattan Bch, I now hear flights over my house - which is not what the agreed plan was during 12am-3am. When weather is questionable all flights seem to be rerouted over Manhattan & Hermosa Beach. I feel the surrounding airports need to absorb their communities travel, not have more commuting happening in and out of LAX.*

*Manuela Millington*  
Signature



Manuela Millington  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Email \_\_\_\_\_

Congresswoman Jane Harman  
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*I agree with you - the REGIONAL PLAN is our BEST OPTION here. My neighborhood would be significantly impacted by the increased noise, pollution, and traffic under the LAX Master Plan.*

*THANK YOU for your support and efforts towards the Regional Plan.*

*Maria Manetta*  
Signature

MARIA MANETTA  
Print your name clearly

Your Name _____ Address <u>Maria Manetta</u> <u>8100 Van Dolan Way</u> <u>Suite 113</u> <u>Marina Del Rey, CA 90252</u> Email _____		
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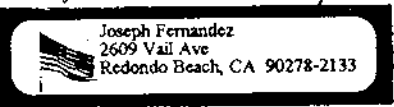
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*Stop - We are already chocked with grid-lock - We cannot tolerate any more smog, people pollution, and grid lock, in this area. The politicians for many many years have not looking at the quality of life here. The politicians have been our major problem. Quality of life in South Bay is not one tenth as good as it used to be in say 1970. Not only the airport - but unlimited immigration has killed us.*


**JOSEPH T. FERNANDEZ**

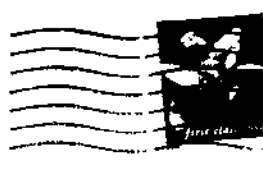
*Joseph T. Fernandez*  
Signature

Print your name clearly



Joseph Fernandez  
2609 Vail Ave  
Redondo Beach, CA 90278-2133





Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

I THINK THE LA AIRPORT IS  
TOO LARGE ALREADY.

Thank you

Carl J Shellman  
Signature

CARL J SHELLMAN  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email JKJELMO@ADL.COM

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
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Dear Ms. Harman,

6/18/01

Please be advised that I am opposed to any further expansion of L.A.X. The noise factor is bad enough but the air quality from jet fuel exhaust and residue is terrible. The unbridled expansion of housing in the Marina and Playa Del Rey areas will add to our traffic congestion as it is. More traffic to LAX is obscene!

Brian Panella

Brian Panella

Signature

Print your name clearly

Your Name _____ Address <u>4020 Via Marina Dr #75</u> <u>Marina Del Rey CA 90292</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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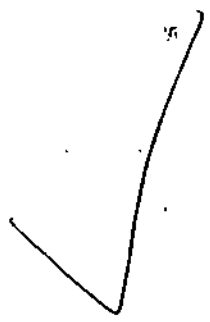
My family and I at present are affected by the noise especially during the night hours - disrupting our sleep. I am very concerned about any future expansion of LAX. I do hope that you can prevent the proposed expansion.

*Shirley A. Grinnell*  
Signature

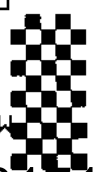
SHIRLEY GRINNELL  
Print your name clearly

Your Name \_\_\_\_\_  
Address 29331 Golden Meadow  
Rd 90 Pod 75  
Email \_\_\_\_\_

Please Place Postage Here



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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*The high number of homes/businesses developed in the Eastern Area will be better served by developing inland airports. Why would you destroy the valuable real-estate properties to attract in from the East Coast? This state benefits greatly from the high tax values of the P.U. Area. This area will change dramatically with increased jet noise!*

Signature

*Judith Hasselhoff*  
*Rolling Hills*

Print your name clearly

*Judith Hasselhoff*

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*I oppose the LAX Master Plan, also. My husband and I live and work in the area and would really be affected by the increase in traffic. We've lived here 18 years and have been upset by the large increase in traffic, noise & pollution. It's time to put a stop to all this expansion.*

*Cynthia Shabes*  
Signature

CYNTHIA SHABES  
Print your name clearly

Your Name <u>CYNTHIA SHABES</u>	Please Place Postage Here
Address <u>2915 OCEAN FRONT WALK</u>	
<u>VENICE CA 90291</u>	
Email <u>CS@AMERICAN-SWIM.COM</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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My home in Playa del Rey will be adversely affected by all three; traffic, noise, & pollution. Let's just face a simple fact - LAX is full. Fact 2 - we need no more planes arriving here! If other areas want more air traffic, they know how to get it - otherwise let's put up the sign that says No More Vacancy

*Geoff Edwards*  
Signature

Geoff Edwards

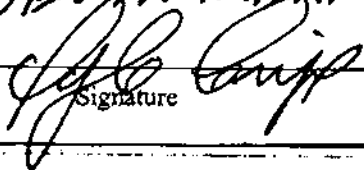
Print your name clearly

Your Name <u>Geoff Edwards</u> Address <u>6309 Ocean Front Walk/P#301</u> <u>Playa Del Rey, CA 90293</u> Email <u>Geoff@LSA.net</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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POPULATION IN THE LAX VICINITY INCLUDING MY CITY OF MANHATTAN BEACH WILL CONTINUE TO GROW. LETS NOT DEGRADE OUR QUALITY OF LIFE FURTHER BY INTRODUCING AN NEGATIVE IMPACT THAT IS WITHIN OUR CONTROL TO AVOID. BETTER THAT AN OCCASSIONAL AIRLINE PASSENGER BE INCONVENIENCED THAN THOUSANDS OF PEOPLE HAVE THEIR DAILY LIVES MADE MISERABLE BY EXPANDING LAX AND WE HAVEN'T EVEN MENTIONED THE NEGATIVE IMPACT ON PROPERTY VALUES IN MANHATTAN BCH.

  
Signature

LYLE CRIFE  
Print your name clearly

Your Name	<u>LYLE CRIFE</u>	Please Place Postage Here
Address	<u>14421 OCEAN DR, MANHATTAN, Bch. CA 90266</u>	
Email	_____	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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FW 372-1622

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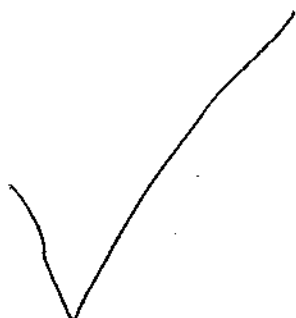
*Send all commercial flights to Palmdale -  
 LAX handles too much now. Noise & safety  
 level dangerous now. Utilize land appropriately  
 I live blocks away from LAX. So many fly -  
 and the residue from jet fuel  
 is becoming dangerous for my elderly mother  
 who lives with me.*

*Carol Bright*  
 Signature

CAROLE BRIGHT  
 Print your name clearly

Your Name <u>C BRIGHT</u>	Please Place Postage Here
Address <u>7306 W 88 PL</u> <u>L.A. 90045</u>	
Email _____	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# Phone Call Intake Form

Taken by:

Date:

## Caller Information

Name: Ms. Rebecca Clover

Phone:

Street: 6961 Purple Ridge Dr

City, Zip: Rancho Palos Verdes 90275

Email:

Specific  
Legislation

:

Issue/other relevant info: Opposed to  
LAX expansion etc. STOP IT NOW

- ⇒ Please get as much of this information as possible.
- ⇒ Tell them you will pass their message along to JH and they will receive her written response.
- ⇒ Email is key!! Because then we can communicate with them in the future by mail or e-mail.

Please be nice ☺ and try to get specific inform

International Airport

International Airport

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Traffic in the South Bay is tremendous, including along Sepulveda Blvd & the 105 freeway - much supporting LAX. It makes no sense for people to drive 50 or more miles to LAX when they can have airport services close to home. It contributes to smog, unnecessary use of cars, gas, etc., clutters the highways - there is no reason to expand LAX except to protect the environments of residents in the areas of other airports. We have cars too!

Also the Metrolink system ought to go directly to LAX.

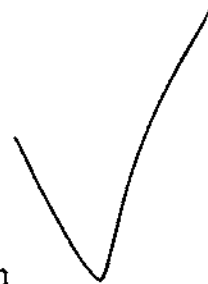
Anne O'Mara

Signature

Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 Email \_\_\_\_\_

Please Place Postage Here



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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I think it is important to mention that there is a huge number of young families in the Redondo <sup>Insuburon</sup> Playa del Rey area, and our areas heavily encumbered with a number of undesirable public companies such as the refinery, water treatment plant... we shouldn't have to shoulder the burden. As the parent of two small children, I am concerned about LAX's expansion on my community & our children's future. We have plenty of other airports in the area that I believe would be happy to accommodate add'l passengers + air traffic to better service their community.

Mary Dinsdale

Signature

Mary Pollock Dinsdale

Print your name clearly

Your Name <u>Mary D.</u>	Please Place Postage Here
Address _____	
Email _____	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

To Congresswoman Jane Harman  
From: Philip N. Papaccio  
17 Gaucho Dr.  
Rolling Hills Estates , Ca. 90274

Read your flyer on the status of LAX expansion. I wanted you to know that I support you completely in this matter. Thank you for taking such aggressive action and a leadership position.

*Philip N. Papaccio*  
Philip N. Papaccio



# LAX LOG

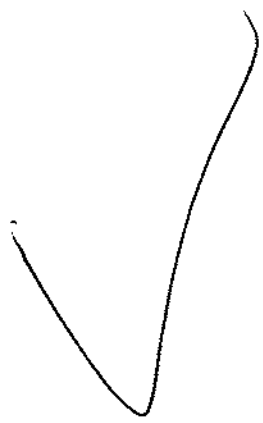
Name: Dorothy Blair

Address 177 Via Monte Deoro, Redondo Beach, 90277

Phone

Comments (i.e. Favorable/Unfavorable; Approve/Oppose):

Registered Republicans who support JH and agree with the regional approach.



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*We are already affected by airport traffic, airplane noise, and pollution from the airport. We want to see more regional airports so that our quality of life does not continue to erode in the South Bay.*

*R. Michael*  
*Rita Michael*  
\_\_\_\_\_  
Signature

ROBIN MICHAEL  
RITA MICHAEL  
\_\_\_\_\_  
Print your name clearly

Your Name <u>R &amp; R MICHAEL</u> Address <u>210 5TH ST</u> <u>MANHATTAN BEACH, CA 90266</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I like the Regional Plan  
 Too Much Noise + TRAFIC in LAX / Now  
 Why Expand LAX?  
 Connect Regional Airports with High Speed Rail  
 or High Speed TRANSPORTS

E. ALAN BROOKES  
 P.O. Box 5764  
 Playa Del Rey, CA 90296-5764

E. Alan Brookes

Print your name clearly

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*JANE this time I think your right!*

*[Handwritten Signature]*  
Signature

*Ed Roberson*  
Print your name clearly

Your Name Ed Roberson  
 Address 4750 Danvers St  
Torrance, CA 90503  
 Email EROB00@Arl.com

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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### NOI NOI NOI

To expansion in the south Bay. The area has already been burdened with too much noise, congestion and pollution from the existing airport. It makes no sense to expand LAX when the demographics show where the expansion should take place which is not in the south bay. As a resident of Redondo Beach for over 18 years I have been plagued in the last 5 yrs. with aircraft noise hovering overhead awaiting landings. From my kitchen window on a Sun. night I can count a lineup of 12 planes awaiting landing and hovering from the northeast on their approach to LAX. Again I plead no more expansion. Just lighten our load so the quality of our life can be back to what it should be

Signature

*Joyce Long* Joyce Long

Print your name clearly

Your Name Ms. Joyce Long  
Address 2500 Robinson St.  
Redondo Beach, CA 90278-1744

Address \_\_\_\_\_

Email B1Joy2C@aol.com

Please  
Place  
Postage  
Here

FYI  
HS  
1 + 2

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

V

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Dear Jane Harman,

I support your efforts to stop the LAX expansion. I support regional airports. The noise in Playa Del Rey is too loud 24/7.

John C James  
Signature

John C JAMES  
Print your name clearly

Your Name John C JAMES  
Address 254 MANCHESTER AV.  
PLAYA DEL REY, CA. 90293  
Email JC.JAMES@GTE.NET

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Riverside County	1.4 million	Gateway Cities	386,000

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Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
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Flights Per Day (average)	2,146		1,371
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Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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Dear Jane Harman:

Both my wife and I oppose the LAX Master Plan. As a person who travels extensively out of LAX on business across the U.S., I know how impacted the current airport — and surrounding communities — are by sheer numbers of people travelling. A larger LAX will not solve the problem. A regional plan will.

David Dworski

Signature

DAVID M. DWORSKI

Print your name clearly

Your Name David Dworski  
 Address 821 Nowita Place  
Venice 90291  
 Email dworski@earthlink.net

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

PC03189

I believe developing regional airports is essential. It could relieve the horrendous traffic problems on the ground around LAX and share the burden of noise, pollution, etc. over the entire region.

I often use the Oakland or San Jose airports when flying into the San Francisco Bay area. They are a joy to use compared to the congestion of S.F. air.

*Betty E. Strauss*  
Signature

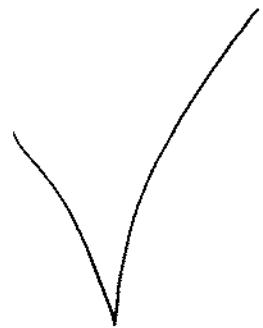
Betty E. Strauss  
Print your name clearly

Your Name Betty Strauss  
Address 10 W. Pomona Rd.  
Rancho Palms Verde, Ca. 90275  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

*Thank you for your efforts. This is one moment of local politicians taking the long view.*



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- ALL CARGO SHOULD BE ROUTED THROUGH PALMDALE -  
 - "BRADLEY" TERMINAL INTERNATIONAL PAX SHOULD GO THROUGH PALMDALE OR ONTARIO.  
 - SHUTTLES MUST OF COURSE BE PROVIDED AS PALMDALE AND ONTARIO -

*Gloria R. Greenhill*  
 Signature

GLORIA R. GREENHILL  
 Print your name clearly

Your Name _____	<b>Gloria Greenhill</b> 1 N. Venice Boulevard, #510 Venice, California 90291	Please Place Postage Here
Address _____		
Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*I am already affected by the noise! The sky rumbles constantly. Expanding will only make it worse. From time to time I also smell fuel and hear planes fly directly overhead. I've lived here all my life. In the past I could hear nothing coming from the airport. Things have really changed.*

*Linda Jo Russell*

Signature

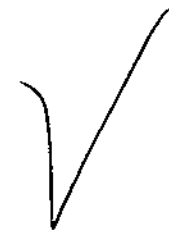
LINDA JO RUSSELL

Print your name clearly

Your Name LINDA JO RUSSELL  
 Address 2467 MYRTLE AVE  
HERMOSA BCH, CA, 90254  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277





# Fax Coversheet

**Date:** Friday, June 8, 2001

**Time:** 6:15 PM

**To:** Jame Harman

**Company:** Congresswoman

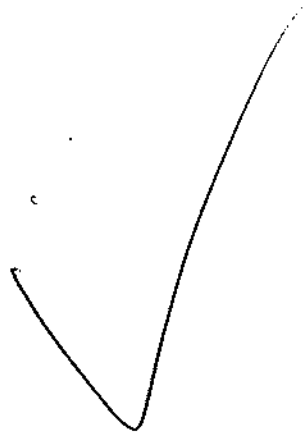
**Fax Phone #:** 372-1622

**From:** Stella Samples

**Subject:** LAX EIS/EIR COMMENTS

**Total # of Pages (including cover):** 2

**Memo:**



---

**If all pages were not received, please call back immediately:**

PC03193

②

We are a buyers dream or to the people who want to bring their business partners live in boxy condos w/ a 2.5 million dollar view of a dying ocean - were a community that needs some boosting. What about the small businesses that have thrived here for 30 some odd years.

It hurts me to tears to think this side of LA has no other value to developers than

98 billion dollar cash cow. Well bring that 98 billion dollars in here; watch the shores erode, the trash build up, the air get darker w/ smog, the foliage go brown; water this cash cow grow old, broken; used up very fast. And then of course there'll be serious environmental problems; on the heels of that millions of dollars of studies to find out what the problems are. And I tell you now it is SIMPLE GREED....

M : Dean Nota Architect  
Millions of Annual  
Passengers (MAP)

FAX NO. : 310 376 2352  
07 MAP III 2000.  
Over 100 MAP capacity.

Jun. 09 2001 07:43AM P1  
07 MAP III 2000.  
55 MAP capacity.


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I oppose the current master plan for the LA Int. airport. I live in Hermosa Beach where the noise from overhead jets and the smell of jet fuel is already ruining our quality of life in the South Bay. Auto mobile traffic in and around the airport is already maxed out! How can the proponents of this plan mitigate the impacts of such an increase in growth? The answer is that they can't.

  
Signature

DEAN NOTA

Print your name clearly

Your Name DEAN NOTA  
Address 2465 Myrtle Ave  
Hermosa Beach, CA  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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We agree. LAX is well below at or near capacity. Traffic is  
 some times impossible. Regional airports make good  
 sense.

*A. J. Ciuffini*  
 Signature

ANTHONY J. CIUFFINI, & Lucille Ciuffini  
 Print your name clearly

Your Name	<u>CIUFFINI</u>	Please Place Postage Here
Address	<u>28810 Crestidge Rd Rancho P.V. Ca. 90275</u>	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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I am totally against any additional expansion of LAX. It is time to require outlying airports to add capacity.

GARY VAN ZANDT  
1704 HAYNES LANE  
REDONDO BEACH, CA 90278

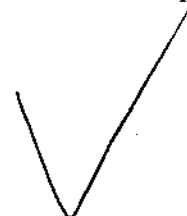
*Gary Van Zandt*

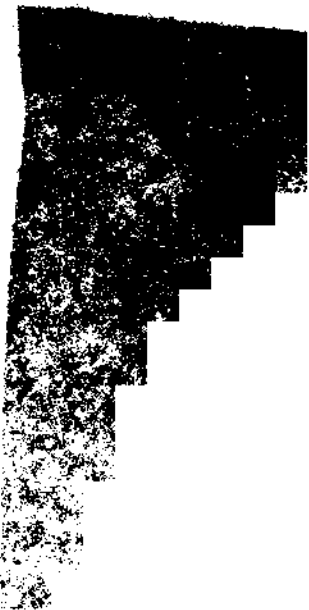
Signature

Gary Van Zandt

Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	





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6/10/01

The traffic, noise & pollution are terrible now. I have lived in the same house for 25 years, and the increased dirt from aircraft & cars is very noticeable. Please encourage a cap on LAX growth and better rail transit to LAX to ease some of the congestion.

*[Handwritten signature]*

*Clara  
Manhattan Beach, CA*

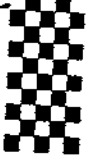
Signature  
Jun 08 2001 06:02PM PT

Print your name clearly

PHONE NO. : 310 545 5051

====>

FROM : ELAINE MENDES, CPA



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Dear Congresswoman Harman,

In the 15 years I have lived in Redondo Beach, my daily commute past LAX has risen from 25 minutes to 60 minutes to reach Santa Monica. We need to severely restrict the growth around LAX. Even now the South Bay is overbuilt and the lifestyle which attracted us, is rapidly disappearing.

Thank you!



Signature

John J. Plosay III

Print your name clearly

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*THIS arrived 6-8-01*

*FREEZE LAX SIZE TO AVOID FURTHER CONTAMINATION OF THE SOUTH BAY AREA.*

*EXPAND TO OUTLYING AIRPORTS TO DECREASE INCONVENIENCING OUTLYING PASSENGERS + SHARE THE BURDEN INCLUDING ON TORO / EL TORO / ON TARD / JOHN WAYNE / PALM SPRINGS / BISBEAR / HIGH SPEED TRAIN INTERCONNECTING*

*[Signature]*

Alvin M. Gottlieb, M.D., F.A.C.P.  
14800 Cranford Boulevard  
Irvine, CA 92649  
310-327-8746 / 323-321-6370

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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I am against, firmly against the expansion of the LAX as most if not all people whose living space would be affected. The most frustrating thing is feeling a lack of cohesiveness w/ others who are just as adamant as myself. Cohesion or the appearance of cohesion is available & supported thru the media. The powers that want the expansion have several names; one voice. We are just people who work very hard every day to come home to news that our neighborhood is changing. There is little to be done about it. Meetings have been held in secret for months, or years. There it is on the six o'clock news. We are a community riddled w/ going activity for as the real estate market sees fit

Judith Scott

Signature

Print your name clearly

Your Name Judith Scott  
 Address 833 Victoria Ave  
Venice CA 90291  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
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*There is already too much pollution and noise impacting the neighborhoods east of LAX. These are poorer communities. Why should their health be impacted even more with an expansion of LAX. Connect the 4 regional airports w/ high speed rail.*

Signature

Print your name clearly

Your Name

Address

Email

Please Place Postage Here

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The Traffic At 405 Freeway Jammed all the time.  
 I put my son at the dorm at UCLA  
 Because of heavy traffic at 405.

I PAY 9 thousand \$ Dollars to avoid  
 the heavy traffic caused by LAX airport  
 Airport caused noises, pollution to our  
 residential area.

*Al Shurafa*

Signature

*AYAD Y. ALSHURAJA*

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
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*We are very fortunate to have an airport facing the ocean with usual West → East wind patterns. This is probably the lowest "noise polation" per resident in the U.S. Airport traffic merits expansion. Also the convenience of residential travellers to flight access is probably the highest in the country.*



*My residence is 5 miles south of the airport on the N-S coast. I have no objection to significant increase of the LA airport traffic.*

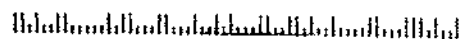
*Wilfred H. Shaw*

Signature

Wilfred H. Shaw

Print your name clearly

Your Name <u>Wilfred H. Shaw</u> Address <u>49 20TH St.</u> <u>Hermosa Beach CA 90254</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		





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I SUPPORT A REGIONAL AIRPORT GROWTH PLAN.  
IT SEEMS FAIR, AND WHAT MOST PEOPLE WOULD  
AGREE WITH, IT'S COMMON SENSE.

Jay Purvis

Signature

JAY PURVIS

Print your name clearly

Your Name _____ Address _____ _____ Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

Dear Ms. Harman:

Having reviewed the LAX Master Plan and your comments recently, I can say that we agree with your position only in part. We do feel that the other counties and airports such as Long Beach, Ontario, and John Wayne need to share the traffic burden. However, it is clear that increasing population and commerce will drive demand greatly upwards in the coming years. Therefore, major improvements at LAX are necessary even with the regional sharing approach. If half measures are adopted now, it will be only a matter of time until they will be overtaken by growth. We would therefore support Alternative A of the Master Plan, which seems to be the most effective way to increase LAX capacity.

John A. Tonkinson

Signature

John & Jane Tonkinson

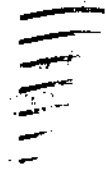
Print your name clearly

Your Name

Address

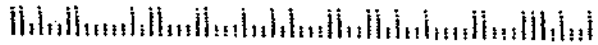
Email

jatonk@aol.com



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC03206

Keep up the good work! LAX expansion is not necessary and we must pursue regional airport solutions. New leadership in City of Los Angeles may be helpful in widening the perspective from the past sole concentration on LAX. Let's hope so and push for it.

*Gladys A. Meade*  
Signature

GLADYS A. MEADE  
Print your name clearly

Your Name **M** Gladys A Meade  
Address **M** 139 Paseo De Gracia  
Redondo Beach, CA 90277  
Email *gmeade@prodigy.net*



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



I AM DEFINITELY OPPOSED TO FURTHER EXPANSION AT LAX. I HAVE LIVED IN THE SAME HOUSE FOR 21 YEARS, THE NOISE LEVEL FROM LAX HAS <sup>DOMESTIC</sup> STEADILY RISEN AND IS BECOMING UNTOLERABLE. HOW MANY INTERNATIONAL PASSENGERS ARE FROM THE SAME AREAS IN ORANGE COUNTY THAT OPPOSE INCREASED TRAFFIC IN THEIR SKIES?

THE GREEN LINE MISSING LAX THE LAST TIME WAS A JOKE, YET THE AIRPORT PLAN IS VERY UNCLEAR AS TO HOW IT WOULD WORK THIS TIME AND WHAT KIND OF PASSENGER COUNT WOULD BE INVOLVED. LASTLY THE ENORMOUS PARKING STRUCTURES AND INCREASED TRAFFIC FLOW ON VISTA DEL MAR ARE POORLY THOUGHT OUT ESPECIALLY IN COMBINATION WITH THE PLAYA VISTA DEVELOPMENT

*Signature*  
J T Slane

Print your name clearly  
JAMES T SLANE

Your Name SLANE  
Address 1920 ARDMORE AVE  
HERMOSA BEACH CA. 90254  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2135 35



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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*Obviously you increase the number of flights where the people will be. Enlarging LAX increases to a crawl on Sepulveda/PCH to get there. It also wastes gas for people coming from the outlying areas to get to LAX for a flight. A terminal should be included in the outlying airport expansion plans. No one uses Santa Monica Bay. Why? How about LAX ferries from Santa Monica & north to LAX and South Bay & San Pedro from the South to LAX to relieve existing traffic.*

*Margie Arrowood* Signature MARGIE ARROWOOD  
Print your name clearly

Your Name  Margie Arrowood  
 Address  Palos Verde Estates  
 825 Via Somonte  
 Palos Verdes Estates, CA 90274

Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*STOP the whole project. Why should we deal with the increased traffic on the freeways + air pollution. Let the people of Orange County fly out of El Toro. Most of them moved there knowing it was an airport / Air Force base. The 405 is already a disaster. Century Blvd gets clogged up - the LAX entry + exit gets jammed. Make El Toro a Full International Airport + expand Ontario Airport. Let Orange + S/B counties residents fly out of their own counties. Let the airlines transfer some of their activities to other locations.*

*NO MORE EXPANSION!!!*

*John Howe*  
Signature

John Howe  
Print your name clearly

Your Name John Howe  
 Address 2744 Via Anita  
P.O. Estates 90274  
 Email mtela@aol.com

11 JUN 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

PC03210

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*LA purchased more than adequate acreage in Palmdale to develop a major airport. I believe that all cargo planes and many passenger flights could use Palmdale if a hi-speed route to LA was part of the development.*


*I believe Ontario and John Wayne should be utilized so that people in these areas would not have to drive to LAX and further increase our already over whelming traffic.*


*We do hear planes flying over at night. More flights, more traffic and more pollution can only result from MAXIMUM development of LAX.*

*[Handwritten Signature]*  
Signature

PAUL D. Gerhardt  
Print your name clearly

Your Name Paul D. Gerhardt  
 Address 2226 Manhattan Ave  
Hermosa Beach CA 90254  
 Email \_\_\_\_\_

Please 



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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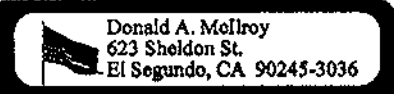
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*Donald A. Mellroy*  
\_\_\_\_\_  
Signature

*Donald A. Mellroy*  
\_\_\_\_\_  
Print your name clearly



Donald A. Mellroy  
623 Sheldon St.  
El Segundo, CA 90245-3036





Postage stamp with 'Please' cancellation mark.

**Congresswoman Jane Harman**  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Email \_\_\_\_\_



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Dear Congresswoman Harman,  
 I live in Westchester about one mile north of LAX. The traffic on the 405, 105, Sepulveda, & Lincoln are pretty much gridlocked Monday AMs & Friday PMs & often other times as well. It's unfair to have the entire So. Calif. population traveling to LAX when they could convert El Toro to a large airport so easily. They should also expand Palmdale & make it easily accessible by rail or other rapid transit.

*Sharon L. Craig*  
 Signature

SHARON L. CRAIG

Print your name clearly

Your Name	SHARON CRAIG	 
Address	7707 DENROCK AVE. WESTCHESTER, CA 90045	
Email	SCraig@UCLA.edu	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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Let Other Cities Take the Work off

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I am totally against the LAX Master Plan. LA has enough traffic and pollution. I understand that Pershing Dr. would no longer be for public use & that is UNACCEPTABLE. The noise is so bad where I live & can hardly hear myself think. This must decrease, not increase. And the pollution is most likely killing us. Look at the numbers of cancer patients with

Jayne Benson  
Signature

JAYNE BENSON  
Print your name clearly

Your Name JAYNE BENSON  
 Address 217 E. ARACIA AVE  
EL SEGUNDO, CA 90245  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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The EXPANSION OF LAX WILL NEGATIVELY IMPACT THE QUALITY OF LIFE OF THE PEOPLE IN THE SURROUNDING AREAS. I AM APPALLED BY THE ATTEMPT TO RUIN THIS AREA BY CAUSING DISASTROUS AIR POLLUTION LEVELS AND HIGH NOISE LEVELS THIS WILL BE HARMFUL TO THE MENTAL AND PHYSICAL HEALTH OF THE PEOPLE INVOLVED.

*Ruth Einhorn*

Signature

Ruth Einhorn

Print your name clearly

Your Name	Ruth Einhorn		
Address	3405 Via. Dolce # 320B Marina Del Rey, CA 90292		
Email			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*You asked for opinions. Here is mine!*

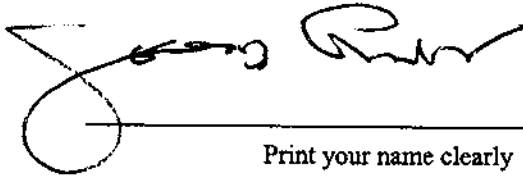
*LAX is already too big and too overcrowded making air travel a real pain for all except those who limos drive to the plane.*

*LAX is dangerous and awaiting a disaster. If last year's flight which went into the ocean had made it back to land on LAX hundreds more might have been killed.*

*We need a new, huge, airport way out in the sticks built for the 21st Century with rapid transit to/from downtown LA and Lax. Lets us start it now!*

*John D. Andrews  
28603 Plainfield Dr., RPH*

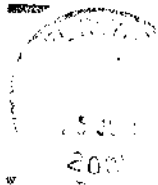
*Sorry! This is written in bad light. 6/18/01*



Signature

Print your name clearly

Your Name JOHN ANDREWS  
Address 28603 Plainfield Drive  
Rancho Palos Verdes, CA 90275-3149  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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I am sorry to have taken so long to respond. It seems imperative to me that the air traffic load be spread equitably among several airports which serve So. Calif. LAX cannot & should not carry all the load and should not be expanded until other locations have assumed their fair share.


Allen J. Curtis

Signature

Allen J. Curtis



Print your name clearly

Yo 

Ad 

Email ajcprv@home.com

Allen Curtis  
3829 Via Palomino  
Palos Verdes Estates, CA 90274-1450

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

International Airport

Vs.

International Airport

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I completely support your position on the LAX master plan. Traffic around LAX is ridiculous, and could certainly be reduced by flying passengers to airports closer to their final destinations. I believe business suffers <sup>(from traffic congestion)</sup> since people are reluctant to shop in areas that pass by LAX. Please continue your work on this issue.

Yvonne M LeGrice  
Signature

Yvonne M LEGRICE  
Print your name clearly

Your Name Yvonne LeGrice  
Address 434 RIALTO AVE  
VENICE, CA 90291  
Email ylegrice@yahoo.com

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*EL TORO IS THE WAY TO HELP THE OVERBURDENED LAX — ORANGE CO. SHOULD HAVE A MAJOR AIRPORT.*

Signature

CORETHA M. TIMKO

Print your name clearly

You Adc  Coretha Timko  
5013 W Canyon St.  
Torrance, CA 90503-6321

Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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We vehemently oppose the proposed LAX expansion.

It is unnecessary and uneconomical. Our lives and the lives of thousands of homes around the LAX would drastically be disrupted by the noise, traffic, pollution.

Please reconsider EL TORO, OR ORANGE COUNTY.

*[Handwritten Signature]*  
Signature

CHRIS MC GARRY  
Print your name clearly

CHARIS MC GARRY

Your Name	CHRIS MC GARRY	Please Place Postage Here
Address	6131 Will Rogers St Westchester, CA 90055	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.


*Traffic going south to the Airport is horrendous. I live in Westchester & our community is bombarded with noise, airplane emissions that literally ruin our plants (and our lungs). Now, you want to expand further into Westchester. What is wrong with utilizing the facilities in Palmdale for cargo planes etc - I have lived in Westchester for 32 years & I am tired of my life being endangered by the Airport. Make another community miserable - not only us.*

*Bernice A. Pinto*

Signature

*BERNICE A. PINTO*

Print your name clearly

 <p>Bernice Pinto 8608 W 87th St Los Angeles CA 90045-3718</p>	<p>_____</p> <p>_____</p>	<p>Please Place Postage Here</p>
<p>Email _____</p>	<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

- 2 -

6/13

the regard to plants - when I have problems with black spots on leaves of roses - I call Jason & Perkins (a catalog company selling plants). When I explain my problem to them they immediately ask if I live near the airport - I tell them about 3 miles away - I then I am told all the deterioration on the leaves is caused by airplane emissions.

Does anyone ever consider what could be happening to our lungs - If this is so detrimental to the plants God help our children!

Please stop them from expanding LAX further into our communities - or what's left of LA!

Sincerely

Bernice A. Pinto

P.S: We are an elderly community & the airport offers sound-proofing. - But to avail yourself of this sound proofing you must take down your drapes your venetian blinds etc. Needless to say most of us are arthritic & cannot do this & can't afford the cost of hiring someone for this chore - so we have to live without the sound proofing. -  
Your brochure was received on June 13th!

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*June 18, 2001*

I'm writing this note for my 85 year old parents. They built their home in 1950 and have lived on Airport Blvd. for over 50 years. Now, their quiet neighborhood is in danger of becoming an expressway that would connect the traffic from the 405 freeway to Westchester Parkway to LAX. PLEASE STOP this expansion project as it would cause many negative effects on this community in the form of diesel soot, noise, and air pollution as well as destroying quiet neighborhoods and the quality of life people have worked hard for. PLEASE WORK TOWARDS alternatives that would reduce the traffic and provide access to regional airports.

Thank you.

Sincerely,

*Janice (Lear) Triplett*  
for: *Lucian Herbert Lear*  
*Merla L. Lear*

JANICE (LEAR) TRIPLETT  
LUCIAN HERBERT LEAR  
MERLA L. LEAR

Your Name <u>L. H. LEAR</u> Address <u>7919 AIRPORT BLVD</u> <u>LA, CA 90045</u> Email <u>(310) 645-4117</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I cannot comment directly on the plan - never seen it. However, I do know that I DO NOT SUPPORT LAX EXPANSION!!! When we moved to Manhattan Beach <sup>(over 10 yrs ago)</sup> my husband + I commented how quiet it was at night - we had lived 1 block off a major street in our prior address in Redondo. Now, we lay awake in our bed listening to airplanes landing + taking off from LAX until 2am and starting up again before dawn. As a stay at home mom, I see + hear planes flying overhead (yes, they DO fly over my house, despite what LAX officials seem to claim) all day long. Not only do I not support expansion, I would like to see the beach city fly overs halted and the ocean "turn" point moved further offshore.

Thank you for listening!

Sally Thoman  
Signature

Sally Thoman  
Print your name clearly

Your Name <u>Sally Thoman</u> Address <u>649 12th St</u> <u>Manhattan Beach, CA 90266-4827</u> Email <u>&gt;</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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	Los Angeles	Denver International Airport
Millions of Annual Passengers (MAP)	LTC THOMAS E. LASSER, DFC Airfield Commander	19 MAP in 2000. 15 MAP capacity.
Residents within planned 65 decibel noise boundary	Los Alamitos Army Airfield (KSLI) Joint Forces Training Base, Bldg. #1 California Army National Guard 4442 Doolittle Ave., Suite #2 Los Alamitos, CA 90720-5146, USA	
Price Tag	Comm: (562) 795-2571/2561 CAGNET: 6-2571/6-2561 DSN: 972-2571/2561 FAX: (562) 795-2566 E-mail: tom.lasser@ca.ngb.army.mil	\$4.2 billion (actual)
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- EC TO GO AS INTERNATIONAL AIRPORT!
- JOHN WANTING TO GENERATE AVIATION WITH COMMUTER + CHARTERS
- MODERATE EXPANSION OF LAX TO KEEP ECONOMIC ENGINE GOING!
- LAX EXPANSION MUST INCLUDE GROUND/ROAD IMPROVEMENTS
- "LONG RANGE" PLAN FOR ACCOMMODATION
- USE REGIONAL AIRPORT PLAN GOING!

  
Signature


Thomas E. Lasser  
232 S. Guadalupe, #A  
So. Redondo Beach, Calif.  
90277-3411, U.S.A.

Print your name (310) 318-5364

You:  Lto T. Lasser  
Ad:  232 S. Guadalupe Ave. Unit A.  
Redondo Beach, CA 90277-3411

Email: Tom.LASSER@CA.MGB.ARMY.MIL

L REY CA 90277  
M  
2002



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*I am against expanding LAX. I live in Marina Del Rey and work in El Segundo. The traffic just to get out of the Marina area feels nearly as if I am driving in Manhattan, N.Y. It is way to congested. The air feels dirty. El Segundo is a great little town but the air is also polluted from the airplanes etc.. Many people that live in Westchester would like to sell their homes, they are scared of the pollution airport expansion and noise. The beach areas are becoming to industrial. I can see myself moving further South by next year or so. It is very unfortunate. Let other airports expand. Manika Oldmen*

Signature

Print your name clearly

Your Name	<i>Manika Oldmen</i>	
Address	<i>4248 Via Marina #94 M.D.R. CA</i>	
Email	<i>90292</i>	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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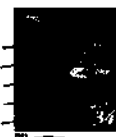
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*We have too much traffic, noise, and pollution already. We don't need any more. Your plan is good.*

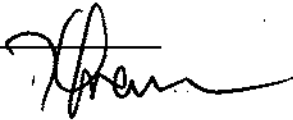
*George Glavis Jr.*  
Signature

George GLAVIS, JR.  
Print your name clearly

Your Name	Mr. G. Glavis Jr.	 
Address	16028 Illinois Ct. Torrance, CA 90504	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

I agree with your opposition entirely. Besides the increased noise from the aircraft, I am especially concerned about about I-405, which is already impossible during most hours. More cars and trucks is one thing, but it's ten times worse when they are all just sitting bumper-to-bumper on the so-called freeway, pouring tons of junk into the air I must breathe. Thanks again for your assistance.

Signature

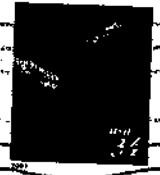


JEFFREY CLYMAN

Print your name clearly

Jeffrey Clyman  
4550 Via Marina Apt 306  
Marina Del Rey CA 90292-7250

Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 36



PC03227



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I OPPOSE ANY EXPANSION OF LAX.  
 FORTUNATELY, A FACILITY OF ADEQUATE AREA  
 IS AVAILABLE AND IS NEARBY. PALMDALE.  
 THANK YOU FOR YOUR STAND ON THIS MATTER.

Stanley R. Harris  
 Signature

STANLEY R. HARRIS  
 Print your name clearly

Your Name <u>Stanley R. Harris</u> Address <u>PO Box 10367</u> <u>MARINA DEL REY, CA 90295</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



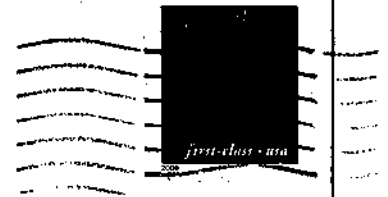
NO airport expansion at all! Build high-speed rail to reduce the long-distance crunch! Preserving the neighborhoods of Westchester is much more valuable than adding more flights. We've already destroyed too many homes at Dockweiler Playa Del Rey & with freeways in the name of "progress"!

Thank you for standing up to LAX! This issue is extremely important!

Jay R.  
Signature

Jay Ross  
Print your name clearly

Your Name Jay Ross  
Address 428 Rosecrans - A  
Manhattan Bk CA 90266  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 35



PC03229

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Dear Jane, I'm pleased to hear that you oppose the expansion of LAX and that you are in favor of a regional solution. I live in El Segundo and would bear the lion's share of the impact. The noise is already such that you can not sit out on the porch and hold a conversation. The traffic on the 105 Freeway is at dangerous levels at the airport off ramp which can not presently adequately handle the load. I can not imagine adding more airport traffic. Pollution would of course increase which does not bode well for us since our city is one of the worst <sup>in terms of</sup> pollution wise with hyperion on the west, Charron on the east and Airport on the north. Over all our quality of life will be even more adversely affected. I appreciate your support.

*Paulette Caudill*  
Signature

Paulette Caudill  
Print your name clearly

Your Name	MISS PAULETTE CAUDILL	
Address	531 ARDEN ST EL SEGUNDO CA 90245	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*Jane,*  
*I am with you. I support a regional airport plan + oppose the LAX expansion plan.*  
*The surrounding airports + counties (Orange) should provide for expansion of their air traffic.*  
*We local south bay residents don't need extra traffic + air flights over our area.*



*Donna M. Heise*


*Donna M. Heise*

Signature

Print your name clearly

Your Name Donna Heise  
 Address 18425 Patroneilla  
Torrance, CA 90504  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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6/11/01



We have been living here since 1948 (before the tunnel on Sepulveda was built) and the noise level has increased every since. At present the noise and the dirt from the jet exhausts is very high and we don't think we should tolerate any more. As Seniors (87 & 91) this is very disconcerting

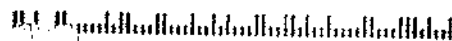
Frank M. Carter

Signature

FRANK M. CARTER

Print your name clearly

Your Name	<u>Frank M. Carter</u>	 
Address	<u>829 Lomita St El Segundo CA 90245</u>	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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Rep. Jane Harman:

I am opposed to LAX expansion primarily due to current and increased air pollution. This black soot covering everything is from the planes accelerating over the ocean. In addition we continually breath the fumes.

LAX is an unfortunate location. It is occupying fine beach front land. I hope with your help LAX will gradually be relocated to other sites.


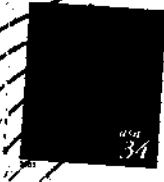
Thank you for this mailing.

*Richard Taft*

Signature

Richard Taft

Print your name clearly

Your Name	Richard Taft	 
Address	415 Wash. Blvd. 506 Marina del Rey 90292	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

90277+2

PC03233

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*The traffic, noise and pollution would be just terrible. It is very, very bad now. Airplanes fly over head. Then if you call in your area bar. Also they try to get you to call other numbers, telling you the number you called is no longer good. It looks like they are trying to force people out of their homes. It is a shame.*


*Shirley Cassell*  
\_\_\_\_\_  
Signature


SHIRLEY CASSELL  
\_\_\_\_\_  
Print your name clearly



Mrs. Shirley B. Cassell  
611 Monterey Blvd.  
Hermosa Beach, CA 90254-4547

*Saving Life on Earth*





Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*Pin all for regional plan - that will take the pressure off the L.A.X. I live less than 10 miles away + would hate to see an expanded version of the airport in any way. During ~~cert~~ certain times of the year, you can smell the exhaust fumes of the airplanes - more of them would add to that lack of clean air. Thanks for your work on this! (none <sup>car</sup> traffic around LAX) As well as*

*Teresa A. Johnston*  
Signature

Teresa A. Johnston  
Print your name clearly

Your Name <u>JAS</u> Address <u>212-C Seawick St</u> <u>Mo. B., CA 90266</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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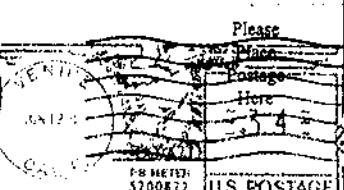
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I am a frequent flyer and  
 I see no need for further  
 expansion. As part of regional  
 airports like Long Beach, etc

Robert H. [Signature]

Robert Holzman  
 Print your name clearly

Your Name Robert Holzman  
 Address 24 V. Law St #1  
Marina Del Rey CA 90292  
 Email R.Holzman@windchamberbooks.com

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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6-11-2001



I hear the planes flying over every day  
and I am heartily in accord with your  
Plan.



Signature

R.H. Dossat

Print your name clearly

Your Name	<u>RH Dossat</u>	 
Address	<u>811 GULANA AVE., #4210 Playa Del Rey, CA 90293</u>	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



6/12/01


Hon. Jane Harman

By expanding FAX, would bring more traffic, noise, dirt, polluted ~~air~~, angry people, etc. We are already known as a state, which cannot get anything done right. Lets break the pattern. Thank you.



Ronald J Feeley  
Signature

RONALD J. FEELEY  
Print your name clearly

Your Name \_\_\_\_\_

Ad  **Ronald Feeley**  
650 The Village #112  
Redondo Beach, CA 90277-2731

Encl \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

✓

90277-213A 3A



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*Congresswoman Jane Harman,  
My comments are that we shouldn't put all our planes and cars in one place. Definitely not LAX. TRAFFIC IS A MESS, BOARDING IS A MESS. PALMDALE, ONTARIO, AND EL TORO SHOULD ALL BE INTERNATIONAL AIRPORTS. NIMBY'S CAN SACRIFICE SOMETHING FOR THE GREATER GOOD. IT DOESN'T MAKE SENSE TO TRY TO SHOE HORN MORE INTO LAX*

*Edward C. Price*

Signature

EDWARD C. PRICE

Print your name clearly

Your Name _____			
Address _____	Ed & Joan Price 4214 W. 176th St. Torrance, CA 90504-3126		
Email _____			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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Noise Pollution, Extra Traffic, significant Traffic jams on Sepulveda during high airport Traffic hours, deterioration of communities. I have lived on the north & south side of LAX for 40 years. The Westchester community was devastated by LAX expansion. Expand to Palmdale, or Ontario or Orange where a complete airport sits already to go.

*Jack Gillespie*  
Signature

JACK Gillespie  
Print your name clearly

Your Name Jack Gillespie  
 Address 746 33rd St  
Manhattan Beach Ca. 90266  
 Email jack.gillespie@southbaybrokers.com

DELIVERY  
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 USA 10  
 32

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



P.S. I only received this on FRIDAY - The day before the Hearing

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The noise level has gradually increased over these last few years. I'm opposed to LAX expansion. I have property in EL Segundo and Manhattan Beach. The noise level has increased in EL Segundo dramatically. The pollution from the planes is a big concern for me. This is really evident at my property in EL Segundo. We need to be concerned with our quality of life, not just commercial gains @ LAX. I would like another official hearing - with more notice.

*Corliss Bond*  
Signature

Print your name clearly  
CORLISS BOND

Your Name <u>CORLISS BOND</u> Address <u>1241 Sixth St.</u> <u>MANHATTAN BEACH, CA 90266</u> Email <u>CBONDMB@AOL.COM</u>	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Thank you Jane, you're doing a great job,  
LAX is already too large & too crowded.  
Expanding other airports will not only reduce congestion  
at Lax but will make travel more convenient  
for residents in the outlying areas.*

*Julie & Jack Viking*  
Signature

*Julie & Jack Viking*  
Print your name clearly




Your Name	<i>Viking</i>	 
Address	<i>2017 P.V. Dr. W P.O. Box, Ca. 90274</i>	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



Dear Jane Harman —  
Briefly - The airport + the 405 traffic can  
be unbearably congested - Any more traffic  
will be much worse. So many people  
have to travel 30-60 miles to get to LAX.  
Decentralized airports would be an immense  
improvement.

Marguerite Noetzli  
Signature

Marguerite Noetzli  
Print your name clearly

Your Name _____			
Address _____			
Email _____			
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>			

90277-2135 35





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*I do use LAX because it is close to my home and I'm sure others that live in out-laying areas would appreciate an air port near their home and not have to travel miles to an already crowded and congested LAX - but the way people travel today it will only get worse - When possible I use the train or ship. But then I'm retired and can take my time -*

*Patricia C. Wildasin*  
Signature

Patricia C. Wildasin  
Print your name clearly

 Mrs. Patricia C. Wildasin 6348 Via. Catalina Rancho PIs Vrd, CA 90275-6480	  
Email _____	✓
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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June 10, 2001


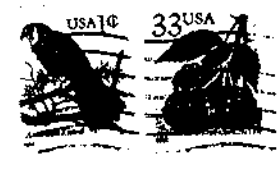
Dear Congresswoman Harman:  
 you are so right! Lax airport is already  
 too busy! People from other areas have  
 to go to Lax to catch the plane when  
 they could be going from a closer  
 airport. I support you completely.

Ellen A. Ogden  
 Signature

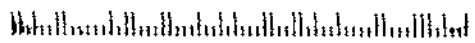
ELLEN A. OGDEN  
 Print your name clearly

Mrs. John Ogden  
23011 Nadine Cir. # B  
Torrance, CA 90505-2722

Email

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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- 1) THE PROXIMITY OF LAX TO OUR HOUSES KEEPS PROPERTY VALUE DOWN.
- 2) DUE TO THE NOISE LEVEL, IT IS VIRTUALLY IMPOSSIBLE TO LEAVE WINDOWS OPEN TO RECEIVE THE COOL OCEAN BREEZE. FOR SANITY SAKE ONE MUST SHUT WINDOWS & USE A/C WHICH WE ALL KNOW USES MORE PRECIOUS ELECTRICITY.
- 3) LAX NEEDS TO ADOPT A DOMESTIC ONLY POLICY FOR INCOMING & OUTGOING FLIGHTS. SEND ALL CARGO & INTERNATIONAL FLIGHTS TO PALMDALE.

*[Handwritten Signature]*  
Signature

DR. KENNETH W. LUTHER  
LINDA A. B. LUTHER  
Print your name clearly

Your Name \_\_\_\_\_  
 Address **Dr. & Mrs. Luther**  
**649 W. Maple Ave.**  
**El Segundo, CA 90245**  
 Email **(310) 322-6955**

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 EL SEGUNDO CA 90245

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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Dr. & Mrs. Luther  
649 W. Maple Ave.  
El Segundo, CA 90245  
(310) 322-6955

**Sheraton**

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*The noise of overhead planes has increased appreciably in the past year, especially at night, and every indication is that the LAX Master Plan would multiply that noise to an unacceptable decibel level. The effect on the desirability of living in Manhattan Beach will be to bring it closer to those communities - South Westchester & North El Segundo - immediately surrounding the airport.*

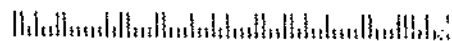
*Max F. Schulz*

Signature

MAX F. SCHULZ

Print your name clearly

Your Name	<i>Max F. Schulz</i>	 
Address	<i>2413 Palm Ave Manhattan Beach</i>	
Email	<i>CA 90266</i>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		



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	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
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Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport. Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

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*I live in the Westchester area and LA expansion would negatively affect my quality of life. This plan would increase noise and traffic in my neighborhood. Also, there is good reason to expect that LA expansion will negatively affect property values. Most importantly, this plan would negatively affect our sense of community. Please oppose LA expansion.*

*Vilma Ortiz*

Signature

Vilma Ortiz

Print your name clearly

Your Name <u>Vilma Ortiz</u> Address <u>5876 W TTP</u> <u>LA CA 90045</u> Email _____		
<p>Congresswoman Jane Harman          811 N. Catalina, Suite 1302          Redondo Beach, CA 90277</p>		

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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I live near LAX - (the increased) noise has concerns for Adjacent's home owners who live on Imperial Ave due (increased) planes taking off landing near Imperial Ave

*Joseph Reiser*  
Signature

JOSEPH REISER  
Print your name clearly

Your Name JOSEPH REISER  
 Address 1026 E IMPERIAL AVE #5  
ELSEBUNDO, CA 90445  
 Email \_\_\_\_\_

ELSEBUNDO, CA 90445  
 SEP 11 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

PC03249

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*I am very strongly against expanding LAX. Palmdale and Ontario need to be enlarged and El Toro should certainly still be a valid consideration. I believe LAX has already been expanded beyond its capacity to continue to expand it seems to be an easy out for a lot of people. ~~but~~ The expansion of LAX would have a very negative effect on an already overstressed community and impact negatively on the surrounding cities.*

*Carol A. Turner*

*CAROL A. TURNER*

*Please do all in your power to stop the LAX expansion*

Your Name Carol Turner  
 Address 22803 Kathryn Ave  
Torrance, CA 90505-3405  
 Email cturner@lmu.edu



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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The traffic in & around the airport is unbearable. Also the fuel-out from planes, must be bad for our lungs, because its terrible on the cars + windows. Let Orange Co. have some of the mess. Palmdale would work also.

Ruth G. Matties  
Signature

RUTH G. MATTIES  
Print your name clearly

Your Name R. Matties  
 Address 7655 Truston Ave.  
Westchester, CA 90045  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD  
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 JUN 10  
 12 30 PM  
 2601

34 STARS

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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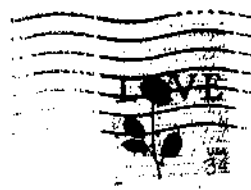
*I oppose the expansion of LAX because there are other near by options, such as Palmdale and E.E. Elroy. It would also ease traffic in and around LAX. If both of these areas were developed into international airports, also perhaps there is more suitable room for expansion at Ontario International. Regardless I am very much against expanding LAX.*

*Betty A. Christian*

Signature

BETTY A. CHRISTIAN

Print your name clearly

Your Name <u>BETTY A. CHRISTIAN</u> Address <u>23201 S. WESTERN SP. 65</u> <u>TORRANCE, CA 90501</u> Email <u>N/A</u>		
✓ Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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Thank you for sending this & doing all this work. I completely agree that LAX is busy enough, if expansion is needed it should happen at the regional airports outside CA.

*Sarah Kopist*

Signature

Sarah Kopist

Print your name clearly

Your Name Sarah Kopist  
 Address 21006 Reynolds Dr #9  
Torrance, CA 90503  
 Email \_\_\_\_\_

✓

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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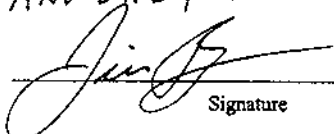
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LAX HAS NOT ACCOUNTED FOR ENVIRONMENTAL IMPACTS WITH A 45% INCREASE OF MAP SINCE THE LAST EIR WAS DONE AT 40 MAP. THIS IS IN VIOLATION OF CEQA, AS THERE ARE CLEARLY SERIOUS IMPACTS INCLUDING PUBLIC SAFETY ISSUES. THIS INCREASE IN AIR TRAFFIC GRAMMED INTO THIS TINY AIRPORT IS SOLELY DRIVEN BY FINANCIAL INTERESTS OF CORP. AIRLINE COS AT THE EXPENSE OF QUALITY OF LIFE AND THE HEALTH OF THE SURROUNDING COMMUNITY. THIS MUST STOP! IT'S POOR PLANNING (IF ONE CAN CALL IT PLANNING AT ALL) AND NO "ECONOMIC ENGINE" SHOULD OVERRIDE THE HEALTH AND SAFETY OF THE VERY CITIZENS IT PREPARES TO SERVE.

  
Signature

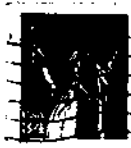
JIM KNIGHT  
Print your name clearly

Your Name James E. Knight  
 Address 5 Chintaman Ln. Rancho Palos Verdes, CA 90275  
 Email \_\_\_\_\_

✓

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

LOS ANGELES BEACH CA 90275  
 11 29 01



Los Angeles International Airport

Vs.

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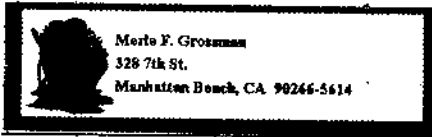
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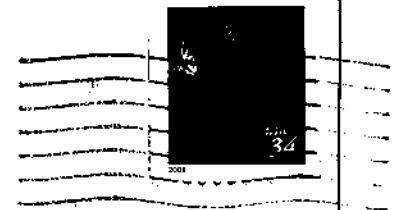
*I am already affected by take off patterns that are very different from just a few years ago - I live two blocks from the Ocean in Manhattan Beach, and planes are so low flying they drown out all ~~sort~~ sound. I actually think are about to crash into my house.*

*Merle F. Grossman*  
Signature

MERLE F. GROSSMAN  
Print your name clearly



Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2128 34



PC03255

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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I AM AGAINST EXPANSION AND GROWTH OF LAX. THE HUMAN AND VEHICULAR CONGESTION WILL BECOME INTOLERABLE AND POLLUTION WILL BECOME ABOMINABLE. THE AREA IS ALREADY CONGESTED WITH INDUSTRIAL AND COMMERCIAL ENTERPRISE. IT IS ALSO OVERPOPULATED WITH RESIDENTIAL HOUSING. TRAFFIC ALREADY CRAWLS ALONG ITS THOROUGHFARES. GROWTH WILL BRING THINGS TO A STANDSTILL, CONGESTION WILL PREVAIL DAY AND NIGHT, POLLUTION WILL BE UNESCAPABLE, LAX SHOULD ONLY BE ALLOWED TO MAKE CHANGES TO MEET AIRPORT DESIGN STANDARDS, AND TO ENHANCE SAFETY. LAX SHOULD NOT BE ALLOWED TO GROW!

Signature  
Anthony Garcia

Print your name clearly  
ANTHONY GARCIA

Your Name

Ad:

G Anthony Garcia  
22656 Nadine Cir # B  
Torrance, CA 90505-2716

Email:

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC03256

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I'm so glad you're supporting a regional plan. There simply is no more room for growth at LAX. Travelers who have the option are already choosing smaller airports (Burbank, O.C., etc).

I work in El Segundo. The 405 and 105 freeways are already extremely congested, and the resulting gridlock from LAX expansion would be unbelievable. Please try to put the additional capacity where it makes sense, not here.

*Sarah Echt*  
Signature

*Sarah Echt*  
Print your name clearly

<p>Your Name</p> <div style="border: 1px solid black; padding: 5px;"> <p><b>E</b> Ms. Sarah Echt 4286 W 182nd St Torrance, CA 90504-4844</p> </div> <p>Email</p>		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		

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Dear Rep. Harman,



6/21/2001

I partially agree with your position re: the LAX master plan & the regional airports plan. I feel that both LAX & the regional airports need expansion and/or development. While some aspects of the LAX Master plan need improving, reconsideration, revision & more public input, that airport should for the next decade be considered the primary international airport for the LA metro area - as such it requires urgent modifications as well as additions to its runways so that the existing air traffic at LAX can operate more safely & smoothly. I would be in favor of more development of the regional airports you cite, as well as increased spending for more efficient & state-of-the-art, expanded

*Carl Byron*

CARL B. BYRON

Signature Print your name clearly  
public ground transport to any & all airports throughout the region.

Your Name <u>CARL BYRON</u> Address <u>PO Box 5842</u> <u>Santa Monica CA 90409</u> Email <u>carlbyron@aol.com</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		





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I oppose the expansion of LAX because I believe it would greatly increase the traffic in my area as well as others and especially the 405 freeway. My area is bad enough. My neighbors and I are planning to have speed bumps on our streets because of all the people using our street as a pass-thru between La Tijera & Sepulveda. I believe the noise and pollution from the expansion would greatly increase as well. The skies are too congested with planes lining up to land.

*Ryan Basinger*  
Signature

*Ryan Basinger*  
Print your name clearly

Your Name Ryan Basinger  
 Address 5920 W. 74th St.  
Westchester, CA. 90045  
 Email \_\_\_\_\_

10 A  
 JUN 25 2001

34

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



From: ednam

To: 3721622

Sep 06, 2001 10:28AM P 1/1

LAX Expansion

I am a Hermosa Beach resident and homeowner who is totally in favor of the LAX expansion plan. In my opinion, it appears to boil down to safety vs. need for quiet. I choose safety first. The skies around LAX are dangerously over crowded. Expansion is the only answer. Frankly I do a lot of yearly international travel and flying in and out of L.A. would be more enjoyable if there weren't so many delays attributed to lack of airport accessibility both on and off the ground! I vote for doing the right thing--expanding LAX.

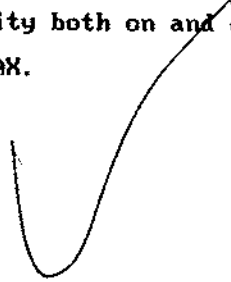
Sincerely,

Edna M. Tobias

615 1/2 7 Street

Hermosa Beach, CA 90254

(310) 937-4681



PC03260

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*We have enough noise and traffic problems now. To increase usage of LAX could only make it worse. Encourage air traffic into Palmdale, Ontario and/or Orange County.*

*Jane Olney*  
Signature

June Olney  
Print your name clearly

Your Name June Olney  
 Address 25 Sorrel Ln.  
Rolling Hills Est. CA 90274  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



PC03261

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

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North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion



## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*I definitely oppose the expansion of LAX. Traffic is already horrendous near the airport. The sound would encroach further into areas that don't need any more noise such as El Segundo, Westchester and Playa Del Rey. These are nice communities that need to be preserved not wrecked by money hungry capitalists.*

*Ashley Farasopoulos*  
Signature

Ashley Farasopoulos  
Print your name clearly

Your Name <u>Ashley Farasopoulos</u> Address _____ _____ Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*Thank you for this information. The Common Sense approach is the regional approach. The South Bay + West Side are overly congested now.*

*M Garcia*  
Signature

*Maureen Garcia*  
Print your name clearly

Your Name _____	 
Address _____	
Email _____	
 Ms M D Garcia 2231 Hermosa Ave Hermosa Beach, CA	Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277

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Congresswoman Harman, 6/12/01  
 We share your position on a regional  
 plan and support your efforts. At  
 times the noise is very offensive.


*JUDITH Mc CARTER*

J. J. Mc CARTER

*J. J. Mc Carter*  
 Signature

Print your name clearly

Your Name J. J. Mc CARTER  
 Address 316 4th ST.  
MANHATTAN BEACH, 90266  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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## WHAT DO YOU THINK? *SHRINK the AIRPORT !!!*

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*Having lived under the North runway for several years on Rindge in Playa Del Rey, I have first hand knowledge of the noise pollution caused by LAX. At my residence all conversation stopped if the engine starts <sup>let</sup> near the area. The vibration & noise is totally intolerable. I personally witnessed a heavily burdened turbine plane barely miss house tops as he proceeded toward the ocean <sup>down</sup> ~~the~~ way st. He took several miles to ascend over the ocean above a few hundred feet. A disaster barely avoided.*

*As you indicated above LAX doesn't belong in L.A. LAX belongs in the unpopulated northern deserts e.g. Mojave, Palmdale, etc, on 34,000 acres. High speed transit Rail/BUS should then transport passengers to/from L.A. LAX should SHRINK not Expand! Here in Playa Verde I was taking PRISONERS SOUTHWESTERN (INSTEAD OF going out into the ocean) have caused significant noise recently.*



*Jean DeVelet*  
Signature

**JEAN DEVELET**  
Print your name clearly

Your Name: JEAN DEVELET

Address: Box 2096  
Palos Verdes Peninsula, CA 90274

Email: DEVELET@lafn.org

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Los Angeles International Airport

Vs.

Denver International Airport

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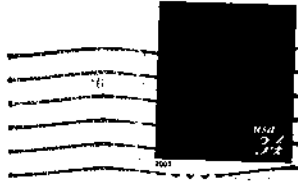
*I do not want LAX expanded. Traffic in the area is bad enough as it is. Noise also is bad in neighborhoods. I do not want more planes going in & out of LAX & feel all ~~of~~ non-passenger flights should be moved to Palmdale even though costs would rise for us as consumers.*

*Frances Ando*  
Signature

FRANCES ANDO  
Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

Frances Ando  
 23542 Eyalyn Ave.  
 Torrance, CA 90505-4514

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

90277-2188 33



PC03266



Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.	39 MAP in 2000. 55 MAP capacity.
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The traffic on B.C.H. is bad enough now, without adding more employees at the airport.  
We need housing for affordable prices instead of parking at the airport.

Catherine Ward  
Signature

CATHERINE WARD  
Print your name clearly

Your Name Catherine Ward  
 Address 1748 Addison Rd  
Palos Verde Estates Ca 90274  
 Email \_\_\_\_\_

MARINA DEL REY CA 90234  
 PM  
 25 JUN 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Maybe we should start to use the port when way overstate the city airspace.

- This comparison shows how Denver met growing aviation needs:

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I live next to the airport and almost every airline is in violation of flying over the city of El Segundo and directly over the building I live in. I do not appreciate being woken up in the morning with planes flying over at 5:00am. I do not appreciate being woken up in the middle of the night with freight planes taking short cuts over my building! An increase in air traffic will drive me out of LA, and into Nevada. I have lived in El Segundo since the mid 1950's and have watched the airport grow and increase in pollution, traffic and noise. It's time for other airports to expand and take responsibility for the citizens that live within their boundaries.


*Teresa C. Woodley*  
 Signature

TERESA WOODLEY  
 Print your name clearly

Your Name Teresa Woodley  
 Address 770 W. Imperial Ave #78  
El Segundo, CA 90245  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



Congresswoman Jane Harman

July 29, 2001

811 North Catalina Ave., # 1302  
Redondo Beach, CA 90277  
310.372.1600 t.  
310.372.1622 f.  
jane.harman@mail.house.gov  
www.house.gov/Harman

**Re: proposed expansion of LAX vs. fair regional aviation system**

I support completely a regional plan to fairly distribute the benefits and burdens of air transportation across our region through a fair regional aviation system and thus avoid growth on the over-burdened LAX. However, to provide this regional aviation system is really practical, the reliable, effective, low-cost, and environmentally friendly ground transportation is crucial to reduce congestion and improve access to regional airports thus securing unconditional airport connectivity.

Since the ground public transportation technologies now being used (light rail/subway and bus/shuttle) can hardly - or even if- meet this need because of either the use of the same congested highways by buses/shuttles or expensive and prolonged construction and troublesome maintenance of dedicated railways, we, small but energetic group of specialists consisting of Mr. Alexander Uscolovsky, Product Developer, and Ms. Lena Levinson, M.S., Transportation Engineer at Caltrans, submitted the proposal to LA County Board of Supervisors (Mr. Antonovich) to develop and implement the safe, environmentally friendly, and cost effective transportation alternative within the Los Angeles region.

While relieving traffic congestion, air pollution, fuel consumption, and airport connectivity, this alternative offers cost effectiveness and the flexibility of the bus, as well as ridership appeal, travel time, and dependability of the dedicated rail owing to the use of passenger / cargo hovercrafts to connect any given destinations being located along the shoreline and the existing regional channel network, including but not limited to regional airports (LAX, Van Nuys, Burbank, John Wayne) and ports (San Pedro, Long Beach).

*Hovercrafts are vehicles which ride on the air cushion, whereby capable of high speed and comfortable riding. Great advantage of hovercrafts over conventional vessels is their being fully amphibious vehicles which are best applied to any relatively flat drying or shallow routes not requiring any infrastructure like dredged channels, docks, piers, etc. Namely such kind of routes is provided by existing channel network of Los Angeles. Therefore, hovercrafts should be ideal transportation alternative under these unique conditions of the Los Angeles region. Moreover, the confined cross section of the existing channels should promote effective protection against the vehicle's engine noise and enhance the hovercraft's efficiency due to reduction of scattering air pressure out from beneath the vehicle.*

*While having high performance, hovercrafts are distinctively environmentally friendly and safe, because: their excessive air pressure amounts insignificant figure (about 1 – 2 % of atmospheric one) and, while very unlikely to occur at all, they can hover over animals and birds causing no harm to them; their lower levels of noise are fairly mild so that wading birds often feed within meters of the hovercraft's routes; dedicated track (channels) and soft skirt together with air cushion produce bouncing instead of crash in very seldom collisions, thus providing with extreme safety proved by hovercraft's exceptional safe record.*

Commuter service into city centers (Downtown), regional airports (LAX, Burbank, Van Nuys, John Wayne), and to remote communities (say, Oxnard, Malibu, Santa Ana-Anaheim, Irvine, etc.), usual for the Los Angeles region, can be the most effective application of this hovercraft technology. Passengers of hovercrafts will enjoy cushioned comfortable ride at low levels of noise emissions, high speed, ultimate safety, assured dependability, and clean air of dedicated waterways, while being taken from remote locations directly to their destinations, including transfer from airports and tourist centers.

Thus there is an acute current need to develop the general design of the cost effective, safe, and environmentally friendly public transportation alternative for the Los Angeles region based on hovercraft technology to demonstrate its technical and economical merit and feasibility, and the possibility, within the resources and capabilities of Southern California to bring this alternative from the concept into the use. *The need might be met through creating a task team within the Southern California Regional Airport Authority for developing the preliminary general design of the proposed transportation alternative and concurrently coordinating the cooperation with appropriate governmental agencies involved as well as private enterprises like our Humans Preservation and Protection Fund just recently established and being in need of funding.*

Should you require further details on this proposal, we would of course be happy to supply this upon request.

Sincerely,

Alexander Uscolovsky, Vice President on Technology

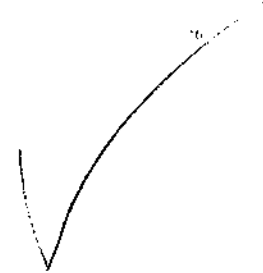
Humans Preservation & Protection Fund

13150 Maxella Ave., # 12

Marina Del Rey, CA 90292

310.827.1208 t.

glyderfax@yahoo.com



Kia Sinay, L.Ac. & Beau B. Elwell  
8146 Billowvista Drive  
Playa del Rey, CA 90293

June 19, 2001

Congresswoman Jane Harman  
811 S. Catalina, Suite 1302  
Redondo Beach, CA 90277

Re: LAX Master Plan

Congresswoman Harman:

Thank you for your interest in the impact of the proposed LAX expansion and the critical and detrimental effects it would have for our community.

We recently purchased a home in the Playa del Rey community overlooking the wetlands, a natural preserve for the white egrets, the blue herons, the variety of the hawk family.

Currently, we hear the noise of the airport from early morning hours until late evening, with jet noise incessantly. Congestion from traffic on the 105 Westbound Freeway to exit for the airport (at Sepulveda - North) is present continuously. The beach in Playa del Rey is plagued so severely with air traffic that my husband and I must travel south to enjoy the beauty and serenity of the coast.

Permitting the proposed LAX expansion would increase airport traffic in and out of the airport (increase in travelers, and employees), congesting Sepulveda and the 105 Freeways; increase the jet noise overhead at the beach and in our home; destroy the natural home for so many species of wildlife in the wetlands. These are all detrimental and negative impacts that could be averted.

We would also suffer a decrease in our property value; a decrease in our value and quality of life in this community; decrease the beauty of one of the nations last remaining wetlands and wildlife preservations, all due to the proposed expansion of LAX.

Please help us to save our home, our community, our wetlands and wildlife preserve. We so desperately need your support and assistance in deterring the proposed LAX expansion.

I urge you to drive through our neighborhood and see the signs posted in protest of the proposed LAX expansion. To listen to the families, the residents of our community would mean preventing the proposed expansion of LAX.

Thank you again for your interest, time and effort.

Sincerely,

  
Kia Sinay, L.Ac. & Beau Elwell

PC03270

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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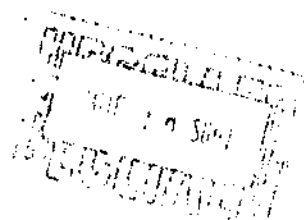
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Signature

  
Print your name clearly

Your Name <u>Lawrence M. Rothrock</u> Address <u>26563 Basswood Avenue</u> <u>Rancho Palms Verde, CA 90275</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



Lawrence M. Rothrock

---

July 7, 2001

Congresswoman Jane Harman  
811 North Catalina, Suite 1302  
Redondo Beach, CA. 90277  
Dear Congresswoman Harman:

The LAX Master Plan is a plan of intolerable congestion particularly surface traffic, noise pollution, etc. The surface traffic flow problem, i.e., passenger arrival/departure is the center of this situation. Adding runways will not help. Modernizing this situation with increased double decking, mass movement devices for transiting people could help but at great expense. Adding runways only compounds the situation.

The best solution is to expand the passenger handling capacity at BUR, ONT, SNA, with some assistance through commuter lines out of SMO, VNY, LGB, TOA, and RIV.

I have listened to a presentation of the proposed LAX Master Plan, courtesy of membership in the Aero Club of Southern California. In addition, I have been a licensed commercial pilot with multi-engine and IFR capability and have been operating a single engine aircraft under AARTC control since 1966. For 43 years, I was employed in Flight Test Operations, both administrative and operational, at Northrop Grumman Corporation.

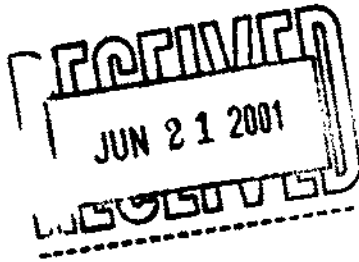
You may telephone for any additional comments.

Sincerely,

Lawrence M. Rothrock

26563 Basswood Avenue  
Rancho Palos Verdes, CA 90274  
(310) 373-4072

PC03271



June 19, 2001

Congresswoman Jane Harman,

Everyone that is breathing knows about the current traffic situation on the West Side of Southern California.

Airport expansion must go to the areas where population is expanding.

The combination of Playa Vista and LAX expansions is a disaster waiting to happen.

From my experience (with a different project) the EIR treated the traffic problem with benign words that disguised the true scope of the problem.

I believe an expose' of the LAX EIR mitigation may be a good point of attack.

*Philip D. Reardon*  
Philip D. Reardon  
1412 Laurel Avenue  
Manhattan Beach,  
CA 90266

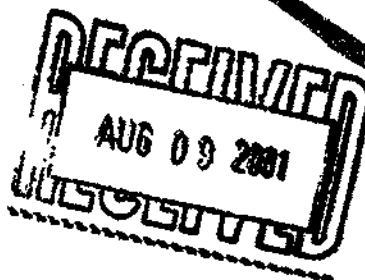
PC03272



Howard D. Paul  
9 Catalina Court  
Manhattan Beach, CA 90266

August 7, 2001

Congresswoman Jane Harman  
811 North Catalina Avenue  
Suite 1302  
Redondo Beach, CA 90277



Dear Congresswoman Harmon,

I am writing this letter to encourage you to put an end to any Federal Funding that could go towards the funding of the expansion of LAX. I am familiar with many of the developments that make it seem that the expansion will not be approved. I am also aware of some things that are unethical if not possibly illegal in the effort by the Department of Airports (D.O.A.) to get the Master Plan completed. You'll notice I used the word completed, not approved.

Several years ago I was playing golf with a woman and the conversation turned toward the LAX Master Plan. Having been to several meetings about it I voiced my opposition to the plan and she told me that she was an attorney for the D.O.A. She further told me that at a recent meeting Jack Driscoll stated, "The plan was going to happen. It was just a matter of how much it was going to cost." This is a strange comment considering the long and lengthy process that was ahead of the D.O.A. before the plan could be approved. The Environmental Impact Study hadn't even been completed yet! Here are the reasons I believe Jack Driscoll made this comment.

- 1) The city/D.O.A. has continued to purchase land east of the airport where the extended runways would go if the plan were approved.
- 2) The D.O.A. has recently completed the widening of a taxiway, which required the widening of the underpass on Sepulveda Blvd. Also part of the Master Plan.
- 3) I have heard from other people that the plan is to continue the expansion piece by piece and not call it a Master Plan.

Has anyone looked at the last expansion plan and reviewed the result? Since I moved here in 1987 I had to do this and found some interesting things that go to the lack of creditability of the D.O.A.

- 1) The expansion plan called for the land on 3 holes of the Westchester Golf Course to be used for the LAX expansion. The course would be redesigned with the 3 holes replaced. Westchester Golf Course is still a 15 Hole Golf Course some 20 years later!
- 2) The expansion plan called for a light rail system to go into LAX. Twenty years later there is no light rail into LAX. When I pursued the answer to why I found out that after the plan was approved a study was done that found people would not use the train because their baggage would fall or lean up against their legs. I find this to be strange. If this reason was justification for not putting the light rail system in then why was the light

PC03273

rail system kept as part of the expansion plan? Was the report actually done before the expansion was approved and released the plan was approved because it had a negative impact on the expansion?

Now that it is clear that there is a creditability issue it brings me to ask these questions.

- 1) Did the Environmental Impact Report (E.I.R.) reflect the traffic impact including the Playa Vista Project traffic projections? If so, how do we know for sure?
- 2) Did the E.I.R. include all the significant expansions and repopulation of office space in the area? For example, just south of LAX on Sepulveda Blvd., several high-rise office buildings have been renovated or are in the process of being renovated. Many of these buildings are not yet fully rented.
- 3) Did the E.I.R. include the traffic from the 2,200 new homes that have been proposed by Boeing to be built on adjacent land to Long Beach Municipal Airport? Imagine the congestion around the Long Beach Municipal Airport, the 405 / 605 junction, and the 405 / 710 junction with this housing development and the increased traffic from the proposed LAX expansion.
- 4) Did the E.I.R. take into consideration the impact on traffic that the unofficial "Alameda Corridor" project would add? This unofficial part of the LAX Master Plan is to use the area along the 105 freeway to be developed into a light industry area for businesses that require warehousing and office space combinations. This plan as reported in the newspapers would create \$15 - \$20 per hour jobs. This is a good thing, but has anybody considered where these \$ 32,000 - \$ 42,000 a year employees will live? With this income they will be forced to seek homes to the east and northeast. This will put an even higher load on the traffic flow and roadway infrastructure. Has this been factored in? If so where?

The bottom line is any further expansion of LAX makes no sense except for the City of Los Angeles and a few developers. An expansion of LAX will help bring tax money in to the City of Los Angeles and huge profits to the developers on the inside track. The entire region will suffer from the over congestion caused by the proposed Master Plan expanding LAX. There are good solutions out there. We need only to look. This will only happen when the talk of expanding LAX is over. I urge you to get Congress to agree not to fund the LAX Master Plan. Then, and only then will we be able to take a rational and focused approach to solving the needs of Southern California's future air traffic needs.

Sincerely,



Howard D. Paul  
Resident and Business Owner

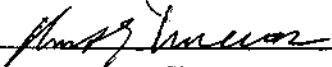
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Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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PLEASE SEE ENCLOSED LETTER



Signature

Jo Ann NORCROSS  
ROBERT NORCROSS

Print your name clearly

Your Name ROBERT NORCROSS  
 Address 11 MIDDLEIDGE LANE So.  
ROLLING HILLS CA 90274  
 Email NORCROSS1@PAC-BELL.NET



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

PC03274

My wife and I are strongly opposed to the proposed LAX Master Plan for the following reasons:

Traffic

Even at the present level of passenger traffic at LAX, Sepulveda, Century, Imperial and Lincoln Blvds are barely able to handle surface traffic particularly at peak travel times. Any significant increase in passenger traffic at LAX could result in frequent GRIDLOCK forcing more street traffic into surrounding neighborhood streets in order to move at all. Altho we agree with developing a perimeter road around LAX and extending the light rail into the airport (where it should have been in the first place) this couldn't come close to solving the traffic congestion.

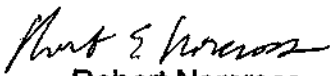
A related issue is traffic around the interior double decked airport roads. I would suggest members of the FAA try personally driving around those roads at current peak times and attempt to drop off or pick other FAA "passengers". Again this is at present levels of passenger traffic.

Noise and Pollution

The families in Inglewood, Hawthorne, El Segundo, Playa del Rey and Westchester have for many years borne the brunt of the noise and pollution of LAX. They have benefited by some reforms with quieter and less polluting modern jets but this trend would be reversed by an increase in take off and landings. This would be completely unfair to those living and doing business in the area.

We are firmly in favor of a regional plan for air transportation in Southern California.

Thank you for your efforts on our behalf.

  
Robert Norcross

  
JoAnn Norcross

June 13, 2001

11 Middleridge Lane South  
Rolling Hills CA 90274

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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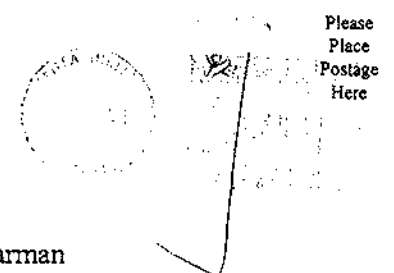
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Signature \_\_\_\_\_

Print your name clearly \_\_\_\_\_

Your Name <u>Rae Lamotta</u> Address <u>2530 Wilshire Blvd</u> <u>Santa Monica CA 90403</u> Email _____	Please Place Postage Here  
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



# RAE LAMOTHE

ATTORNEY AT LAW

2530 Wilshire Boulevard

Second Floor

Santa Monica, California 90403-4616

Telephone (310) 449-0052

Fax (310) 449-0062

June 9, 2001

Congresswoman Jane Harman  
229 Cannon House Office Building  
Washington, DC 20515

Dear Ms. Harman,

I received your recent mailer. I am writing to let you know that as a resident of Playa del Rey I support the modernization and expansion of LAX.

The airport has not been improved or modernized since the 1984 Olympics. Unfortunately, LAX is a rather dismal gateway to our fine city. The surface transportation has reached near grid lock, with no end in sight. There is no reason to believe that the passenger volume will decrease anytime soon.

Given the fact that Los Angeles will continue to be desirable as a destination, how can we best capitalize on our success? My review of the Draft EIR indicates that the proposed ring road and extension of the green line to LAX are a great start to alleviating the present and future congestion. The addition of a terminal on the west end of the property will also assist in the redistribution of the passenger and automobile traffic.

Many of the arguments I heard in opposition to the LAX Master Plan are illogical at best. The suggestion that we divert air traffic to Ontario and Palmdale is unrealistic. When was the last time you flew out of Ontario? When was the last time an overseas tourist was destined for Lancaster? The Venice Boardwalk remains the #1 tourist attraction in Southern California. I operate a business in Santa Monica, and trust me, my clients are not interested in flying out of Ontario, John Wayne or anywhere other than LAX. Despite the incentives offered by LAWA, the public simply is not willing to travel in land. Although the population in the Inland Empire is increasing in leaps and bounds, it does not follow that passenger volume is increasing in a similar pattern. Passenger demand is still predominantly generated from Downtown to the Westside. Westside business needs a modern, efficient airport.

PC03275

Jane Harman  
June 9, 2001  
Page 2

The argument that an expansion at LAX will double the volume of cargo is equally flawed. The majority of cargo arrives in the bellies of passenger flights. The assertion that an increase in cargo volume will mean an increase in the number of large cargo planes at night is simply wrong. LAX could easily accommodate a two fold increase in cargo craft with no improvements. Cargo carriers do not need the surface improvements recommended by the LAX Master Plan. My clients, colleagues and neighbors do. Cargo carriers already perform much of their work at night, when the roads are relatively empty.

Last but not least, the Master Plan includes a new 18 hole golf course. The present 15 hole course is among the most used public courses in the State. A full 18 hole course plus an additional 9 hole course on the water would be a wonderful asset for Westchester and Playa del Rey.

Should you have any questions, please do not hesitate to call me.

Sincerely,



Rae Lamothe

PC03275

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*Ms. Harman*  
Attached is a copy of the letter I sent to L.A. World with my comments on the expansion plan for LAX. I was amazed that they provided no facility to email comments. I suppose they just want to make it more difficult to make comments. I thank you for your efforts.

*Bob Streets*  
Signature

Bob Streets  
Print your name clearly

Your Name _____ Address _____ _____ Email _____	Please Place Postage Here
 <p style="margin: 0;">Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	



June 6, 2001

Los Angeles World Airports  
LAX Master Plan Office  
P.O.Box 92216  
Los Angeles, CA 90009-2216

To Whom It May Concern:

I have been to the LAX web site to review the recommended plan for airport expansion and have the following comments:

1. The LA Airport has not been a good neighbor to El Segundo.

- Approval for the Imperial Cargo terminal was slipped in several years ago under questionable circumstances. It has been a continuing source of unwanted noise ever since.
- The vast majority of after-hours flights have always been scheduled for the south runways.
- Maintenance and landscaping along Imperial Highway have been lacking for more than the last decade.
- The provision of funding for noise mitigation was initially delayed and then tied to onerous conditions of acceptance.

2. There will be significant construction impact on the local area.

- The construction will result in major dust and dirt problems, and thus air pollution problems.
- There will be an incredible noise impact on the community, not only from the direct airport construction, but particularly from the construction of the extension of the 105 freeway into what appears to be an elevated 'ring road' around the airport. And, I imagine that this construction will be scheduled for more than just regular business hours.
- All of the construction will certainly result in substantial disruption to local traffic.

3. Once operational, the expanded airport will negatively impact the area in the following ways:

- Increased traffic.
  - There will be more traffic in general. In particular, this traffic will now be on an elevated roadway, flowing directly past the north side of El Segundo. I imagine that there will be as much mitigation of this noise as there is just east of us in the Del Aire area (none).
  - Not only will this increased traffic generate additional noise, it will generate additional air pollution.
- Increased cargo and passenger jet flights.
  - The LAX plan professes to not significantly increase the number of daily flights (current = 2235 (1996 base year), proposed = 2320). Who are you kidding? You expect to increase the annual passenger capacity by around 33%, and more than double (1.9 million tons annually to 4.2) the amount of cargo processed. This means more major aircraft takeoffs and landings.
    - This will result in more aircraft noise.
    - This will result in more early turns.
    - This will result in more air pollution from the aircraft.
  - There will be more engine run-ups.
  - Airport noise will extend further through the day and night.
  - On top of all this, the plan calls for moving the south runway fifty feet farther south, moving all this future noise even closer to El Segundo.

PC03276

4. Current maintenance around the airport is lacking; how much worse will it be with an expansion?
- I've already mentioned the lack of maintenance along Imperial Highway.
  - Maintenance on Pershing has been at least as bad.
    - It is often months between the time that a streetlight goes out and the time it gets replaced.
    - Street sweeping rarely takes place.
    - What little landscaping exists (by the World Way West overpass) is often neglected for years.
  - Street maintenance on Sepulveda is non-existent.
    - Just north of the Century Blvd overpass the road has been in a state of disrepair for years.
    - Some of the potholes are celebrating birthdays.

In conclusion, the airport expansion should be cancelled. It has been clearly demonstrated that LAWA and the city of Los Angeles are not able to properly maintain the airport in its current configuration. How much worse would it be with an expanded airport? It has been shown that they have no regard for neighboring cities. And, with the misrepresentation of the annual flight information mentioned above, it is clear that they are trying to deceive the public as to the true impact of the proposed expansion of LAX.

Thank you.

Sincerely,



Bob Streets  
756 Sierra St.  
El Segundo, Ca. 90245

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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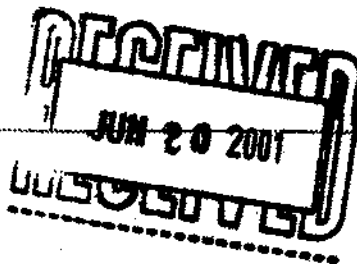
Deborah Black  
Signature

Deborah Black  
Print your name clearly

Your Name <u>Deborah Black</u> Address <u>8327 Stewart Ave</u> <u>L.A. Ca. 90045</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



P.O. Box 92216  
Los Angeles, CA 90009-2216



# Public Comments

Please print.

Name (First MI Last, or Organization): <b>Gregory and Deborah Black</b>		Date: <b>6-17-01</b>
Address: <b>8327 Stewart Ave</b>		
City: <b>L.A.</b>	State: <b>Calif.</b>	Zip Code: <b>90045</b>
Telephone (Optional):	E-Mail (Optional):	

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

<p><b>Comments:</b></p> <p>We are residents of Westchester, and therefore very concerned and very much opposed to the plan to expand the Los Angeles Airport. Not only will the expansion be detrimental to our neighborhood but to the surrounding areas as well. The expansion will increase noise pollution and air pollution, reduce safety, and aggravate the already bad traffic situation. In addition, your claims that it will "create new jobs" is criminally misleading.</p> <p>Those of us living in Westchester have learned to live with the level of noise generated by the airport. However, an increase in air traffic will make the noise levels intolerable. Not only will the noise affect those of us living in the area, but it will also affect our children. Concentrating on one's studies or listening to instruction with jets streaming overhead is extremely difficult if not impossible.</p> <p>Air pollution is a second major concern. Living in Los Angeles and breathing the air each day is bad enough without adding to the problem with more air traffic. The pollutants from jet fuel emissions will create more health hazards for us all. It is our children who suffer the most.</p> <p>Safety is a major issue affecting the residents of Westchester. The skies are already too crowded above Los Angeles. There have been too many close calls as it is. Adding more planes to an already overcrowded area is just asking for disaster.</p> <p>Finally, the expansion will create extreme traffic congestion in and around LAX. Just getting in and around the area, especially during peak hours is already very difficult. Los Angeles does not need more traffic in the already crowded streets near the airport.</p> <p>Your claim that expanding the airport will create new jobs is criminally misleading. In order to expand the airport, you plan to destroy many existing businesses. Expanding LAX will destroy existing jobs for "new" low-wage, civil servant jobs, and will likely result in no net job increase.</p> <p>The proposed LAX expansion plan is flawed. While it is necessary to manage the growth of air travel, it is clear that expansion at LAX is not the answer.</p> <p><i>Attach additional sheets if necessary.</i></p>	<p><i>Office Use Only</i></p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

# Important Message

Time: \_\_\_\_\_ Date: 6/16/01  
For: Ms Harman  
From: Dorothy Lindner  
Telephone: 310 204 3326

- Telephoned
- Wants to see you
- Returned your call
- Was here to see you
- Please call
- Will call again
- URGENT

Message: If it is necessary to  
verify me on this letter  
I will return to town  
after July 2

Taken by: \_\_\_\_\_ Thank you DR

Post-it® 7679-4 ©3M 1993

Congresswoman Jane Harmon  
811 No. Catalina Suite #302  
Redondo Beach Ca 90277

Please enter the following into your June 16, 2001  
LAX expansion files. Reply welcome! Thank you.

To Whom it May/Will Concern:

Re: AN LAX DEBACLE: THE PROPOSED LAX EXPANSION PLANS

Some years back, I became involved in attending airport commission hearings due to LAX purchases (via inverse condemnation) in the Emerson Manor area of Westchester. Back then at the meetings, I witnessed my submitted questions for the commission being hand shredded and pitched in the nearby round file. (By color coding the papers submitted, it became very easy to observe the destruction of my proposed questions.)

At that time, Clifton Moore was the LAX general manager, and he often referred to LAX being "a good neighbor" (unheard of now!) and about LAX staying at 40 million annual passengers. (Are you laughing yet? Some people believed Moore, but I was not among the trusting.)

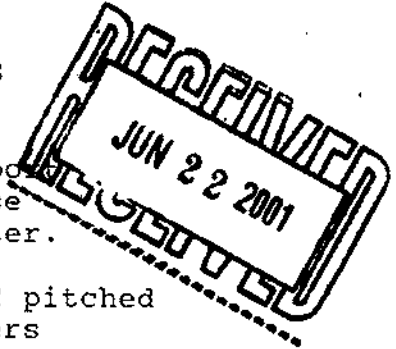
Our Emerson Manor home was purchased by LAX after at least one insultingly low offer. We waived the condition that LAX had air rights as part of the sale. (Picture, if you will, a helicopter crash or otherwise during the escrow period. What then?)

The airport continues its disregard for surrounding areas of LAX and they continue to feel unanswerable to anyone or any government or civic/public agency. With more power, money, attorneys and time, LAX will continue its expansion and use any property, anytime, any way it sees fit for its own purposes.

As a result, the so called "Palmdale Airport" is more of an urban legend than anything else. Forewarned is forearmed. This "touch of history" goes into the record as notice/warning about Los Angeles "World" Airports ruthless approach to ruining any neighborhood.

It reads: their way at any cost.

I really miss my former auto license plate, BAH LAX. It was appropriate while registering for a commission meeting in "the tower." (I signed in with Red Ink for very good reasons!) Good luck and keep excellent records: phone conversations, dates, places (visited or proposed for destruction, er, re-use), persons--as the courts require accurate information.



Delay delay delay may just eventually read: delete delete  
delete expansion plans, so other outlying areas will be  
forced into sharing the greed and added "MAP's as well.

*Dorothy L. Lindner*

Dorothy L. Lindner

7400 W. 88th Place  
Los Angeles, CA 90045-3413

Long Long  
OVERDUE!

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Please see attached Public Comments.

*Corena Bahr*

Signature

*Corena Bahr*

Print your name clearly



--	--	--	--	--	--



P.O. Box 92216  
Los Angeles, CA 90009-2216

## Public Comments

Please print.

Name (First MI Last, or Organization):

Corena Bahr

Date: 6-21-01

Address: 1311 Venice Blvd.

City: Venice

State: CA

Zip Code: 90291

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

Office Use Only

I oppose the expansion of LAX. Updating the flow of traffic on the current plan using Shuttle buses and/or people movers is a great idea. However, the burden of future growth should be distributed regionally to other airports - not funnelled into LAX!

The fact that the list of individuals & organizations that support/endorse the LAX master plan is comprised solely of businesses & contractors leads me to believe that the LAX master plan is not in the best interest of the citizens of Los Angeles. It is the surrounding neighborhoods that will be negatively impacted with noise, pollution, & traffic congestion.

Stop making Los Angeles an  
ugly place to live!

- Corena Bahr

cc: Jane Harman

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PC03279

8700 Wiley Post Ave.  
Los Angeles, Ca. 90045  
18 June, 2001

TO: Jim Ritchie, Los Angeles World Airports

cc: U.S. Senator Dianne Feinstein  
U.S. Senator Barbara Boxer  
Congresswoman Jane Harman  
Mayor-Elect James Hahn  
Supervisor Yvonne Burke  
City Council President Pro Tempore Ruth Galanter  
City Councilman Mark Ridley Thomas

RE: Proposed LAX Expansion Master Plan

Westchester and its residents should not have to suffer for all of Southern California. I grew up in Westchester, attended Westchester Lutheran School and twenty years ago, inherited the house my parents purchased in 1951. I have lived with increasing pollution from jet fuel and vehicles, increasing noise from aircraft, transcient traffic and cargo trucks, plus, year after year, the burden and stress of hearing expansion plans, and threats from LAWA as it slowly eats away at surrounding homes and the business district of my community. Now their sixty million dollar plus "Master Plan" suggests the Westchester Little League field down the street from my house would be just perfect for cargo facilities and an extended north runway. They are not going to take my house, my garden and my trees. I've had it and so have my neighbors who have LAX Expansion NO signs on their lawns. Our neighborhood is predominantly white, with house prices from 365,000 to 575,000 dollars, not the poor areas described in occasional L.A. Times articles.

One of my most vivid childhood memories is a woman being pulled out of her house on the corner of Kittyhawk and Interceptor by airport goons who had condemned her home for a parking lot. It was televised on local black & white TV. Then the house was bulldozed down in front of her. That's the arrogance of our neighbor, L. A. Airport. President Bush said in a recent radio address that home ownership is the most important and "hottest" investment in the American economy. The airport wants to destroy our homes and our business district to solve their problems. Their Master Plan doesn't even entertain the regional approach so the burden of air traffic and passengers is shared throughout Southern California.

The FAA, plus our local, state and federal elected officials, should demand LAWA focus on regional solutions with properties they already own, such as Ontario and Palmdale. Nearly 30 percent of LAX's current traffic comes from Orange Co. and, as it is considered one of the "growingest" regions in the state, a new airport using El Toro's land or expansion of existing facilities should be considered.

PC03280

However, an L.A. Times article June 17 reported that, although an airport in Orange Co. has many advocates and plenty of undeveloped land, many residents don't want it because of noise, traffic and pollution. The Irvine Co. is quickly trying to push through development of more than 2,000 new homes so a new airport can't be built on the land. How come new homes can't be condemned but ours can?

LAWA has owned more than 17,000 acres of flat, undeveloped land in Palmdale for thirty years, once earmarked for airport expansion. Send the cargo facilities and trucks there and eliminate the need for increased traffic and pollution in Westchester. Palmdale residents want the work.


Chicago has more than one airport, Kansas, Dallas and even Hong Kong had to build new airports away from residential communities.

Westchester has been forced to carry an unfair burden for more than fifty years. As California's population and air traffic grows, the FAA and LAWA are going to have to bite the bullet and focus on alternatives, to properties they own in Ontario and Palmdale, plus abandoned Air Force bases such as El Toro and other Southern California airports. Our elected officials need to be visible, outspoken and take a stand for us, their constituents and not allow LAWA to destroy our quality of life anymore: no extended north runway, which would take homes, businesses and a Little League field, plus alter flight paths over surrounding communities; no cargo facilities which would add to the noise and pollution of our neighborhoods; no expressway or ring road, which, with the already gridlocked freeways and surrounding streets, NOT mitigate traffic. The skies are already overcrowded and no amount of new facilities on the ground can eliminate concerns about air traffic safety.

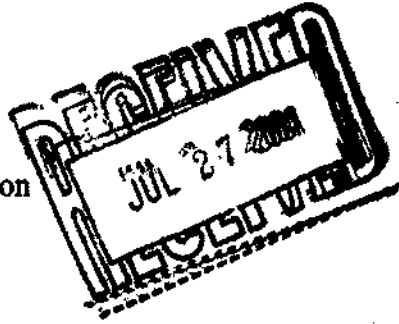
LAWA has always been a lousy, intimidating neighbor and bully. But we're as mad as hell and we're not going to take it -- anymore.

Those of us in Westchester need our representatives to vigorously oppose all aspects of the LAX Expansion Plan and help us save the biggest investment people make: our homes.

Sincerely,

  
Cherrill Meyer

PC03280



7503 W. 89<sup>th</sup> Street  
Westchester, CA 90045  
July 25, 2001

Congresswoman Jane Harmon  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Dear Congresswoman,

Enclosed are the comments on the LAX Expansion Plan that we submitted. Long before the LAX expansion is completed, it will be obvious that growth at Palmdale, Ontario and Riverside will be necessary. That is where the population and business growth will take place during the next 15 to 20 years. So then we will spend many more billions in addition to the \$12 billion spent at LAX. It just doesn't make good sense.

We appreciate the work you are doing to make this a sensible and cost effective regional development. Incidentally, when you and had the AARP sponsored debate in Torrance, I was the person that asked what you would do in Congress to have an impact on the LAX expansion. I would say that you have gone beyond your statements that night. Thank you.

Yours truly,

Dean and Margie Lindstrom

7503 W. 89<sup>th</sup> Street  
Westchester, CA 90045  
July 24, 2001

Jim Ritchie, L.A. World Airports  
LAX Master Plan, Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

#### COMMENTS ON THE LAX MASTER PLAN

1. **SAFETY** - - This should be a major factor in both LAWA and FAA considerations regarding air traffic. The number of close calls and diversions over our home is already at serious concern. Any plan or alternative should be subject to Risk Assessment. Risk analysis is used regularly in space programs as well as nuclear power and other fields. This should be a part of the expansion evaluations. Of course, it only takes reasonable judgment that the plan put forward by LAWA increases the safety risks over present safety considerations.
2. **TRAFFIC** - - At the present time, the travel time from Westchester to any other destination is difficult and time consuming. The increase in passenger and cargo flights will almost isolate those living in Westchester. The time required for people from north and south of LAX already is excessive; the expansion will compound. This happens to be one of our biggest concerns.
3. **CARGO** - - It just doesn't make sense to expand air cargo in this tiny area. It only makes sense to get the cargo as close as possible to the source or customer. Now a truck has to drive 125 miles north or south to make these deliveries. If no other changes were to be made, this is an important one for traffic, noise, pollution, and eventual cost.
4. **NOISE** - - While many homes are being soundproofed, the noise when we are outside and when we have windows open already is excessive. What will it be like with more flights. This has to be distressing to parents, teachers, and the children in the schools.
5. **AIR POLLUTION** - - Last year, we traveled by car (white) from California to Illinois. In that 3 week period, we traveled through the desert, through mountains, and on dirt roads. After 2 weeks in Los Angeles, our car became dirtier than on the whole trip to Illinois. Our windows and outside tables show the same effects. But more serious is what that pollution does to the human beings in this area. Figures for asthma and other allergies have shown the greater frequency of these problems near the airport. What about the school children??
6. **COMMUNITY** - - One of the statements made by expansion supporters is that expansion here will be good for business. I doubt that the 250 businesses that would be eliminated or moved would agree with that. The Ring Road is a terrible idea. It says to the people around that the El Segundo Blue butterflies and the cargo carriers are much more important than you. It really hurts to have this community destroyed in this way. When we moved into our house 42 years ago, the airport was on the east side of Sepulveda Blvd. Then it moved to within 5 blocks of us. Now they want to move the north runway another 300 feet closer to us. What is next?
7. **REGIONAL SOLUTION** - - Developing the air transportation to the north and east, as well as the south, will be required long before the LAX expansion can be completed. So then we will need many more billions in addition to that planned for LAX. Where is the growth in population? In Los Angeles county, it is to the north and east. Where will the business growth be? Where the people are - in the north and east. A regional plan is the only plan that truly will provide an efficient and safe plan for air transportation growth. This also will fit well with the plans of the State of California for building high speed rail in Southern California.

It so happens that we have been fortunate to have traveled to several other countries. Every other major city is expanding their airports well outside of the city limits. These include: Milan, Italy; Munich, Germany; Beijing, Shanghai, and Hong Kong, China. Why are they so far ahead of Los Angeles in this type of planning?

*Alan & Margie Lindstrom*

PC03281

Enclosed is a letter sent to Jim Ritchie  
7/29/2001 by us

Thank you for any help you can give  
our community


Sincerely,  
Nancy + Wayne Graves

*Nancy Graves*  
Signature

Print your name clearly  
Nancy A. GRAVES + Wayne N. GRAVES

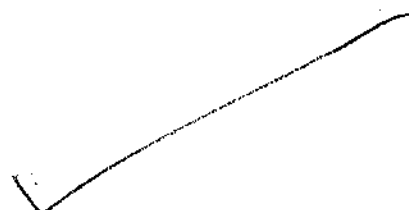
Your Name \_\_\_\_\_

Address \_\_\_\_\_

 Ms. Nancy Graves  
7418 W 80th St.  
Los Angeles, CA 90045-2301

Email \_\_\_\_\_

Please  
Place  
Postage  
Here



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

## Public Comments

Name (First MI Last, or Organization): <i>Graves, Wayne &amp; Nancy</i>		Date: <i>7/29/2001</i>
Address: <i>7418 W. 80<sup>th</sup> St</i>		
City: <i>LA.</i>	State: <i>CA</i>	Zip Code: <i>90045</i>
Telephone (optional)	E-mail: (optional)	
Document:	<input type="checkbox"/> Draft Master Plan	<input type="checkbox"/> Draft EIS/EIR
Subsection (if applicable) Number:	Title:	

Comments:

Office Use Only

We are writing you with our concerns about the proposed LAX Expansion. We live on <sup>West</sup> 80<sup>th</sup> St across from the West Bluffs. We hear the run-ups of plane engines that are being serviced ALL NIGHT LONG! not to mention the noise during the day - especially if we are outside or have our windows open.

The traffic is awful with dangerous conditions on Lincoln Blvd. Cars are always running the red light in a hurry to get to the airport, plus all the expansion in the Marmes area with added cars, trucks & buses etc. as the we are being choked to death.

If the weather is overcast or starting to get foggy, the emissions from the planes is drably bad.

We are hoping that you will use other available land I.E. Palm Dale and Cerritos who would welcome development of their facilities.

Copy sent to Congressman *Thom Tillis*  
Attach additional sheets if necessary. *Nancy & Wayne Graves*

Comments must be received by 7/25/01

Form Courtesy of Mina Bharadwa of Re/Max Beach Cities Realty  
(310) 649- MINA

RECEIVED  
AUG 01 2001

Re: LAX Master Plan, Wolf in "Modernization"  
Date: July 31, 2001

To the Honorable Congresswoman Harman:

As a resident of Playa del Rey and hopeful future homeowner in the Westchester area, I very much appreciate your efforts to stop the LAX Master Plan. However, I am very concerned that the basic tenets of the Plan will be implemented under the new guise of "Modernization."

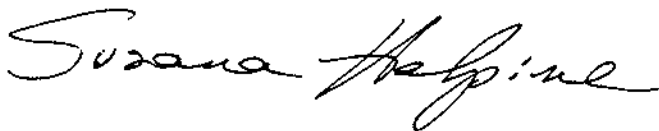
According to the LA Times article, "Regional Airports Likely Destination for LAX Overflow," many of the objectionable aspects of the proposed LAX expansion will take place in the name of "Modernization." (7/26/01, C1) And Westchester would still take the brunt of the expansion.

For example, the northern runway will move North, the ring road extension of the 405 will run along a residential area, and the travelers will increase to 89 MAP, which in turn raises the noise level and air pollutants. Aren't these the same unhealthy and unacceptable changes to our community that the Master Plan is proposing?

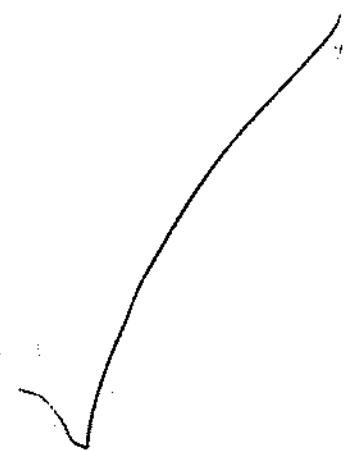
I, of course, understand there are very serious safety issues currently at LAX that must be addressed. On the other hand, Long Beach, John Wayne, Burbank, and the proposed El Toro airports all have caps on the number of flights. Why can't similar caps be implemented on LAX?

I urge you to stop the proposed expansion of LAX, whether its called the "Master Plan" or "Modernization."

Sincerely,



Susana Maria Halpine  
8640 Gulana Ave.  
Playa del Rey, CA 90293





# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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① You ask how would we? We are now being subjected to all of the above. But in particular we can no longer enjoy the coveted Calif outdoor living. One prays for the marine layer to come in as it seems to elevate some of the noise. It is almost unbearable when the Santa Ana condition occurs. Come down & see for yourself. It is unbelievable & this is a constant noise with take offs & landings.


PLEASE I would like the same compassion for El Segundo & all the other affected communities as was shown to the few (by comparison) residents of Alt. who were disturbed by leaf blowers; they were disturbed an hour a week, but the council felt so sorry for them that they banned leaf blowers.

*continued*



Signature

Print your name clearly

Your Name \_\_\_\_\_

Address  Violet McAllister  
640 Sierra St  
El Segundo, CA 90245-3126

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



②

If only L.A. had half of that compassion + feel for us who live <sup>constantly</sup> with that problem.

El Segundo is a very nice family oriented community. It was here before L.A. expansion, starting with Menier Field. But little by little it has encroached upon us. Especially when it expanded to the West of Sepulveda + then building the longest runway to the South almost to El Segundo.

I have lived in my house a long time, this is my HOME. My husband was born in El Segundo. <sup>My 5 children would be</sup> I would rate to be forced out because of an ever-rising unhealthy environment.

Sincerely,

Violet L. McAllister  
640 Sierra  
El Segundo, Cal.  
90245



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Please do not expand LAX. I am a senior and find life getting harder each day. Rarely do I drive since the traffic on PCH is frightening even now. On still nights the sound of the jets robs me of much needed sleep. Thank you

Loretta Ann Stassi

Signature

Loretta Ann Stassi

Print your name clearly

Your Name <u>Loretta A Stassi</u>	 
Address <u>532-24 St</u>	
<u>Manhattan Beach, Ca 90265</u>	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I live in the city of El Segundo, a family community. We have enough pollution, we are between the refinery and LAX. The noise is annoyed. No money in the world could buy the health of my family. I do not support the LAX master Plan. I voted and supported you in the elections, because of your family oriented. The family is FIRST in life.

Carmen Atencio CARMEN J. ATENCIO  
 Signature Print your name clearly

Your Name CARMEN J. ATENCIO

Address 135 B. STANDARD ST.  
EL SEGUNDO CA 90245

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*There's no way that LAX can or should grow enough to handle the expected increases in air travel volume.*

*The regional airports should get the money and flights to serve their local populations. As a resident of Torrance, equidistant between LAX and Long Beach, I'd love to be able to take more flights from the Long Beach airport.*

*Charles W. Halley*  
\_\_\_\_\_  
Signature

**CHARLES W. HALLEY**  
\_\_\_\_\_  
Print your name clearly

Your Name	Charles W. Halley		
Address	20404 Anza Avenue #11 Torrance, CA 90503		
Email	chuck@belangers.org		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*It seems absurd to funnel more traffic into an already jammed area. The benefits of regional airports will allow the city to grow in a far more reaching way.  
Do not expand LAX.*


*[Handwritten Signature]*

Signature

*Bary H. Gribben*

Print your name clearly

Your Name	<u>Bary Gribben</u>
Address	<u>6475 Trolleyway Rd. Alaya Del Rey, CA 90293</u>
Email	<u>Bary@Gribben.net</u>



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*now. The plans are all a joke & no doubt unstoppable. This unfair growth burden on LAX (Westchester) is a criminal act on the "victims" who have lived here since 1962, in particular. Again, the rights of the little people are ignored in the name of "progress," & government revenues. The airport did it before, & now it will do it again! It all seems so hopeless to me, especially knowing how government has worked during the Clinton administration of neglect and corruption for eight years at the federal level.*



*Carolyn J. Tanzola*

6451 Firebrand Street  
Los Angeles, CA 90045

Print your name clearly

Your Name \_\_\_\_\_

 Ms. Carolyn J. Tanzola  
6451 Firebrand St.  
Los Angeles, CA 90045-1208

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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The traffic is maxed out already. The off ramps to the airport often has a long line.  
 The owners around El Toro don't want to accept the fact that some of the airport passengers & traffic must go from Orange Co.  
 If better control of noise & pollution from aircraft was enforced perhaps other areas would have fewer objections. Other cities main airports are far out of the city. Thanks for caring.  
*Patricia A. Jones*  
 Signature Patricia A. Jones  
 Print your name clearly

Your Name _____	 
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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- of course expansion is ABSURD.  
 Last week it took me 25 minutes to get from the entrance of LAX to American Airlines Arrivals. Then it took me 35 minutes to exit the airport.  
 Please help!!

Lauren Babior  
 Signature

LAUREN BABIOR  
 Print your name clearly

Your Name LAUREN BABIOR  
 Address 24 Yawl St #5  
MARINA DEL REY, Ca 90292  
 Email \_\_\_\_\_

Please Place Postage Here

  
 Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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The only concern I have is traffic congestion. This problem could be solved by a simple change in policy: Require airline to report arrival times (and ETA) as the time the doors open at the gate, not the time of touchdown on the runway. Most people arrive at the airport to meet arriving passengers much too early. This is especially true for international arrivals because of delays in clearing customs. By the way, Denver is the worst airport in the U.S. I hate the long drive to nowhere.

*James L. Lattimer*

Signature

James L Lattimer

Print your name clearly

Your Name J. Lattimer  
 Address 200 Via Colonia  
Palos Verdes Estates, CA 90274  
 Email jlattimer@att.net

RECEIVED  
 AUG 13 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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- Expanding regional airport participation is desirable.
  - Limiting # of flights in and out of LAX is "
  - Improving access to LAX is "
  - Reducing time to check in  
 { board  
 wait to takeoff  
 Taxi } is "
  - Sorry to be so late
- J. S. Avrin*  
Signature

*J. S. Avrin*  
Print your name clearly

Your Name J. S. Avrin

Address 28715 Leeward Dr  
Rancho Pk, CA 90275

Email javrin@redbeach.com

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Flights Per Day (average)	2,146		1,371
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DEAR CONGRESSWOMAN HARME

8/7/01

THANKS FOR ~~BEING~~ DOING WHAT HAS TO BE DONE!!  
HAVING TO MOVE AGAIN AFTER 30 YEARS IS ENOUGH —  
AT 50 YEARS OF AGE IS FOR THOSE BRAIN DEAD

WHO RUN THE AIRPORT FOR THEIR OWN ENDS.

NOW AT AGE 80 MY WIFE AND I SAY NO! NO!

NOT UNBID THIS SHOULD BE HANDLED BY A MUCH  
SCALE —

MANY THANKS FOR YOUR EFFORTS —

*John D. and Frances A. Lewis*  
Signature

JOHN D. AND FRANCES  
Print your name clearly LEWIS

Your Name John D. and Frances A. Lewis

Address 8009 Loyola Blvd  
LA CA 90045

Email \_\_\_\_\_

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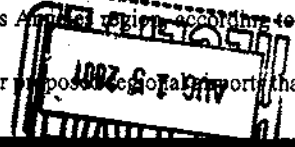
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Congresswoman Jane Harman  
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PC03295

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As a South Bay resident, the LAX Master Plan would negatively affect my life as far as traffic is concerned. Traffic in Manhattan Beach, especially on Rosecrans due to recent development, is already very heavy and ~~so~~ this would only make things worse. People in Orange + Riverside counties need decent size airports to alleviate some of this congestion.



Theresa Distaso

Signature

Theresa Distaso

Print your name clearly

Your Name Theresa Distaso  
 Address 2802 Plana del Arroyo #309  
Torrance, CA 90503  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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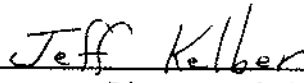
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I agree that a regional airport plan is a much better idea than further expansion of LAX. I and my family live in Manhattan Beach, so obviously for our quality of life we'd prefer not to have the added pollution, noise, & traffic that expansion would include. The airport has no economic impact on me, & I don't feel that the viability of Manhattan Beach depends on the airport either.

Thank you for opposing further expansion at LAX

  
Signature

  
Print your name clearly

Your Name Jeff Kelber  
 Address 2530 Ocean Dr  
Manhattan Beach, CA 90266  
 Email \_\_\_\_\_

REY CA 90266  
 PM  
 11 JUN 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

PC03297

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*WE ARE AGAINST THE LAX MASTER PLAN!*

*LAX AND A LARGE AREA AROUND IT ARE ALREADY CHOKED UP. WE LIVE IN NORTH TORRANCE. WE EXPERIENCE NOISE, AIR POLLUTION & TRAFFIC CONGESTION, BECAUSE OF PREVIOUS LAX ENLARGEMENTS/IMPROVEMENTS. WE DO NOT NEED MORE.*



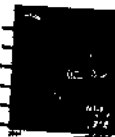

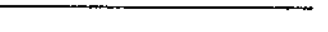
*THE PALMDALE AIRPORT HAS BEEN BUILT (SUPPOSINGLY) TO RESOLVE THE PROBLEMS WE HAVE NOW AND THOSE IN THE FUTURE. LET US USE IT!*

*Paul Carlier - Michele Carlier*

Signature

*PAUL & MICHELE CARLIER*

Print your name clearly

Your Name			
Address			
Email			
<p><b>Congresswoman Jane Harman</b>                  811 N. Catalina, Suite 1302                  Redondo Beach, CA 90277</p>			



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*The South Bay area is quite densely populated already + more homes + offices are being added constantly. Ex. Grand Ave in Redondo Beach 1 church property sold - 12-16 town homes built. Pollution - more people, more planes, more toxic fumes, Economics - more power, higher costs for utilities, roads, possible power blackouts. The Air Force has given an air force base to the City of San Bernardino, There are control tower, runways + maintenance facilities already in place. This airport is less likely to be closed by fog. It can serve LA + Orange County when these areas are fogged in as well as Mountain and desert areas, and results in these areas.*

*Frances B. Parker*  
Signature

*Frances B. Parker*  
Print your name clearly

 Frances B. Parker 521 1/2 Loma Dr. Hermosa Beach, CA 90254 Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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So many <sup>more</sup> planes coming + going if they expand, is sure to cause accidents. We have been lucky so far. Don't ask for trouble by expanding.


Jean Jacobson  
Signature

Jean Jacobson  
Print your name clearly

Your Name Mr. Jean Jacobson

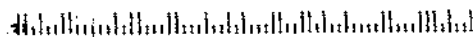
Address 2572 Sunnyvale Ridge Road  
Rancho Palos Verdes CA 90276-5217

Email \_\_\_\_\_



✓

**Congresswoman Jane Harman**  
 811 N. Catalina, Suite 1302  
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*Dear Congress Woman Jane Harman*

*On my opinion, according to the above projections Denver does meet the need. It would build out an airport in the region that is eager for growth and it sounds like someone said to me, they would pass up \$5 billion to their region. This regional airport is great. What do I think? LAX is too busy now. Denver has more acres, Price Tag is cheaper, good location because of noise.*

*Myra L. Ware, III*  
Signature

*Myra L. Ware, III*  
Print your name clearly

Your Name Myra L. Ware, III  
 Address P.O. Box 91873  
Los Angeles, CA 90009  
 Email Myra.L.III@pacbell.net

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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The traffic situation is a big problem - Lincoln, Sepulveda and La Tijera are only streets leading out of Westchester and are overloaded now - what will happen when or if the airport expands and Playa Vista is finished? Also the pollution now is so bad - my window sills and patio is black & greasy from the planes - I'm a 55 yr resident!

Fern E Richter Fern E Richter  
 Signature Print your name clearly

Your Name	 Fern E. Richter 8334 Coronado Ave Los Angeles, CA 90045-2578		
Address			
Email		Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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We oppose airport expansion. We already have terrible pollution from the airport from the fumes & the noise. The freeways <sup>& streets</sup> are not equipped to handle more traffic. not to mention the impact of Playa Vista on congestion.


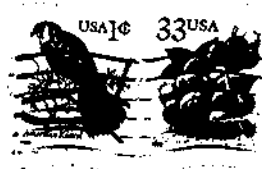
We got this letter after the meeting occurred. Do you want voter participation input or are you just paying lip service to your constituents?

*Shelby Raad*

Signature

M. C. RAAD

Print your name clearly

Your Name <u>Raad</u>	 
Address <u>7917 Nardian Way</u> <u>LA CA 90045</u>	
Email <u>[REDACTED]</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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Other areas should divide the responsibility of having increased air traffic. I live in Palos Verdes, looking out toward the ocean. More air traffic would bring more noise (day & night) there would be more pollution if fuel is dumped before landing. More danger of crashes. My property value would probably go down.

Arlene S. Calof  
Signature

Arlene S. Calof  
Print your name clearly

Your Name	Ms. Arlene S. Calof		 
Address	29509 Baycrest Dr. Pis Vrdz Pnal, CA 90275-4614		
Email	abcalof@hotmail.com		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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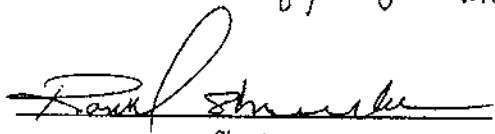
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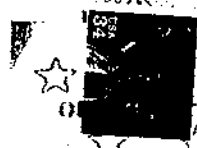
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 The LAX Airport is already extremely busy and the traffic is horrible between 11am to 8pm. The parking is very hard to find, and it just seems like the airport is moving toward bad conditions. The new plan would bring even more noise, traffic, and pollution to our comfortable neighborhood. Ontario should be opened as an international airport as well as Palmdale. This would relieve us here. I strongly disagree with the LAX Master Plan!

  
 Signature

POMEL W. SHENOUDA  
 Print your name clearly

Your Name <u>POMEL SHENOUDA</u> Address <u>7302 W 91 ST</u> <u>Los Angeles CA 90045</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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The LAX Master Plan clearly overburdens the west side of LA with more noise, traffic, and pollution. My wife and I strongly oppose the Plan. We should enact a regional airport plan that addresses growth in outlying areas of LA. If this plan is enacted, our quality of life will worsen to the point where we will probably leave the state of California. Please find another more reasonable alternative!



*Kevin McManis*

Signature

Kevin McManis

Print your name clearly

Your Name	<i>Kevin &amp; Katrin McManis</i>	_____
Address	<i>8419 Truxton Avenue</i>	_____
	<i>Westchester, CA 90045</i>	_____
Email	<i>kmcmans@e-media.org.net</i>	_____

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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*Ben,*  
 First of all, thanks for your involvement on this issue.  
 Secondly, I have just one question for LAX planners...  
 Why does ANY cargo come into LAX?? Ontario is the  
 logical location for cargo terminals, w/ all the trucking & railways out  
 there.... w/ no cargo @ LAX, passenger traffic could increase  
 and there would be little appreciable expansion needed @ LAX  
 and there would be little appreciable expansion needed @ LAX  
 simply RE-DESIGN THE IMPERIAL HIGHWAY corridor & call it good enough!  
 net traffic would be about the same (I'm guessing...)  
 Thomas J. Priest

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Print your name clearly

Your Name Tom Priest  
 Address 29075 MAPLE PARK DRIVE  
Rancho Palos Verdes, CA 90275  
 Email thomasjpriest@boeing.com



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*The Lax Master Plan.*

6-12-01

*It is unnecessary, we all ready have far to much traffic, Pollution and noise, I see nothing wrong with air traffic being routed to Palmdale.*

*Why are you trying to force this on us? are you thinking of us or is it greed? We people that live in L.A. pay Tax upon Tax every time we turn around, its time we should get some consideration on what we want, no expansion on the air port, Thank you*

Signature

MARGARET REPAICH

Print your name clearly

Your Name \_\_\_\_\_  
 Address **R** Margaret Repaich  
 8552 Stewart Ave  
 Los Angeles, CA 90045-2749  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD  
 JUN 13 2001

34  
 JUN 13 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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CONGESTION IN AND AROUND LAX WILL NOT BE SOLVED BY EXPANSION. THE SOLUTION TO THE PROBLEM IN MY OPINION IS THE UTILIZATION OF AN AIRPORT (PALMDALE) TO SERVE NORTH LA COUNTY AND PARTS OF SAN BERNARDINO COUNTY AND THE KILBORN MARINE AIRSTATION TO SERVE ORANGE AND PARTS OF RIVERSIDE AND SAN DIEGO COUNTYS.  
A RAILWAY RIGHT OF WAY EXISTS BETWEEN PALMDALE AND L.A. UNION STATION THIS COULD BE EXPANDED AND WITH HIGH SPEED TRAINS, A LA JAPAN, THE TRIP BETWEEN THE PALMDALE AIRPORT AND DOWNTOWN WOULD BE SIGNIFICANTLY WITHIN A 35 TO 45 MINUTE RIDE. THINK ABOUT IT!

*Frank T. Blades*



Signature

FRANK T. BLADES

Print your name clearly

310-325-3439

Your Name	<u>Mr &amp; Mrs Frank T. Blades</u>
Address	<u>90 Monteville Dr. Rolling Hills Estates California 90274</u>
Email	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*I'm trusting Jane Harman to vote the right way!*

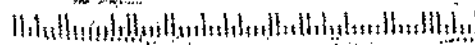
*John W. Harrington*  
Signature

John W. Harrington  
Print your name clearly

Your Name John W. Harrington  
Address 82 Rockinghorse Rd. Rancho Pls Vrd, CA 90275  
Email None

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Congresswoman Harman,  
 My wife and I are 5 year Westchester residents - we are pleased to have voted for you the 96 & 00 elections. we will be adversely affect by the LAX Master Plan in several ways. ① Noise - though noise is an issue presently - it's only the reversing of runways or an occasional loud plane that dis turbes us. We investigated this before moving into our Airline Home. However, the master plan shows a runway extension over Sepulveda Blvd. This extension will place aircraft on the runway parallel to our home - we look at a house in a location that is similar (under the current footprint) and the outside noise was un bearable. The house had sound proofing but the outside deck noise was so loud you could not hold a conversation. ② Health - I am an Asthmatic - I found in AIR a suspected link between air pollution and Asthma - my condition was worse w/ more air traffic.

*[Handwritten Signature]*  
 Signature

Robert R. King  
 Print your name clearly

see attached

Your Name Robert R. King  
 Address 8407 Airline Ave  
Los Angeles, CA 90045  
 Email brwking@yahoo.com

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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Page 2

③ Traffic - The Master Plan creates a new major through way on Airport Blvd near our home making our quiet street a logical alternative for those who want to get around traffic. The Plan also proposes a ring road that bring freeway traffic and noise closer to our home. ④ Economic - we were able to move into one of the last affordable areas in Los Angeles five years ago - we are both teachers and the rapid rise of real estate in Los Angeles prevents us from buying a similar home (2 bed + 1 bath) in the Los Angeles Area. We may be forced to relocate out of the city.

Thank you for your time regarding this matter.

Robert R. King

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If you review my correspondence to you, you'll know what I think. We need to legislate a Moratorium on Building, until we have energy to support our infrastructure. Southern Calif and specifically your district will become an environment of Ant with No room to move! Stop building and give us reasonable energy! I voted for you. Help me and your constituents

*[Handwritten Signature]*  
Signature

Leo Leichter  
Print your name clearly

Your Name	 Leo Leichter 729 Ctn 4316 Marina City Dr. Marina Del Rey, CA 90292	Please Place Postage Here
Address		
Email	ppq@earthlink.net	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*Here is my opinion:*

*Have Orange County people traveling overseas and to East Coast to use El Toro Airport and not LAX. The LAX airport is too crowded now - why expand it. The only area that can be used is the Imperial Cargo area of the airport. However, there are too many tall buildings already built along Imperial Avenue.*

*Walt Aregger*  
Signature

WALT AREGGER  
Print your name clearly

Your Name Address Email	Mr. Walter P. Aregger 20814 Avenida Ave Torrance, CA 90503-8708		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			





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To Jane Harman


I believe that LAX does not need much more traffic than it already handles. We already handle too much. at times it is a real mess, with all the crowding. I favor the scheme you and your group advocate for regional development on a national basis to divert more traffic to other regional air-ports.

David P. Tisius  
Signature

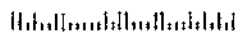
DAVID P. TISIUS  
Print your name clearly



Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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PC03314

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WE HAVE 2 IMPORTANT THINGS TO ACCOMPLISH AT LAX. (1) PROHIBIT, AND ENFORCE NO, OVERFLIGHTS OVER BEACH CITIES. I AM COUNTING 4-5 MANY NIGHTS AFTER MIDNIGHT! AND I LIVE IN HERMOSA! (2) WE NEED BETTER SURFACE ACCESS INTO LAX JUST TO HANDLE EXISTING CAPACITY. EXTEND GREEN LINE, BUILD AUTOMATED PEOPLE CIRCULAR BETWEEN ALL TERMINALS AND EXTEND CENTURY FREEWAY DIRECTLY IN TO AIRPORT.

Geoff Yarema  
Signature

GEOFF YAREMA  
Print your name clearly

Your Name YAREMA  
 Address 2100 MONTEREY BL  
HERMOSA BEACH, CA 90254  
 Email GYAREMA@NOSSAMAN.COM

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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NO ON AIRPORT EXPANSION.

ITS HARD ENOUGH TRAVELING THE STREETS NOW.  
THE LAX EXPANSION WILL MAKE IT IMPOSSIBLE TO  
GET AROUND THE SOUTH BAY / WESTCHESTER AREA.  
OR EVEN TO EXIT THE AREA TO TRAVEL TO  
DIFFERENT PLACES.

*[Handwritten Signature]*

Signature

VICKI ALLEN

Print your name clearly

Your Name VICKI ALLEN  
 Address 3671 NEWTON ST  
TORRANCE CA 90505  
 Email \_\_\_\_\_

15 JUN 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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Dear Jane Harman,  
 I worked in your office on Pacific Coast Hwy  
 manning a phone for your last election & will do so  
 again for your next. I totally agree, LAX should  
 not be expanded. Roads to LAX are already em-  
 garded & there is no relief in sight for them. Thanks  
 for your splendid work. The flying public need  
 help but also does the day by day working public  
 who must use the roadway & must suffer the delays.

*John Zabinsky*  
 Signature

JOHN ZABINSKY  
 Print your name clearly

Your Name	John Zabinsky	—	Please Place Postage Here
Address	5038 Declane St. Torrance, CA 90503	—	
Email		—	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*I am opposed to increasing air and surface traffic at LAX much beyond its present capacity. The money spent on this program <sup>perhaps</sup> could be used more wisely by upgrading outlying, underused airports and by providing efficient, low-cost surface transportation such as rapid or bus services linking them to each other and to metropolitan centers.*

*Kenneth D. Knight*

Signature

Kenneth D. Knight

Print your name clearly

Your Name <u>K. Knight</u> Address <u>2131 W. 236 PL</u> <u>Torrance, CA 90501</u> Email _____		
<p>Congresswoman Jane Harman          811 N. Catalina, Suite 1302          Redondo Beach, CA 90277</p>		



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
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Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

### WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.



MA Jorityot:

PASSENGER TRAFFIC should be handled AT LAX -  
BURBANK - Long Beach - JOHN WAYNE etc -  
FREIGHT AT PALMDALE - ONTARIO - EL TORO etc.

Time for Republicans & Democrats to  
be AMERICANS & quit trying to MAKE  
someone other party. LOOK BAD

  
Signature

GEORGE AMBERG  
Print your name clearly

Your Name _____ Address _____ Email _____	GEORGE AMBERG 242 PASEO DE GRANADA REDONDO BEACH, CA 90277-8718		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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I am strongly opposing LAX Expansion & the Arbor Vitae Expressway. I understand this would include making Airport Blvd. an expressway. We would be affected by so much more traffic, noise from the airport & increased traffic in the neighborhood. Pollution is a big concern for me & my family with the potential cancer it causes. Please don't pass the Expansion.

*Chris K. Edmonds*

Signature

Chris K. Edmonds

Print your name clearly

Your Name Chris Edmonds  
 Address 5868 Abernathy Dr.  
Los Angeles, CA 90045  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD  
 10 B  
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 13 JUN  
 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*I have been a home owner in the Westchester area since 1950. Have seen the airport grow from "Meris Field" to LAX. The time has come to share the traffic and pollution problems to other regions of the County. Spend the 12 billions dollars to the different areas which could create jobs. Did attend the June 9<sup>th</sup> meeting. I think the community said it all.*



*Helen Kasabian*

Signature

HELEN KASABIAN

Print your name clearly

Helen Kasabian  
7335 Ogelsby Avenue  
Los Angeles, CA 90045

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277





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*Same,*




*We must have a regional approach. LAX expansion will have a negative impact on our local community.*

*Regional airports like Palmdale and Ontario are the only true answer.*

*Having been a long time resident of Upland and Ontario, I would have welcomed the additional economic benefits an expanded Ontario airport would bring.*

Signature *William Schultz*

Print your name clearly  
WILLIAM SCHULTZ

Your Name			Please	
Add		William Schultz 5736 W 74th St Los Angeles, CA 90045		
Ema				
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277				

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I'm behind you 150% - Someone has to  
take a stand - The South Bay can't absorb  
more traffic, congestion - We have  
done our part - Don't care if I have  
to drive a distance to take a plane -  
Was very disturbed by the turbo noise  
around 11:30 most nights - Haven't been  
bothered lately

Signature

*Patricia M. Robinson*

PATRICIA M. ROBINSON

Print your name clearly

You Name Address Email	Mrs. Patricia Robinson 2 Brokenbow Ln. Rolling Hill, CA 90274-2401	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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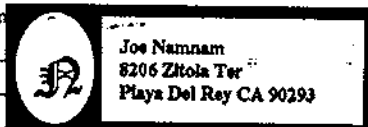


*Congresswoman Jane Harman*

*We live about 1/2 mile north of LAX and when the airplanes take off the sound is unbearable when our doors or windows are open. We oppose the expansion of the airport because if it passes, could you imagine how much more noise it would begin to our area and it would cause use to move from this area which we dearly love. We hope they consider other areas such as Palmdale or Ontario for their expansion.*

*Thank You*

*Mr. + Mrs. Joe Namnam*  
Signature

*JOE + ROSE MARIE NAMNAM*  
Print your name clearly

Your Name Address Email	 <p style="font-size: small;">Joe Namnam 8206 Zhola Ter Playa Del Rey CA 90293</p>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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THE TRAFFIC AROUND THE AIRPORT IS ALREADY TOO MUCH.  
THE AIR POLLUTION IS ALSO OVER THE BEARABLE LIMITS.  
OUR AREA IS ALREADY TOO CONGESTED.

*FJK*  
Signature

Ferdinand J. Karg  
Print your name clearly

Your Name	Ferdinand J. Karg		
Address	6432 Bramante Plz Rancho Palos Verdes CA 90275-6587		
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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I am in favor of developing regional airports.  
 I oppose the LAX expansion because the west side is already overdeveloped.  
 I am also very angry at the destruction of the "Balona Wet Lands". Shame on you and shame on me to let it happen.

M. Magne

Signature

Marianne Magne

Print your name clearly

Your Name <u>M. MAGNE</u> Address <u>533 California Ave</u> <u>Venice CA 90291</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

PC03326

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*Enlarging the LA airport would affect me a lot I live right off old Imperial. Three houses from it. The noise is horrible even though I am nearly deaf. I moved to my home in 1942 when there was no airport. I gradually got worse as it grew. My husband went deaf. He is gone now. I also gradually got more troubled by the airport as it grew. The value of my house is less than it would be if it wasn't in this location. Please try to do all you can to stop this enlarging of it.*



*Doris I. Ottman*

Signature

DORIS I. OTTMAN

Print your name clearly

Your Name	<u>DORIS I. OTTMAN</u>
Address	<u>942 VIRGINIA R L SEGUNDO, CA. 90245</u>
Email	_____

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*Expansion at LAX is unwarranted. Housing for employees near LAX is almost non-existent at a price employees can afford whereas housing at Palmdale is plentiful and reasonable. Our freeways near LAX are jammed, and traffic spills over into residential neighborhoods. Superhighway is impassable at every holiday weekend near LAX. Palmdale has the roads, schools, and potential for shopping that is not possible around LAX unless present homeowners are displaced and our neighborhoods bulldozed to accommodate trucks, terminals, & the services they need to support them.*

*Catherine K Berrett*

CATHERINE K BERRETT

Signature

Print your name clearly

Your Name <u>CATHERINE K BERRETT</u> Address <u>7242 W 88TH PL</u> <u>LOS ANGELES CA 90045</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I cannot believe that the idea to expand LAX has ever gotten this far. The airport is already on top of so many stores and homes. We live in Westchester just north of Manchester, and the rumbling of the planes rattles our windows; granted they could stand to be replaced but the noise is constant. We can't have our windows open if we want to watch a movie in the evenings because the planes are so loud. When we first moved in a year ago, my 2 year old would become frightened whenever one of the louder jets would fly by. Also, my father has to do business in Santa Ana frequently but flies into LAX because there aren't as many options in Orange County. Traffic could definitely stand to be lightened through expanding the other air ports. LAX is plenty big.

Your Name \_\_\_\_\_

Address Jarrod & Nancy Phillips  
8360 Vickburg Ave  
Los Angeles, CA 90045

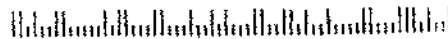
Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD CA  
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900  
26 JUN  
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Print your name clearly

OF THE

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277





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my interest is for the general welfare  
of the people.

*Joseph A. Sweeney*  
Signature

Joseph A. Sweeney  
Print your name clearly

Your Name	<div style="border: 1px solid black; padding: 2px; display: inline-block;">                 Mr. Joseph A. Sweeney                  814 Judy Dr.                  Redondo Beach, CA 90277-5820             </div>		
Address			
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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I HAVE LIVED IN SOUTH BAY SINCE 1980. FIRST MANHATTAN BEACH NOW HERMONA BEACH. IN THE PAST 2 YEARS I HAVE NOTICED AN INCREDIBLE INCREASE IN AIR TRAFFIC OVER MY HOME. I AM TOLD THAT HB IS NOT IN THE FLIGHT PATH FOR COMMERCIAL CARRIERS, YET EVERY EVENING LIKE CLOCKWORK AFTER 12 MIDNIGHT - AIRCRAFT FLY OVER MY HOME - THE NOISE IS LOUD & DISCOMFORTING. I CAN'T IMAGINE WHAT AN EXPANSION IS GOING TO DO TO OUR LIVING CONDITIONS HERE. I USED TO OWN A HOME IN A NICE BEACH COMMUNITY - NOW WITH THE NOISE & INCREASED TRAFFIC I FEEL LIKE I LIVE IN NEW YORK CITY. I HAVE CALLED TO COMPLAIN ABOUT THE AIR NOISE & HAVE NEVER GOTTEN ONE RETURN PHONE CALL.

I WOULD BE HAPPY TO VOLUNTEER ON MY COMMITTEE THAT IS AGAINST THE AIRPORT EXPANSION. THANK YOU.

Signature: *Gayle Hollenbawon* Print your name clearly: **Gayle Hollenbawon**

Your Name: \_\_\_\_\_ Please Place Postage Here

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

1722-A GOLDEN  
HERMONA BEACH,  
CA 90254  
310-379-2028  
yellowm@gte.net

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

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THE SOUTH BAY AREA IS ALREADY OVERPOPULATED, SATURATED WITH TRAFFIC, WAY TOO MUCH POLLUTION, AIRPLANE OVERFLIGHTS AT NIGHT (TORRANCE AREA) IT WOULD BE IRRESPONSIBLE TO PROCEED WITH THE EXPANSION OF LAX. THE ALTERNATIVE AND BETTER CHOICE WOULD BE PALMDALE AND PERHAPS ONTARIO

*Rolf E. Junginger*  
Signature

ROLF E. JUNGINGER

Print your name clearly

Your Name	_____		
Address	Mr. Rolf E. Junginger 3205 Merrill Dr. Apt. 30 Torrance, CA 90503		
Email	_____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

PC03332

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*To whom it may concern,*

I AM AGAINST THE LAX MASTER PLAN! MANY PEOPLE COMMUTE TO LAX FROM OTHER REGIONS. ~~WE SHOULD~~ WE SHOULD HAVE OTHER AIRPORTS IN THOSE REGIONS INSTEAD OF ADDING MORE CONGESTION TO LAX AREA. I LIVE IN MARINA DEL REY AND FREQUENTLY PICK UP AND/OR DROP OFF PEOPLE AT LAX. ON BUSY DAYS (SUCH AS HOLIDAYS OR WEEKENDS) IT IS SO BUSY AT LAX I CANNOT IMAGINE MAKING IT LARGER

*[Signature]*  
Signature

CHANDRA KOHN  
Print your name clearly

Your Name Chandra Kohn  
 Address 14 Northrup St. #A  
Marina Del Rey, CA 90292  
 Email \_\_\_\_\_

LOS ANGELES / HOLLYWOOD  
 108  
 900  
 23 JUN  
 2000

CAF... STARS

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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June 2, 2001

Dear Congresswoman Harman,

my husband and I have lived in Westchester for 20 yr and 14 yr, respectively. We have two school-age children who attend a local school. Our children play soccer and Little League at Neilson Park near LAX. We are involved in our community, our church, our children's school and their sports programs. We live in a lovely neighborhood with wonderful neighbors whom we know and care about. The expansion of LAX with the added noise, pollution, traffic and congestion would destroy so much of what we cherish in Westchester. Please vote against this.



Signature

Katherine B. Krekler

Print your name clearly

Katherine B. Krekler

Your Name	Mr. & Mrs. Paul R. Krekler 3848 W. 77th St. Los Angeles, CA 90045
Email	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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*Westchester will be greatly affected by Playa Vista as far as traffic, etc are concerned. An enlarged LAX would worsen the situation. Regional is better.*

*Bernice V. Horst*  
 \_\_\_\_\_  
 Signature

*BERNICE V. HORST*  
 \_\_\_\_\_  
 Print your name clearly

Your Name	Bernice V. Horst		
Address	8136 Loyola Boulevard Los Angeles, CA 90045-2639		
Email	_____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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*As a resident of the So. Bay for over 70yrs. I have witnessed many changes, some very desirable, some not. I feel the proposed expansion of LAX would have extremely adverse effect on the area. Traffic congestion which is already bad could come unbearable, probably expanding to outlying areas and making a bad situation even worse.*



*Air quality, which is now quite good could be severely effected. I truly believe spreading the benefits and burdens around the area is the best solution from the following stand points:*

*Fairness, Efficiency, convenience and Common Sense.*

*James E. Van Hoven*  
Signature

James E. Van Hoven  
Print your name clearly

Your Name James E. Van Hoven  
 Address 9850 W. 171<sup>st</sup> Street  
Torrance, Ca. 90504  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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Traffic is already so terrible around LAX - it's a bottleneck on the 405 already - I say, let's keep LAX the same it is, and give people more flight options out of Burbank, Long Beach, etc.



Signature



Gabrielle Dotson

Print your name clearly

Your Name: Gabrielle Dotson

Address: 2211 VOORHEES AVE B  
REDONDO BEACH CA 90278

Email: \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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✓



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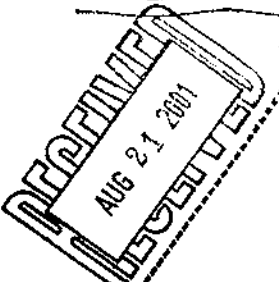
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*Thank you for your support against the LAX expansion. The master plan will create traffic problems on the freeway b/c all of LA should not be flying from only 1 major airport! I'm sure moving the runways closer to residents will increase noise + pollution*

*Janet Snapp*  
Signature

Janet Snapp  
Print your name clearly

Your Name Janet Snapp  
 Address 7815 W 83rd St  
LA, Ca 90293  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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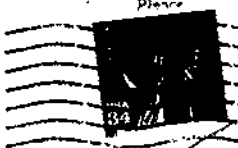

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- ① Increased Traffic in an already congested area
  - ② Increased noise from above & below (planes & cars)
  - ③ Pollution is always accompanied by an increase in traffic - Now add an increase in Air traffic - sheer madness
  - ④ THE ECONOMIC IMPACT is negative - Travelers only. increase Business for Hotels & Restaurants - minimal impact on ancillary business because the travel to other areas to get away from, guess what? noise, traffic & pollution away from the airport.
- Use your influence to open other Air Ports in ORANGE COUNTY & Riverside. Enough is enough in the South Bay

*Ken Cotton*  
Signature

Ken Cotton  
Print your name clearly

Your Name <u>Ken Cotton</u> Address <u>3916 STRAND</u> <u>MANHATTAN BEACH, CA 90266</u> Email _____	Please  
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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*We are opposed to the LAX master plan for expansion & feel other outlying airports should be allowed to grow.*

*Iris J. Vermillion*



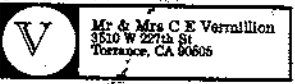
IRIS J. VERMILLION

*Charles E. Vermillion*

CHARLES E. VERMILLION

Signature

Print your name clearly

Your Name			 
Address			
Email			
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*I have lived in Los Angeles for nearly 30 years and have watched noise and traffic around the airport increase to unbearable levels. Because it is located so close to the beach areas any expansion would further pollute and destroy what is left of one of the last serene areas in Los Angeles county. Please do not build anymore when so many other logical options are available!*

*Rebecca Harper*

Signature

*Rebecca Harper*

Print your name clearly

Your Name <u>Rebecca Harper</u> Address <u>1054 7th St.</u> <u>Hermosa Beach CA 90254</u> Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I'm in favor of regional airports, by the time they get through expanding LAX - the cost, time & inconvenience, & traffic, it will be too small again! And what about the streets leading to LAX? Are they going to enlarge all the streets to handle the growing traffic?

  
Signature

JOHN LYON  
Print your name clearly

Your Name	JOHN LYON	 
Address	1312 STRAND MAN. BCH. CALI 90266	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*Dear, ~~Congresswoman~~ Jane Harman -*



*I would prefer the regional plan for Southern California.*

*Lax is a nightmare already. Why make it worse?*

*Why should people in outside areas have to drive so far to take a plane?*

*Estelle Payne*      Signature

Print your name clearly  
*Estelle Payne*

Your Name <u>Estelle Payne</u> Address <u>22420 Ocean Ave #4</u> <u>Torrance, Ca. 90505</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I BELIEVE Inglewood would be at a disadvantage with the addition of additional structure at the LAX site. Roads are too narrow to support the additional commutes. Plus the noise level of the new or overhauled aircraft could cause great incidents with the routes and extra flight flights diverting the expansion will greatly draw youngsters toward the job market in the east of LA.

Signature: *Tracey Bailey*      Tracey Bailey      Print your name clearly

Your Name \_\_\_\_\_

Address:  Tracey Bailey  
P.O. Box 881823  
Los Angeles, CA 90009

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

OF THE STARS



90277-2134 3a



PC03344

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?


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Dear Ms. Harman

I live in Westchester, an old established neighborhood. The traffic and pollution is already very bad. Sepulveda is a mess most of the time. There are a lot of retirees here who are affected by the traffic and pollution. The homes are expensive and we deserve to live in some peace and quiet, which is why we bought here in the first place. The load should be spread around to the other airports. Also object very strongly to the plans for Arbor Vitae and opening up Airport Blvd. Airport Blvd. is 1 house away from me. We now walk our dogs and walk for exercise in peace. This would be totally destroyed, bringing in strangers, crime etc. Please help us.

Joan D. Gandia  
Signature

JOAN D. GANDIA  
Print your name clearly

Your Name <u>JOAN D. GANDIA</u> Address <u>6006 W. 76th St.</u> <u>Westchester, CA 90245</u> Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*I do agree with your alternate regional plan (airports) for the expansion - instead of expansion of the existing airport - L.A.X - the reasons shown above are sufficiently convincing to support your plans.*

*S. Kaiser*

SITARA KAISER

Signature

Print your name clearly

Your Name <u>SITARA KAISER M.D.</u> Address <u>2806 Winlock Rd.</u> <u>Torrance, Ca</u> Email <u>90505</u>	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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I OPPOSE THE LAX MASTER PLAN. THE  
CURRENT AIRPORT OPERATIONS DEGRADE  
OUR LIVING CONDITIONS THROUGH NOISE  
AND AIR POLLUTION. THE MASTER  
PLAN DOES NOT SERIOUSLY ADDRESS  
THESE ISSUES AND WILL MAKE THINGS  
WORSE.

SEE ENCLOSURE.

*Donald M. Brueck*  
Signature

DONALD M. BRUECK  
Print your name clearly

Your Name _____			
Address _____	Mr. Donald M. Brueck 823 Maryland St. El Segundo, CA 90245-2546		
Email _____			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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Dear Congresswoman,  
 I have lived in the south bay most of my life. I have noticed in the last few years a dramatic increase in noise from LAX. I recently had a baby so I am up many times throughout the night and I can hear planes flying above all night long! The LAX officials are totally lying if they say no planes fly over Hermosa Beach in the middle of the night (I day for that matter). I am so saddened to find out that the people that are supposed to be protecting our environment and way of life here seem to be on "vacation". I hope you can do something to protect our community. You have my support if you do.

*[Signature]*  
 Thank you and good luck!

ANGELINA SOTSKY  
 Print your name clearly

Your Name MRS. SOTSKY  
 Address 655 9th Street  
Hermosa Beach, CA 90254  
 Email angabeach@hotmail.com

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*We are greatly concerned about the current plan for airport expansion. The recent studies regarding safety at LAX would indicate that more planes will only increase the unsafe conditions. "Near misses" could easily become more frequent and increase the chances of catastrophic events. As frequent users of LAX and the Sepulveda Blvd corridor we can imagine how bad the effects would be on local traffic. There is no place to accommodate more traffic and it is already a serious problem in this area. We would be seriously impacted by additional traffic in the Bull Terf. Jane Munson Aiden & Jane Munson*

Signature

Print your name clearly

Your Name \_\_\_\_\_  
 Address  Mr. and Mrs. A. Munson Jr.  
 917 John Street  
 Manhattan Be CA 90266-5841  
 Email jsmuns@aol.com

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

90277+2138 3A  
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PC03349

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*\**



Expansion of LAX would severely impact my neighborhood in every aspect, traffic, noise and pollution. I would have to move as it would render my condo unlivable.

*Joan Rowe*

Signature

JOAN ROWE

Print your name clearly

Your Address	Ms Joan Rowe 356 Virginia St Unit 303 El Segundo CA 90245-2071	 
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*I have lived on 76th St in Westchester since April of 1949. The changes caused by LAX, expansion are to numerous to mention. Noise, Pollution, Traffic conditions, must be looked into and improved. Strongly support development of other airports, such as Palmdale and Ontario. It is grossly unfair to expect the residents of our local and surrounding area to sustain additional upheavals and loss of businesses.*

*Ruth E. Nuzzo*  
Signature

RUTH E. NUZZO

Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	

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
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LAX IS MAXED-OUT. EXPANDING LAX ONLY MEANS MORE NOISE, CONGESTION, AND POLLUTION FOR SOUTH BAY RESIDENTS.

  
Signature

STEVE A. CRECY  
Print your name clearly

Your Name \_\_\_\_\_  
 Ad:  Steven Crecy  
 1148 2nd St  
 Hermosa Beach, CA 90254-5335  
 Email \_\_\_\_\_

  
 Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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Dear Jane,

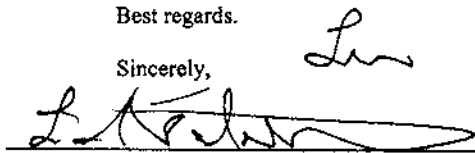
As usual, you are ahead of the curve! Anyone who has traveled somewhere from LAX knows that it is now a congested mess. To increase it roughly 50% from the present passenger figures, would intensify the traffic and other congestion and would not fairly allocate traffic to other airports such as Long Beach, Ontario, John Wayne and the El Toro Air Base, since an increasing percentage of LAX passengers come from Orange County.

The only way that these traffic loads can be fairly allocated among the various airports is to adopt a regional airport plan rather than putting all of the growth pressure on LAX.

I believe what you are doing is supported by the vast majority of people in the South Bay.

Best regards,

Sincerely,



Signature

Lee R. Petillon

Print your name clearly

Your Name Lee R. Petillon  
 Address 21515 Hawthorne Blvd., Suite 1260  
Torrance, CA 90503  
 Email lpetillon@corplawp-h.com



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 811 N. Catalina, Suite 1302  
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Think you are doing a great job - am a conservative Republican however I voted for you - 1st Demo in many years - we need to spread our airports out - Tokyo Apts 50 mi from city center - Need HI: Speed Rail to Palmdale & El-Toro - ontario for so cal wide access - even expand (PT Mgr) as feeder for Ventura County travelers. we need - voucher program and testing for products

DR. <sup>Signature</sup> Gerry T. Morton

DR. Gerry T. Morton

Print your name clearly

Your Name <u>DR. GERRY MORTON</u> Address <u>228 31st St,</u> <u>Manhattan Beach, CA 90266</u> Email <u>G.M.Libra @ Earthlink.Net</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*Congresswoman Jane Harman*

06/14/01



*We live in East Torrance and I believe we would be affected by the noise of jets going over which we get now at any time of night, which fly real low, and wake everybody up. I'm sure we will get some pollution from this also. As you know we already have plenty of traffic around here. While I am sending this to you try to get the potholes fixed and the streets are rough driving. Thank you for all you are doing. We appreciate it.*

*Ula F. Jalbert*

Signature

ULA F JALBERT

Print your name clearly

Your Name			 
Address	Mrs. Ula F. Jalbert 5526 Carnelynn St. Torrance, CA 90503		
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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DEAR MS HARMON,

I FULLY SUPPORT THE REGIONAL PLAN FOR OUR AIR TRANSPORTATION NEEDS. PLACING ALL OUR EFFORTS IN JUST L.A. EXPANSION IS POOR PLANNING - YOUR WISER VISION JUST MAKES GOOD SENSE.

G. Kevin Taylor  
Signature

(RR.) G. KEVIN TAYLOR  
Print your name clearly

Your Name <u>G. KEVIN TAYLOR</u> Address <u>612 WHITING STREET</u> <u>EL SEGUNDO, CA 90245.</u> Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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It just does not make sense to over-burden an already congested airport. This applies to air and ground transportation.

It does not make sense to have people drive long distances to arrive at a congested airport.

It does not make sense to have people driving on already congested freeways to reach the congested airport.

It does make sense to enlarge other airports and to make airports more accessible to all people living in other areas.

Way to go, Jane Harman! I'm all in favor of the Regional Plan.

The South Bay Beaches will be further affected for traffic, noise and pollution if the LAX Master Plan is adopted.

*Doreen E. Scott*

Signature

Doreen E. Scott

Print your name clearly

1700 The Strand, Manhattan Beach, CA.

Your Name <u>Doreen E. Scott</u>	Please Place Postage Here
Address <u>B.O. Box 3151</u>	
<u>Manhattan Beach, CA. 90266-1151</u>	
Email _____	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
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	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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I may be a dinosaur, but I would like to suggest that we humans need to put the brakes on population growth. Sure, technology often comes to the rescue in obvious ways like nuclear power plants in California at great monetary cost and great cost to the environment but regional planning would do well to consider reasonable limits to human population as well as reasonable uses of the environment. More is not necessarily better. Good luck in dealing with the many problems facing lawmakers and citizens alike.

*Jean K. Gesford*  
Signature

JEAN K. GESFORD  
Print your name clearly

P.S. Hurry for Senator Jeffords!!!

Your Name	JEAN GESFORD	Please Place Postage Here
Address	23701 S. WESTERN AVE # 214 TORRANCE, CA 90501-5679	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*We would be adversely affected by traffic noise pollution from expansion of LAX. Probably increased traffic would have a negative effect on the surrounding area's economy.*

*A regional airport plan seems to make sense, especially in light of the projected population growth in areas far away from LAX.*

*Ruth R. Money*



Ruth R. MONEY

*Lloyd Money*  
Signature

Lloyd J. MONEY

Print your name clearly

Your Name	RUTH & LLOYD MONEY	_____
Address	7904 31st Street	_____
	Hermosa Beach, CA 90254	_____
Email		_____

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811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*I support your concept of a Regional Airport Plan.*


*But, what I am really passionate about, are laws to prohibit driving cars while using cell phones. Can anything be done at the federal level to minimize this safety risk?*

*Marty Friedman*

Signature

*Martin Friedman*

Print your name clearly

Your Name	 M. Friedman		Please Place Postage Here
Address	2319 Vista Dr Marlton Beach CA 90268-4319		
Email	<i>mjfried@gateway.net</i>		
<p><b>Congresswoman Jane Harman</b> 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>			

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TRAFFIC With Completion of Playa Vista and Howard Hughes Center, traffic will be grid locked during peak hours. LAX expansion would greatly add to the misery.



NOISE Have you ever lived in a house close or near a "747" get ~~to~~<sup>aircraft</sup> revving up?

POLLUTION Noise and air pollution are already high within @ mile from LAX. Expansion would greatly exacerbate the problem.

ECONOMICS Expansion will bring in marginal businesses and will reduce healthy economic growth.

*Jerome Baruch*  
Signature

JEROME BARUCH  
Print your name clearly

Your Name	JEROME BARUCH	 
Address	6537 W. 81 ST LA 90045	
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*We should distribute the traffic to other airports. Maybe all cargo could go to Tonto and only passenger traffic to LAX. Other airports should be opened up. There must be no further burden on the residential areas around LAX. Let Orange Co. get involved and share some of the load! It's noisy enough here in Westchester!*

*Thomas H. Rosenow*  
 \_\_\_\_\_  
 Signature

THOMAS H. ROSENOW  
 \_\_\_\_\_  
 Print your name clearly

Your Name			
Address			
Email	ROSENDAWLT@CSHS.ORG		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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
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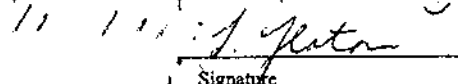
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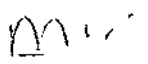
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Dear Mrs Harman - Thank you for getting involved and showing your concern. 4 blocks south of the airport. The airport is already very loud so I think if they did expand it would be much worse and I'm afraid our home value would go down. We have a lot of black "fuel" buildup on and around our home. I hope some other airports can take up the slack. Limit the cargo planes - Fed ex, ect. TO Fly out of Palmdale and use LAX only for Passenger planes?? Thank you for your time - 

11/11/01  
  
 Signature

 aton  
 Date: 11/11/01

To Ac — Et	The Yeaton's 815 Pepper St. El Segundo, Ca 90245		Please 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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Dear Ms. Harman, the LAX Master Plan has got to be stopped. I have lived in El Segundo for almost 30 years and every day I am reminded of LAX, when I breeze the air and hear the noise. It is unthinkable to have an increase of airtraffic and cartraffic due to what the LAX Master Plan stands for. If we wouldn't have alternatives i.e. other airports in the area, I could understand if one would choose LAX. Please do everything possible to stop this insane future planning. Thank you, Trudy Noble

*Trudy Noble*  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print your name clearly

Your Name <u>T. Noble</u> Address <u>123 Loma Vista St.</u> <u>El Segundo CA 90245</u> Email _____		Please Place Postage Here 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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- I DON'T BELIEVE YOUR FIGURES THAT PREDICT VERY LOW GROWTH FOR WEST SIDE AND SOUTH BAY. FOR INSTANCE NEAR MY SON'S HOUSE (CLOSE TO NATURAL AND SEPULVEDA) EVERY THIRD HOUSE IS EITHER BEING REPLACED BY SOMETHING MUCH LARGER OR IS UNDERGOING MAJOR ADDITIONS. NEAR WHERE I LIVE (HARMON DEL REY) NEW APARTMENT/CONDO CONSTRUCTION IS 4 AND 5 STORIES, IN CONTRAST TO MY 2 STORY TOWN HOUSE.
  - EVEN IF LAX CAN BE MODIFIED TO HANDLE MORE TRAFFIC, STREETS LIKE LINCOLN BLVD WILL BE CONTINUOUSLY OVERLOADED ALL DAY AND EVENING LONG. ONLY A MAJOR MASS TRANSIT SYSTEM COULD PROVIDE RELIEF, BUT COST WOULD BE PROHIBITIVE - POPULATION DENSITIES ARE STILL NOT HIGH ENOUGH.
  - AS FAR AS I AM CONCERNED, I DO NOT WANT ~~TO~~ LA'S POPULATION TO INCREASE. I SEE NO BENEFITS TO ME, ONLY A LOWERED QUALITY OF LIFE.
- Signature: *Howard Weinberger* Print your name clearly: **HOWARD WEINBERGER**

Your Name \_\_\_\_\_  
 Address  Mr. Howard L. Weinberger  
 4739 La Villa Marina Unit Q  
 Marina Del Rey, CA 90292-7038  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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We think LAX is large enough already!  
 We are against expansion. We are tired of "urban sprawl" - let's slow down!

Kathleen Cullen  
 Signature

Kathleen Cullen  
 Print your name clearly

Your Name \_\_\_\_\_  
 Address The Cullen Family  
22010 Marjorie Ave.  
Torrance, CA 90503  
 Email \_\_\_\_\_

PM  
 JUN 22 2001

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*Enlarging LAX would create many more problems than developing in less densely populated Palmdale area. It would also create jobs in that region that are needed by families living there. The noise, congestion and disruption around LAX is already at a breaking point. Please expand in an area that benefit in so many ways. I was raised in Hawthorne & now live in Torrance. I did live in Apple Valley for seven years and saw the needs there in the high desert.*

*Marilyn Vivian*  
Signature

Marilyn Vivian  
Print your name clearly

Your Name M. Vivian  
 Address 3855 Newton St  
Torrance, CA 90505  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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*Realign the distribution of passenger and freight*



1. Use Lancaster for all freight, both both international and domestic. Its locality is placed near interstate highways in all directions.
2. Use Ontario for passenger service to the inland empire
3. John Wayne airport orange county Passengers
7. Burbank and Long Beach for passengers in their respective areas.
5. Lax for international only.
6. All airports to be connected by the speed rail

*Winton Baker*

Signature

*Winton Baker*

Print your name clearly

Your Name	<b>Winton E. Baker</b> 509 45th St. Manhattan Bch., CA 90286-2427		
Address			
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			



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Local surface traffic affects the surrounding area including the Pacific Coast Highway leading to LAX.

Expansion of LAX means more scheduled flights resulting in more surface traffic. LAX appears to ignore the surface problems already in place with apparent no thought to future handling.

Airlines should be made to use other regional Airports as their base operations-- i.e. British Air uses Heathrow--Delta Air uses Gatwick. Such assignment of carriers ought to be designated to other local regional airports as in the London example.



Along with that should develop high speed rail connections to all airports--we cannot rely on freeway access--presently overused and often fraught with dangerous conditions.

Concerned,

JOHN L. WHITMEYER

Print your name clearly

*John L. Whitmeyer*  
\_\_\_\_\_  
Signature

Your Name <u>J. L. Whitmeyer</u> Address <u>329 Via Linda Vista</u> <u>Redondo Beach, CA</u> Email <u>90277</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		





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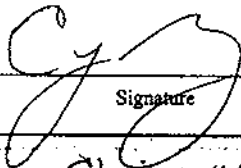
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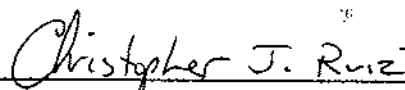
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It is unfair to force westside residents to bear the burden for Orange County and other areas that want the Airport/Expansion. Sepulveda is already gridlocked! NO LAX Expansion!

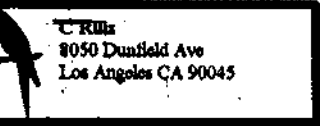
  
Signature

  
Print your name clearly

Your Name: Chris, Kathleen, Ryan, and Sean Ruiz  
 Address: 8050 Dunfield Ave  
LA CA 90045







Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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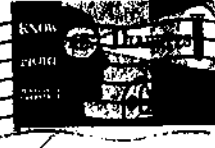
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*Near Congresswoman Jane Harman  
my husband & I favor a regional plan for  
air transportation in which benefits and burdens  
are shared by neighboring counties in the LA  
area. Noise pollution as well as congested streets  
are of concern to us. We appreciate your effort  
to improve conditions in our district.*

*Bernice H. Parham*  
Signature

*Bernice H. Parham*  
Print your name clearly

Your Name	Bernice H. Parham 6845 Kings Harbor Dr. Roh Palos Vrd, CA 90275-4621		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

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*We are furiously opposed to the airport's proposed \$11.4 billion expansion. We believe that this proposal will destroy surrounding communities with devastating noise, pollution and traffic increases.*

*We want future air traffic increases to be spread among 10 other airports throughout Southern California, including one on the site of the former El Toro Marine base.*

*Norman H Herdt*  
\_\_\_\_\_  
Signature

*Norman H. Herdt*  
\_\_\_\_\_  
Print your name clearly

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*A system of regional airports encompassing all of southern California is the only way to go! LAX is as big as it ever should get. LAX handles a huge volume of air traffic on a relatively small piece of land. The traffic problems at LAX already resemble "a 800". To enlarge LAX will create a situation bordering on "chaos". It is already not a pleasure going there! The increasing volume of air traffic must be spread around to other airports! I'm 64 years old and have lived in L.A. all my life. L.A. is famous for being short-sighted when looking into the future. So, my vote is NO on the LAX MASTER PLAN - YES on A REGIONAL AIRPORT SYSTEM!*

*Kermit Olson*  
Signature



Mr. Kermit Olson  
Print your name clearly

Your Name Kermit Olson

Address 30625 Rue Langlois

Rancho Palms Verdes, CA 90875

Email KermitOlson@yahoo.com

Congresswoman Jane Harman  
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*The airline industry needs to rethink its "spoke & hubs" systems which forces 90% of the US air traffic through a few large hubs. There needs to be more - point-to-point service which better utilizes the nation's total airport capacity. Then when LAX needs expanding to support its local area needs - then by all means - I support it.*

*Jerry Lockenour*  
Signature

Jerry Lockenour  
Print your name clearly

Your Name Jerry Lockenour  
Address 1024 Walnut Ave  
Manhattan Beach, CA 90266-5019  
Email jlockenour@earthlink.net



Congresswoman Jane Harman  
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*I am completely behind Jane Harman's plan for a regional airport alternative. Let us implement the original So. Cal. Regional Airport Authority, and give priority to airports eager for more growth like Palmdale and Ontario. LAX is absolutely BIG ENOUGH — no further expansion is needed there.*

*Donald Sidney-Fryer*  
Signature

DONALD SIDNEY-FRYER  
Print your name clearly

Your Name <u>D. SIDNEY-FRYER</u> Address <u>6505 FLREBRAND ST.</u> <u>LOS ANGELES, CAL. 90045</u> Email _____	Please Place Postage Here  
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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Judging from the trial flight patterns the FAA has allowed commercial air carriers to experiment with, I would surmise that expansion would negatively impact our quality of life in Redondo Beach.

I purchased my home in So. Redondo, to be close to work, yet far away from undesirable noise.

I have adjusted to the noise from Torrance Municipal Airport (although it sometimes allows private jets), but I believe expansion @ LAX would be an unnecessary imposition on our health & safety.

I have been scared out of bed in the middle of the night by commercial aircraft, by sound levels I believe greater than 100db. Flying very unusual flight patterns. Although these have subsided in recent months I have a grave concern these disturbances would resume if expansion is allowed. I strongly support focusing on exploring the expansion of Palmdale & Ontario & Heaven forbid "El Toro" along with the infrastructure to accommodate transportation to these hubs. I have enclosed disturbances I have experienced for your review, please be assured you have my complete support for what ever alternative you can develop.

Signature  
Tom Pacheco

Print your name clearly

Tom Pacheco

Your Name Tom Pacheco  
Address 716 Camino Real  
Redondo Beach CA  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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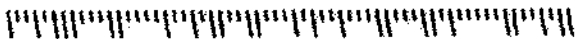
PC03376

**Air Traffic Disturbance @ 716 Camino Real, Redondo Beach Ca  
Tom Pacheco 540.9852**

Februrary	2001	March	2001	April	2001
<b>Fri 23</b>	11:25 P.M. 11:50 P.M.	<b>Sun 4</b>	9:07 P.M. 9:37 P.M.	<b>Wed 18</b>	8:32 P.M. 8:42 P.M.
<b>Sat 24</b>	12:14 A.M. 12:30 A.M. 12:42 A.M. 12:44 A.M. 12:48 A.M. 9:03 P.M. 11:03 P.M.		11:06 P.M. 11:20 P.M. 11:40 P.M.	<b>Thur 26</b>	9:55 P.M.
<b>Sun 25</b>	12:27 A.M. 12:35 A.M. 12:38 A.M. 12:44 A.M. 12:55 A.M. 1:00 A.M. 1:55 A.M.	<b>Mon 5</b>	12:53 A.M. 1:10 A.M. 1:05 A.M.	<b>Mon 30</b>	9:13 P.M.
<b>Mon 26</b>	10:43 P.M. 11:05 P.M.	<b>Tue 27</b>	8:42 P.M.		
<b>Tue 27</b>	9:30 P.M.				
<b>Wed 28</b>	9:13 P.M. 9:20 P.M. 10:17 P.M. 10:42 P.M. 10:47 P.M. 10:52 P.M. 11:05				

**May 2001**

**Wed 2 8:36 P.M.**



90277-2138 38



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<b>Sunday 27</b>	8:50 P.M. 8:55 P.M. 9:13 P.M. 9:22 P.M. 9:54 P.M. 10:19 P.M. 10:29 P.M. 10:38 P.M. 11:13 P.M. 11:43 P.M. 11:50 P.M. 11:55 P.M.	<b>Friday 3</b> 4:33 A.M. <b>Sunday 5</b> 1:28 P.M. <b>Wed 8</b> 9:04 A.M. <b>Friday 10</b> 2:03 P.M. <b>Mon 13</b> 12:15 A.M. 12:47 A.M. 1:10 A.M. 5:27 A.M. <b>Wed 15</b> 8:56 P.M. <b>Fri 17</b> 12:10 P.M. <b>Mon 20</b> 9:20 P.M. 9:30 P.M. <b>Tue 21</b> 8:56 P.M.	<b>Fri 15</b> 1:30 A.M. <b>Sat 16</b> 12:19 A.M. <b>Thur 21</b> 12:39 A.M. 1:26 A.M. 1:45 A.M. <b>Sat 16</b> 9:12 P.M.		
<b>Mon 28</b>	12:10 A.M. 12:47 A.M. 1:13A.M. 1:34 A.M. 2:14A.M. 2:22A.M.				
<b>October</b>	<b>2000</b>	<b>November</b>	<b>2000</b>	<b>December</b>	<b>2000</b>
<b>Sat 21</b>	1:43 A.M..	<b>Sat 4</b> 11:01 P.M. 11:02 P.M. <b>Sun 5</b> 12:10 A.M. 12:13 A.M. <b>Sun 19</b> 12:33 A.M. <b>Tue 28</b> 6:05 P.M. <b>Wed 29</b> 7:17 P.M.		<b>Wed 13</b> 3:40 A.M.	

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We are opposed to the expansion of LAX! We support regional airports. Our community already is plagued with air pollution and noise pollution.




We are planning on moving from the area because of the air & noise pollution. But for our neighbors sake, we want no more growth.

Gary Peattie

Signature

Marianne + Gary Peattie

Print your name clearly

Your Name  Gary & Marianne Peattie 5867 W 76th St Westchester, CA 90045 Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*We live near Lincoln Blvd. in Venice where traffic has become increasingly dense in recent years. Currently it takes 40 minutes to travel less than 5 miles during peak traffic hours. For this reason alone the impact of further airport expansion does not make sense. The smart thing to do is to expand Palmdale and Ontario Airport while offering low cost shuttle transportation to these areas.*



*In addition, the noise pollution created by evening airport noise has become intolerable. In the summer we are forced to keep our windows closed at night to quiet the "air rumble" of airplanes overhead. We have put our lives on hold into our modest home and cannot afford to - up and leave - due to the noise pollution. We commend you government officials who would say "No to LAX expansion." Please keep your promise.*

*Joan Miner*

Signature

Joan J. Miner

Print your name clearly

Your Name <u>Joan Miner</u> Address <u>830 Milwood Ave</u> <u>Venice, CA 90291</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*I commend you for a job well done! I work at LAX. I work for the INS as an immigration inspector. I see firsthand the millions of people suffering at LAX due to over congestion. It has taken me 2 hours to find a parking space. Tom Bradley Terminal can not accommodate any more passengers. Please, lets me; do not expand LAX. Expand Ontario, Palm Springs, and John Wayne; I am at the point of such frustration over overcrowding that I do not look forward to the summer season. Help us!!*

*Marissa Leong-Salano*  
Signature

*Marissa Leong-Salano*  
Print your name clearly

Y  
A  
Hwy  
Email

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*Do all you can to limit growth & development. Spread it around. It seems like LAX is "maxed-out" already.*

*Other  
Sigs.*

*→ I'm so glad you got elected - Do all you can to STOP the "star wars" missile def. shield. Spend the money on Educ. / homeless / elderly - some still need to choose betw medicine & food!! And the tax <sup>relief</sup> bill - I was so against it. But regarding the missile defense - do not follow Reidman's study - for counteracting terrorist acts - Border / FBI / local police / customs - have them do it. PATRICIA Murphy Johnson*

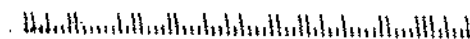
*Signature* *Patricia Murphy Johnson* *to get to protect us - NOT a MISSILE IS* *Print your name clearly*

Your Name Johnson  
 Address 1220 Via Coronel  
PVE CA 90274  
 Email pmurphyj@jps.net

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Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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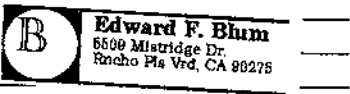


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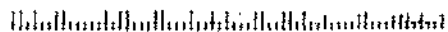
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*LAX should be limited to current size.  
Don't Expand the present size but expand 3 or 4 Airports  
to expand the new capability required needs*

*Edward F. Blum*  
\_\_\_\_\_  
Signature

EDWARD F. BLUM  
\_\_\_\_\_  
Print your name clearly

Your Name _____ Address  _____ Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*LAX HAS ALREADY DESTROYED 10,000 HOMES AND FORCED THE CLOSURE OF TWO PUBLIC SCHOOLS IN THE WESTCHESTER AREA. NOISE AND TRAFFIC HAVE TAKEN A HEAVY TOLL ON SURROUNDING COMMUNITIES AND CAUSED LOSSES IN THE BUSINESS DISTRICTS THAT HAVE NEVER BEEN COUNTED. TO CONTINUE FURTHER EXPANSION COMPOUNDS THE PROBLEMS WE'VE HAD TO FACE FOR THE PAST 30+ YEARS. GROWTH IN SO. CALIF EXTENDS BEYOND LOS ANGELES AND OTHER AIRPORTS MUST CARRY THEIR SHARE OF THE CARGO AND PASSENGER LOAD. TO CONCENTRATE MORE ANTICIPATED GROWTH AT LAX, TO THE TUNE OF \$12 BILLION, IS SHORT-SIGHTED AND FAILS TO SERVE THE NEEDS OF SOUTHERN CALIFORNIA'S TRAVELING PUBLIC. THANK YOU, CONGRESS WOMAN HARMAN, FOR YOUR EFFORTS ON OUR BEHALF.*

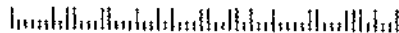
*Sallie R. Davison*

Signature

SALLIE R. DAVISON

Print your name clearly

Your Name <u>SALLIE DAVISON</u> Address <u>8129 CALABAR AVE</u> <u>Playa Del Rey, CA 90293</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*I am worried about what this will do to our neighborhood. We have a well kept neighborhood that is quiet and safe. If this "freeway extension" goes through - there goes a beautiful quiet area! The noise & additional smog will just hurt us and our children more. Please keep fighting for our children and our homes. Thank you.*

*Deldre Johnston*

Signature

Deldre Johnston

Print your name clearly

<p> Mrs. Deldre Johnston 8344 Kitryhawk Avenue Los Angeles, CA 90045-4227</p> <p>Email _____</p>	
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>	



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*I oppose a "regional" airport plan which would spread the problem, increase activity in small airports, spread pollution and noise to more residential areas, decrease property values, create dangerous flight patterns and generally make life obnoxious.*

*Ann Marie Smyth*  
Signature

ANN MARIE SMYTH  
Print your name clearly

Your Name <u>SMYTH</u> Address <u>23049 B. NADINE CIRCLE</u> <u>TORRANCE CA 90505</u> Email _____		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		



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I prefer that regional the airport plan be implemented



The Village #201  
Redondo Beach, CA 90277

*Lindie L. Banks*

Signature

LINDIE L. BANKS

Print your name clearly

Your Name	<u>Lindie L. Banks</u>	 
Address	<u>230 The Village Unit 201 Redondo Beach CA 90277</u>	
Email	<u></u>	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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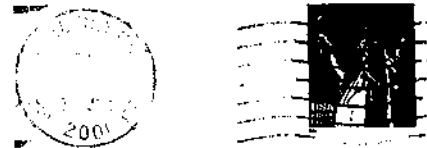
*I WOULD LIKE TO KNOW WHERE THE WATER TO SUPPORT 3 MILLION MORE PEOPLE WILL COME FROM FIRST. THE PROJECTIONS FOR S.B. AND RIVERSIDE COUNTIES ARE NOT REALISTIC IF THERE ARE INSUFFICIENT RESOURCES AVAILABLE. NEVERTHELESS, A REGIONAL PLAN MAKES MORE SENSE.*

*[Handwritten Signature]*

Signature

PAUL B. McRAE

Print your name clearly

Your Name _____ Address <u>MR. &amp; MRS. PAUL McRAE</u> <u>2804 W. 180TH PLACE</u> <u>TORRANCE, CA 90504</u> Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*We have to divide up the air traffic between LAX and regional airports such as Palmdale & Ontario. The LA County Santa Monica Bay Cities suffer badly from LAX increasing noise and flights making short flight patterns over ocean against rules. We need help. Thank you.*

*Fred V. Armistead Jr.*

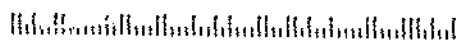
Signature



Mr. Fred V. Armistead Jr.  
2600 Vista Dr.  
Manhattan Beach, CA 90266  
Print your name clearly

Your Name	Mr. Fred V. Armistead Jr.		
Address	2600 Vista Dr.		
	Manhattan Beach, CA 90266		
Email			

**Congresswoman Jane Harman**  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277




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*I support regional airports -  
Each areas population is large enough  
in population to support its own airport.  
Even if LAX expands, its only a temporary  
measure. Southern Calif's growth is too  
rapid to not have a regional airport  
plan.*

*Iris J. Jacobs*  
Signature

*IRIS J. Jacobs*  
Print your name clearly

Your Name *Iris J. Jacobs*  
 Address *20414-N Orange Ave.  
Torrance, Ca 90503*  
 Email \_\_\_\_\_

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I AM ABSTEMELY AGAINST AIRPORT EXPANSION AT LAX. IT WILL CAUSE MY PROPERTY VALUE TO DROP DRASTICLY. I HAVE LIVED HERE FOR 23 YEARS & HAD PLANNED TO RETIRE & STAY HERE. WITH AIRPORT EXPANSION I WOULD BE FORCED TO SELL MY PROPERTY & MOVE OUT OF STATE! I WILL VOTE AGAINST ANYONE WHO SUPPORTS AIRPORT EXPANSION.

  
Signature

GARY DUBOIS  
Print your name clearly

Your Name _____ Address <b>GARY &amp; ROSIE DUBOIS</b> <b>1809 Faymont Avenue</b> <b>Manhattan Beach, CA 90288</b> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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09 June 2001

*A carefully planned and well coordinated regional plans seems to be the only feasible way to resolve the problem of increased population growth and expanded airport facilities in Los Angeles, Orange, Riverside, and San Bernardino counties. your efforts certainly have our support.*

Ralph W. Immel

Signature



Mr. & Mrs. Ralph W. Immel  
2101 Elm Ave  
Manhattan Bch, CA 90266

Print your name clearly

Your Name \_\_\_\_\_  
Address Ralph W. Immel \_\_\_\_\_  
2101 Elm Ave. \_\_\_\_\_  
Manhattan Bch, CA 90266 \_\_\_\_\_  
Email \_\_\_\_\_



Congresswoman Jane Harman  
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As a resident of Palos Verdes Estates, I strongly object to any increase in the size and capacity of LAX.

Statistics showing the number of daily flights arriving and departing the LAX airport are frightening, and the confusion and traffic that a passenger presently experiences are sufficient argument against any enlargement.

I have arrived and departed from airports in Orange County, Salt Lake City, Boise, Idaho Falls, Billings and West Yellowstone. With the exception of Salt Lake City, the ease and pleasure of traveling small airports bear no comparison to the present unpleasant confusion and delays at LAX.

LAX should not be allowed to enlarge when nearby satellite airport sites are available.

*Mrs. Jesse Beaumont*  
Signature

Mrs. Jesse Beaumont

Print your name clearly

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>USA  Jesse Beaumont 2220 Chelsea Rd Palos Verdes Estates, CA 90274</p> </div> <p>Email _____</p>		
<p><b>Congresswoman Jane Harman</b> 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		





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*Every night, I lie awake waiting for the next plane to rumble over our house. Please help!! We have been waiting a long long time!*

*Kaye Garthaus*

Signature

KAYE GARTH AUS

Print your name clearly

Your Name _____	KAYE GARTH AUS		
Address _____	28500 Palos Verdes Drive East		
_____	Rancho Palos Verdes, CA 90275		
Email _____			

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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JUN 13 2001

*Do not believe in "LAX masterplan" - Inadequate,  
Believe each and every airport should be  
developed to the fullest capacity - planning for future  
use.  
Impact on Community: Very Important! Note!  
How & where the planes shall fly is important -  
Insurance on property does NOT cover any damage  
occurred by airplanes, shall have to sue City County  
and state, the for damages for lack of air controls.*

*Mary E. Hovagimian*  
\_\_\_\_\_  
Signature

MARY E. HOVAGIMIAN  
\_\_\_\_\_  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

## FACTS ABOUT LAX AND REGIONAL AIRPORTS.

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*WE SHOULD RELOCATE ALL FREIGHT OPERATIONS AWAY FROM LAX & MOVE THEM TO PALMDALE, THIS RECOMMENDATION WAS POSED TO THE LAX MASTER PLAN OVER 20-YEARS AGO BY THOMAS W. FLOYD WHO DID AN IN-DEPTH STUDY OF THE MASTER PLAN IN HIS ROLE AS A SYSTEMS ANALYST FOR THE NORTHROP CORPORATION. MR. FLOYD INDICATED THAT MORE THAN 20 PERCENT OF AIR TRAFFIC AT THE TIME WERE AIR FREIGHT OPERATIONS. HIS STUDY RECOMMENDED MOVING ALL OF THIS LOAD TO PALMDALE, LONG BEFORE THE 14 FREEWAY WAS BUILT & WITH THE AVAILABILITY OF RAIL SERVICE TO PALMDALE, THIS PROPOSAL MAKES EVEN MORE SENSE TODAY. OUR SURFACE STREETS ARE GRID-LOCKED, A GOOD DEAL OF WHICH CAN BE BLAMED ON THE VERY LARGE NUMBERS OF TRUCKS CARRYING FREIGHT BOUND TO AND FROM LAX.*

*Robert Rothstein*  
Signature

ROBERT J. ROTHSTEIN  
Print your name clearly

Your Name _____	
Address _____	Robert J. Rothstein 2508 Pacific Ave. #4 Venice, CA 90291
Email _____	RROTH1927@aol.com

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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DEAR JANE - WE ARE PLEASED TO KNOW OF YOUR STRONG OPPOSITION TO THE PROPOSED LAX EXPANSION, OUR VIEW THAT ONE POSITIVE WAY TO SOLVE SOME OF THE PROBLEMS IS TO COMPLETELY ELIMINATE ALL AIR FREIGHT FROM LAX. IN SO DOING THERE CAN BE ADDED TERMINAL SPACE, MUCH LESS AIR TRAFFIC, AND CONSIDERABLE EASING OF TRAFFIC ON THE 405 CAUSED BY TRUCKS THAT DELIVER AND PICK AIR FREIGHT FROM AND TO LAX. MOVE ALL AIR FREIGHT TO AN AIR FREIGHT TERMINAL IN PALMDALE, ADD MORE PASSENGER SPACE TO ONTARIO - AND PUSH HARD FOR THE OPENING OF AN ORANGE COUNTY MAJOR TERMINAL AT GILBERT. WE HOPE SOME OF THESE IDEAS WILL FINALLY GET ACROSS TO THE "MR BIGS" IN WASHINGTON - AND WESTCHESTER CAN ULTIMATELY REMAIN THE COMMUNITY WE HAVE LIVED IN AND ENJOYED FOR OVER 50 YEARS.

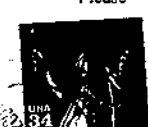
THANK YOU -

*Mr + Mrs. Richard Dickens*

Signature

RICHARD DICKENS

Print your name clearly

Your Name	MR + MRS. RICHARD DICKENS	Please 
Address	5855 W 77 PLACE WEST CHESTER, CA 90045	
Email	DIKLYN	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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My big concern is the traffic congestion. I fly LAX maybe once a month and notice buses from as far away as Santa Barbara and Disneyland. Let's spread the impact - good and bad - to our neighboring counties. I would support rail service from LAX to Union Station (downtown).

Juan Nierhake



---

Signature

Juan Nierhake

---

Print your name clearly

<div style="border: 1px solid black; padding: 5px; font-size: x-small;">                 Juan Nierhake                  1718 Esplanade Apt 520                  Redondo Beach, CA                  90277-5339             </div> <p>Email _____</p>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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DEAR JANE

HAVE ATTENDED 3 MEETINGS AGAINST EXPANSION. ALL THE ARGUMENTS ARE VALID AND VITALLY IMPORTANT TO OUR CITIZENS WHO LIVE AROUND THE AIRPORT. ABOVE AND BEYOND THE HEALTH & NOISE ISSUES, I'D LIKE YOU TO INCLUDE IN YOUR ARGUMENTS THE BREADED POSSIBILITY OF A "BRAIN & POPULATION BRAIN". I SEE AND HEAR FROM THE PROFESSIONAL PEOPLE <sup>THAT</sup> THEY WOULD MOVE OUT OF THE AREA RATHER <sup>THAN</sup> LIVE WITH NOISE & POLLUTION. ALL OF OUR UP-GRADED NEIGHBORHOODS WOULD SOON BECOME DOWN GRADED, AND THAT WOULD SERIOUSLY AFFECT OUR VOTER ATTENDANCE.

*June Armstrong*  
Signature  
TOLLANCE ARTS COMMISSIONER

JUNE ARMSTRONG  
Print your name clearly

Your Name	JUNE ARMSTRONG	 
Address	705 Calle MIRAMAR REDONDO CA 90277	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*Excellent comparison!*

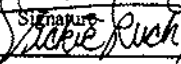
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6-9-01 / Dear Sirs:

I concur with Congresswoman Jane Harman's position statement on the reverse side of this form. In particular, the air pollution from more flyovers to this area concerns me as a medical provider. After living in L.A. Co. for 23 years, I've been treating an increasing # of new asthma cases, included adult-onset in nonsmokers. Unfortunately, I have also become one of those health statistics. In addition to its many other attributes, my husband & I chose to buy our single family house in Manhattan Beach because of its relative lack of air pollution & usual presence of ocean breezes. I breathe easier here. Why should we pay so much to live in a place where this vital health aspect can be destroyed @ LAX expansionists' whims? Thank you for listening to Congresswoman Jane Harman & her coalition. It just makes health sense.

Respectfully,  
  
 Vickie Ruch, MSN, RN-CS, ANP, FNP  
 ER & Family Nurse Practitioner

Your Name	Vickie Ruch, MSN, RN-CS, ANP, FNP	Please Place Postage Here
Address	ER & Family Nurse Practitioner 56 Village Circle Manhattan Beach, CA 90266-7222	
Print your name clearly		

Congresswoman Jane Harman  
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*Keep up the good work!!!*

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The critical problem is RUNWAY INCURSIONS. LAX has the highest and growing number of near-collisions on the ground. Remember when the controllers landed the USAir 737 on top of the Skywest Merlin/Metroliner? I fly out of LAX 2-3 times a week. Twice w/ the last year we had to go around at the last moment due to an incursion (once on United, once on Frontier). With Lanson 767-400's, 747-400's, 737-800's etc. we could easily have 300-400 dead, and statistics don't lie - the accident will happen and probably soon. Construction will only increase accident probability. Palmdale should have been developed + linked by high-speed rail 20 yrs ago.

*John McGuire*  
Signature

John McGuire

Engineer/Civil Pilot/Retired Air Force

Your Name John McGuire  
 Address 4461 Pacific Coast Hwy C203  
Torrance, Calif, 90505  
 Email john.j.mcguire@boeing.com

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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I've looked over the area surrounding LAX, and I see no way to expand it without moving a lot of people out at great inconvenience and astronomical expense. There are several possibilities in the San Bernardino-Riverside area. The old Norton AFB (now S.B. Airport) and there is a county airport out in that area, too. The county airport I used to pass on my way to California City. Also California City was actually established 20 years ago to handle housing for people who would be working at the Palmdale expanded facility - supposedly to take part of the load off of LAX. I understand they had even constructed a tunnel at some point to facilitate rapid transit to Los Angeles. I am sure that one of those facilities would be a much more adaptive alternative to further expanding LAX.

P.S. Vote to drastically cut immigration and to secure our borders.  
EDWARD H. JOHNSON

*Edward H. Johnson*  
Signature

Print your name clearly

Your Name	Edward H. Johnson	
Ad	3320 Dejana Dr.	
	Red Palms Vrds, CA 90275	
Email	Name	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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*I wholeheartedly agree with Jane Harman's position in opposition to the proposed LAX Master Plan. The issue of air transportation should be a regional issue, with all communities sharing in the benefits and the burdens. Let's develop a visionary plan that includes increased use of Ontario Airport, Palmdale Airport, March AFB, El Toro, and John Wayne Orange County Airport. Plans should include coordination with ground transportation and aggressively combat "NUMBY" attitudes in Orange County. The LAX area already has too much ground traffic, noise, and pollution.*

*Jordan Libit*  
Signature

JORDAN LIBIT  
Print your name clearly

Your Name JORDAN LIBIT  
 Address 4341 VIA FRASCATI  
RANCHO PALOS VERDES, CA 90275  
 Email JLIBIT@HOME.COM

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*At present, one of the greatest problems at LAX is the traffic; if you have ever had to drive around and around the parking terminals, you can understand the frustration of delivering or picking up anyone. Any expansion at LAX would only compound the problem. The fare off and landing does not bother me, but, with expansion it could. Go for regional - Palmdale needs the jobs -*


*Robert L. O'Brien*  
\_\_\_\_\_  
Signature

ROBERT L. O'BRIEN  
\_\_\_\_\_  
Print your name clearly



Mr. Robert L. O'Brien  
1652 W. 221st St.  
Torrance, CA 90501

Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Dear Jane Harman,

I agree that we should utilize Regional Airports, rather than to continue to expand LAX. Additional growth of LAX will certainly increase traffic, pollution and noise, which we surely don't need. LAX should stick with its current boundaries, and not expand any more. Traffic around LAX is already excessive, and further growth of LAX would only produce more.



sincerely yours,

*George F Smith*

Signature

GEORGE F SMITH

Print your name clearly

Your Name <u>GEORGE F. SMITH</u> Address <u>6423 RIGGS PLACE</u> <u>LOS ANGELES, CALIF. 90048</u> Email <u>GEOFSMITH@AOL.COM</u>		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*I live in Playa del Rey. The noise from LAX makes it hard to talk on the phone with the windows open. Every few weeks I have to wash the grime off the house from the jet exhaust. More runways would only add to this problem. I feel that we must regionalize the airport system. Under the current system, traffic on Sepulveda + the 405 freeway is always heavy into LAX. And driving around inside LAX to pick up passengers is unbearable. From my house it takes me 10 minutes to reach LAX but 30 minutes to drive the circle once. We need to establish rail links between the airports and union station, and high speed rail should be used instead of commuter flights on heavy routes, as recommended by the RAND study*


*Lawrence Lurvey*  
Signature

LAWRENCE LURVEY  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_  



Email \_\_\_\_\_


 Mr. Lawrence Lurvey  
 7545 Whitlock Ave  
 Playa Del Rey CA 90293-8054

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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*Congresswoman Harman*  
*Living on the North side of the airport we are not affected too much by noise.*  
*My complaint is the traffic + increase trucking. My problem is*  
*being located downstream from Lax + with much off shore ~~moist~~ breeze*  
*+ foggy conditions at Lax area, we in this area constantly are pombarded*  
*with wet Jet fuel, on bldgs-cars, roofs etc. With this ~~rain~~ <sup>off fuel</sup> rain it*  
*requires constant washing off this Jet fuel residue, from the*  
*above mentioned items - fences - wood siding - Window sills etc.*

*RE Scanlan*  
 \_\_\_\_\_  
 Signature

Robert E. Scanlan  
 \_\_\_\_\_  
 Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
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EL TORO MARINE BASE HAS BEEN IN PLACE FOR AT LEAST 60 YEARS, WITH AIRFIELD. TAKE SOME OF THE LOAD OFF ~~THE~~ LAX AND OTHER AIRPORTS BY HAVING THE SOUTHERN MOST PART OF CALIFORNIA SHARE THE BURDEN. THERE IS A LOT MORE AREA ACCESSIBLE FOR AIR STRIPS & TERMINALS,

*Paul E. Reams*

Signature

PAUL E. REAMS

Print your name clearly

Your Name		
Address		
		
Email		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*The problems of air travel to and from So. Cal. will not be solved by enlarging LAX. The construction alone would cause chaos. More trucks on the 405 - thanks but no thanks! So. Cal. needs a huge inland airport where there is space to provide support services and room for future expansion. If steps are not taken soon to get a large inland airport the growth of those possible sites will preclude ever getting a proper site.*

*Virginia R. Collins*  
\_\_\_\_\_  
Signature

*VIRGINIA R. COLLINS*  
\_\_\_\_\_  
Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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We live on The Strand along the Ocean in Hermosa Beach. The fly-over and noise problem has gotten progressively worse over the last few years! We hear the noise late at night and in the early morning hours, which interrupts our sleep. Our Hermosa Beach City Officials have been fighting this but apparently with no progress. This is even before any increased LAX expansion, which would obviously bring in even more traffic and noise. We also have concern about the increasing probability of catastrophes over our beach and our own home. Clearly, all of this devaluates the value of our million-dollar-plus properties in this area!

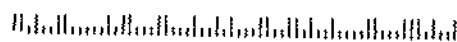
We appreciate your concern and look forward to a solution to the current problems as well as an acceptable alternate to the currently flawed LAX Master Plan.

*Grant Hosack*  
*Marcella Hosack* Signature

Grant & Marcella Hosack

Print your name clearly

<p>Your Name <u>Hosack</u></p> <p>Address <u>8 The Strand</u>  <u>Hermosa Beach, CA 90254</u></p> <p>Email <u>ghosack@gte.net</u></p>	 
<p>Congresswoman Jane Harman              811 N. Catalina, Suite 1302              Redondo Beach, CA 90277</p>	



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*I do favor the Regional Airport Authority approach. Expansion of LAX would not affect me directly but even with the "improvements" made in the past it is a mess. We all have stories of our trials meeting passengers or trying to get out ourselves. The comparison with Denver doesn't even fair. We have nothing like the 34,000 acres there. It is a pleasure to use their facility.*

*Ruth E. Graham*

Person Signature

*Ruth Graham*

Print your name clearly

Your Name	<i>Ruth Graham</i>	 
Address	<i>132 Aspen Way Rolling Hills Est 90274</i>	
Email		
<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>		







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*See comments on enclosed sheet. No expansion of LAX!*

*John Keyantash*

Signature

*John Keyantash*

Print your name clearly

Your Name John Keyantash  
 Address 815 Loma Vista St.  
El Segundo CA 90245  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

June 27, 2001

Dear Congresswoman Harmon,

Thank you for your steadfast opposition to the expansion of Los Angeles International Airport. After attending a city meeting in El Segundo, hearing from concerned citizens in other communities near the airport, and reviewing the LAX Master Plan, I am convinced that it is a large step in the wrong direction for the people and infrastructure of Los Angeles.

The airport is a great facility, but it should not be allowed to grow. Demographic studies for the Los Angeles/Southern California basin show that population growth over the next 30 years is expected to occur in Riverside and San Bernardino counties, to the largest extent Los Angeles is far removed from these locations. We should not service the needs of outlying areas by expanding the facilities of a central hub. Like we are learning with the recent power (electricity) crisis, a decentralized structure is less subject to the vulnerabilities of "putting all of our eggs in one basket." Applying the analogy to LAX, further concentrating the mechanical activities at LAX will lead to increased issues of congestion on our already gridlocked freeways and avenues (eg, the 405 freeway and Sepulveda Blvd, plus the ancillary connections), not to mention the near ceaseless drone of planes. Looking at most military bases as a design paradigm, there is a reason that they are sited away from urban areas, and it is not solely due to security; it is due to issues of noise pollution. Living on the south side of LAX in El Segundo, I hear a barrage of hums and roars day and night. Most of the time, I can ignore them, but if airport traffic were to further increase, it would be thoroughly overwhelming. I fear that an expansion of LAX would be economically damaging to the city of El Segundo, not to mention other communities on the LAX perimeter.

Concerning airport operations, I believe we should have the air traffic distributed more equivalently between the many communities in the Los Angeles Basin. For citizens that live in Palmdale, CA, I

or Orange County, traveling to LAX is a burden, given not only the geographic distance but the severe roadway congestion at virtually all hours. These people deserve facilities that are within closer reach. Furthermore, for the economic growth that is concentrated in these outlying areas, the transport of freight via air is much more logical and energy-efficient if it were done at terminals much closer to the freight destination.

From all large view perspectives, the proposed expansion of LAX described in the LAX Master Plan would be an extremely poor economic, social, and energy-minded decision. It does not make sense for an economically and architecturally mature city like Los Angeles (proper) to increase its number of runways, buildings, noise, and diesel pollution for the benefit of fringe communities. In fact, municipalities such as Palmdale are actively seeking increased airport service. For the people and organizations that require increased airport activity and for the people that don't — the proposed expansion of Los Angeles International Airport would be a large step backward for the greater Los Angeles area.

Sincerely yours,

John Keyantaski

John Keyantaski

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1. We are impacted by airport noise. It will be worse with the new 600 passenger planes.
2. The LAX Master Plan does not address the air & noise pollution impact on the 6 schools & 3 high schools surrounding the LAX. Aircraft pollute heavily on takeoff & landing. Often we smell jet fuel. AQMD has no affect or jurisdiction on LAX.
3. Traffic on 405 & Lincoln Blvd is stop & go resulting in heavier car pollution. Cars pollute heavily during acceleration.
4. Aircraft on run-ways lead to unsafe airport operations.
5. Sepulveda Tunnel under LAX is crowded. Have a safety engineer analysis.

Signature  
*Andrew M. Jusko*

Print your name clearly  
Andrew M. Jusko

Mr & Mrs Andrew M Jusko  
8781 Andover Ln  
Los Angeles, CA 90048-1098





Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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LAX is already a "nightmare"!  
we don't need to enlarge it!


Signed,

Mildred Simmons


Signature


MILDRED SIMMONS

Print your name clearly



**PROUD DEMOCRAT** \_\_\_\_\_  
Ms. Mildred Simmons  
 25246 Bigelow Rd Apt 3  
 Torrance, CA 90505





Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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Dear Jane - I met you years ago at a friends home on Torrance Blvd. We go to Rolling Hills Covenant church. I voted for you. I'm 85 haven't any car any more as I had a very bad accident. We need to enlarge Palmdale airport. I have a grandson & family there not LAX. I love too much noise even from the Torrance airport where I live - Keep up the good work - I'll pray for you. I'm 85 - but still trying to help people Love & prayers

*Minnie Lee Warman*

Signature

MINNIE LEE WARMAN

Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

*Minnie L. Warman  
 23910 Ladeene Ave. Apt. 9  
 Torrance, CA 90505*

FLOR CA 905  
 JUN 9  
 2004

Congresswoman Jane Harman  
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*I believe that growth at LAX must be curtailed, and a regional airport plan be put into effect. The traffic now on the San Diego (405) Freeway is impossible. If it continues to worsen (as it surely would with LAX expansion) the South Bay area will be unliveable.*

*Joanne B. Page*  
Signature

JOANNE B. PAGE  
Print your name clearly

Your Name <u>J. Page</u> Address _____ _____ Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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*Don't want LAX to grow bigger. I grew up in Westchester when things were quiet at LAX. Now it is very busy.*

*Kaaren Khalil*

Signature

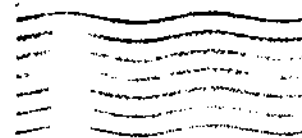
KAAREN KHALIL

Print your name clearly



KAAREN KHALIL  
26722 Rolling Hills Rd.  
Pls Vrd's Pns'l, CA 90274

Email \_\_\_\_\_



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Wear Congresswoman; after reading your report, I have to agree with your view on regional airports it makes sense to me. Besides all the money the regional air port plan would generate. Think in terms of a major natural disaster like earthquakes, we would have more facilities on hand to accommodate emergency officials to disaster areas. Also more jobs to attract people out to our two largest counties. The Diamond Valley Reservoir will also attract more people.

*Raymond Espinosa*  
Signature

RAYMOND ESPINOSA  
Print your name clearly

Your Name

Raymond Espinosa  
 23701 S. Western Ave. Of: Sp68  
 Torrance, CA 90501-5604

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*If the original, major expansion plan were to take place, the airport would take property to within 3 blocks of our home. They plan to knock down dozens of current and NEW businesses on Sepulveda (Ralphs, Office Depot, etc) which would affect all of us in the neighborhood. We bought our home here, in part, because of the ball park on Wiley Post (Neilson Field) and that would also be taken by the airport and used for parking or other uses. The value of our home will fall tremendously, after just going up recently. The pollution, smell and traffic will be unbelievable. This airport is right smack in the middle of big neighborhoods. Please don't support its expansion!*

*Darlene Bible*

Print your name clearly  
Darlene Bible

Your Name D. Bible  
 Address 8718 Wiley Post Ave  
L.A., CA 90045  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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Dear Congresswomen Jane Harmon

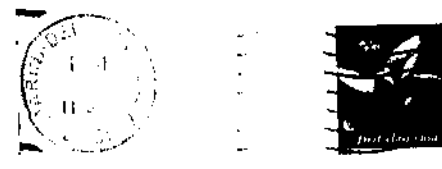
LAX is located in a highly congested population area. Surface access to the airport is physically limited with little opportunity to improve. Only so cars & buses can service the airport at any one time. It is time to develop an airport in an area with plenty of room to grow. Palmdale for example. This along with expanded use of the satellite airports. High-speed surface transportation should be developed to interconnect the airports.

Airport terminal could be built in high population areas where people could check in at their airline, including their bags. They would be moved by high speed surface transportation to one of the airports, where they could proceed directly to their gate/departure. These downtown terminals could include parking, thus help relieve airport congestion/traffic.

  
Signature

R. Wayne Foster

Print your name clearly

Your Name <u>R. Wayne Foster</u> Address <u>2770 Loftyview Dr</u> <u>Torrance, CA 90505</u> Email <u>rwf1776@aol.com</u>	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



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I think the "Master Plan" is appalling! It is unthinkable for those of us who have suffered the increasing intensity of airplane noise and destruction of our small communities, and whose automobiles are covered daily with air only film. Our representative was voted into office with promises that she would fight expansion of the L.A. International, since she has done "I am about face" and is now in the business of promoting her "soundproofing" of homes in our area (e.g. model home 419 W. View Street, P.O. Box 1000). We cannot expect any support for your proposed alternative, I think you, and your supporters are the best hope of all of us in this area.

Jean Davis  
Signature

JEAN DAVIS  
Print your name clearly

Your Name: \_\_\_\_\_  
 Address:  Jean Davis  
 7510 Trask Ave.  
 Playa Del Rey, CA 90293  
 Email: \_\_\_\_\_

USA 7c 33 USA 

2801

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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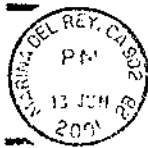

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*Jane: I live in Marina Del Rey. It is already too crowded & with Playa Vista picked through by Richard Hodges, Katzenberg & cronies - we have NO ROOM. we need to use Orange County, Ontario, Palmdale etc. LAX is an old bison, barely breathing. PUSH FOR REGIONAL AIRPORTS THAT + ELECTRIC ZERO EMISSION CARS*

  
\_\_\_\_\_  
Signature

*Andrew Barakove*  
\_\_\_\_\_  
Print your name clearly

Your Name <u>Andrew Barakove</u> Address <u>13400 Tahiti Way #127</u> <u>MDR, CA 90292</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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THE LAX MASTER PLAN'S ONLY INTENT IS TO PRESERVE ALL THE FEES THAT REMAIN FOR HANDLING AIRS. WE HAVE AIRPORTS CAPABLE OF HANDLING INTERNATIONAL AIR TRAFFIC WHICH ARE TOTALLY UNDERUSED. (IE) PALMDALE, ONTARIO AND LONG BEACH. IF CAPS WERE PUT ON THIS AMOUNT OF FLIGHTS THAT LAX WAS ALLOWED TO HANDLE, THESE AIRPORTS COULD HANDLE ALL INCREASES IN AIR TRAFFIC WITH LITTLE COST TO THE TAXPAYERS. PLUS AIR AND AUTOMOBILE CONGESTION TO AND FROM LAX WOULD DISAPPEAR. WHY IS SUCH A SIMPLE AND EXPLANABLE SOLUTION SO DIFFICULT FOR POLITICIANS AND BUREAUCRATS TO PUT INTO OPERATION? MUST POLITICIANS CONTINUALLY IGNORE THE PUBLIC'S RIGHTS? OR DO THE POLITICIANS AND THEIR FRIENDS HAVE TOO MUCH INVESTED IN PRESERVING THE STATUS QUO FOR THEIR FINANCIAL GAIN?

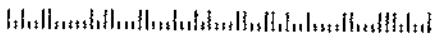
*[Handwritten Signature]*  
 \_\_\_\_\_  
 Signature

JOHN PERAZZITA  
 \_\_\_\_\_  
 Print your name clearly

Your Name JOHN PERAZZITA  
 Address 562 24th ST  
HERMOSA BEACH, CA 90254  
 Email \_\_\_\_\_

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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Dear Jane,

I have lived in Playa Del Rey, West Westchester, and Marina Del Rey since 1951. My wife and I have lived happily in this area watching it grow and develop, sending our three sons to school and experiencing the changes over the years. Airport expansion bought out our house in West Chester in 1971 after about twenty years of pleasant living. Our children were grown and we moved to a condo in Marina Del Rey. We have been happy here too. But after all these years of airport expanding noise and increasing traffic and congestion we feel that LAX expansion in this area would be a great mistake.



Kenneth J. Gerhardt

Signature

*Kenneth J. Gerhardt*

Print your name clearly

Your Name	<u>KENNETH J. GERHARDT</u>	
Address	<u>4707-C La Villa Marina</u>	
	<u>Marina del Rey, Ca. 90292</u>	
Email	_____	

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
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*Traffic noise and pollution would impact our lives. Please do not let the LAX Master Plan go thru.*

*Please send some of the air traffic to Palmdale or Lancaster. They need the jobs and transportation for their cities.*

*Judy Brillhart*  
Signature

*Judy Brillhart*  
Print your name clearly

*I would like to see a bullet train for S.F. to L.A. & Palmdale*

Your Name _____	Please Place Postage Here
Address _____	
_____	
Email _____	

*faxed this to 310 372 1622 and it didn't go thru ☹*

Congresswoman Jane Harman  
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Redondo Beach, CA 90277

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*I do not support the expansion of LAX. There are lots of regional airports in the area that should take the overflow and expand instead of LAX. Traffic around the airport is already horrific, and expansion will increase it. I live in Manhattan Beach, and it is almost impossible, even now, to get north of LAX.*

*Sue Schultz*  
\_\_\_\_\_  
Signature

SUE SCHULTZ  
\_\_\_\_\_  
Print your name clearly

Your Name <u>SUE SCHULTZ</u> Address <u>1300 Elm Ave.</u> <u>Manhattan Beach, CA</u> Email <u>90266</u>		
✓ Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		



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*As a Manhattan Beach "Tree Section" resident, my main concern is an increase in pollution in our area. I already feel that the pollution from the Chevron plant and various power + water factories that are prevalent in Manhattan Beach + El Segundo are impacting our health already. Since moving to the tree section (3 blocks from Rosecrans/3 blocks to Highland) our 3 year old son has developed asthma. There are several other families in the area that have young children w/ asthma as well. I know LAX is a source of the bad air he's breathing - please fight this expansion.*

*Jenifer Burger*  
Signature

Jenifer Burger  
Print your name clearly

*Thank You!*

Your Name _____ Address <u>Jenifer and Keith Burger</u> <u>721 38th Street</u> <u>Manhattan Beach, CA 90206</u> Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

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*While we agree that airports are necessary and vital to our economy and way of life, the location of airports is certainly a variable we can control and manipulate so that fewer people's lives are adversely affected by noise, air and traffic pollution. The South Bay's streets, freeways and airways are currently saturated. Our population keeps increasing at an alarming rate. We believe that adding and expanding to the LA airport will negatively impact our lives.*

*Robyn Lunstad*

*Raymond Stefan*  
*Beverly Stefan*

*Robyn Lunstad*  
*Raymond Stefan*  
*Beverly Stefan* Print your name clearly

Your Name Robyn Lunstad

Mr. and Mrs. Raymond Stefan  
443 N. Paulina  
Redondo Beach, CA 90277-3019

Email \_\_\_\_\_

MINNAPOLIS, CA 90277  
PM  
11 JUN 2001

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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WE ARE STRONGLY OPPOSED TO EXPANSION OF LAX - THE REGIONAL PLAN MAKES GOOD BUSINESS AND ENVIRONMENTAL SENSE. WE HAVE ALREADY BEEN AFFECTED BY THE CHANGE AND INCREASE IN FLIGHT PATTERNS NEAR OUR HOME AND ONE OF US WORKS IN THE PLYMA DELAY AREA - THE GROWTH, AND THEREFORE CONGESTION IS ALREADY OUT OF CONTROL - THE 405 FWY IS OVERCAPACD, AND WE BELIEVE THERE HAS BEEN TOO MUCH GROWTH ALLOWED IN THE SOUTH BAY, WEST SIDE AS IT IS. LIVING IN SOUTH TORRANCE, WE DON'T FEEL AN ECONOMIC IMPACT FROM THE AIRPORT, BUT BELIEVE ITS TIME TO STOP THE GROWTH. EVERY OPPORTUNITY TO DEVELOP LAND FROM PLYMA DELAY TO PROS VORDES IS UNDOUBT - ENOUGH IS ENOUGH!

Nancy + Chris Kallas  
Signature

NANCY + CHRIS KALLAS

Print your name clearly

Your Name Kallas  
Address 21421 Mildred Ave  
Torrance CA 90503  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC03430



**District Office  
Contact Information**

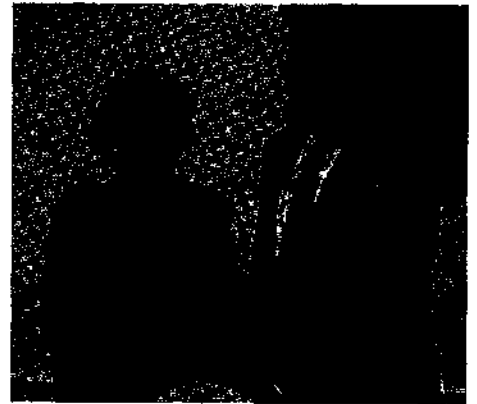
Congresswoman Jane Harman  
811 North Catalina Avenue  
Suite 1302  
Redondo Beach, CA 90277

Phone: 310-372-1600  
Fax: 310-372-1622

**Washington, DC Office  
Contact Information**

Congresswoman Jane Harman  
229 Cannon House Office Building  
Washington, DC 20515

Phone: 202-225-8220  
Fax: 202-226-7290  
Email: jane.harman@mail.house.gov  
Website: www.house.gov/Harman



*On May 3, Congresswoman Jane Harman and LA County Supervisor Don Knabe met on Capitol Hill with other Los Angeles area Representatives to support a Regional Airport Growth Plan.*

This mailing was prepared, published, and mailed at taxpayer expense.

*We support your Effort Re Lax - to much noise already*

We firmly support limiting LAX to its present size & distributing air traffic throughout the region - based on an impartial & thorough regional plan. ✓

Darryl Lee  
Venora Lee

Signature

DARRYL LEE  
VENORA LEE

Print your name clearly

Your Name VENORA & DARRYL LEE  
Address 2611 W. 232nd St  
TORRANCE, CA 90505  
Email 10XLANSEA@AOL



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-9138 38



PC03432

Even after the retro fitting  
my house & windows shake  
very hard - My yard is very noisy  
& have developed breathing  
problems from the pollution  
Please help

M Gladys Garcia  
Signature

M GARDYS GARCIA  
Print your name clearly

Your Name	<u>Gladys Garcia</u>
Address	<u>8840 Lillian Ave</u> <u>LA Ca 90845</u>
Email	_____

Please

ANGELIS HOLLYWOOD  
3 A  
8 11 14

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 3A



Dear Congresswoman Harman  
6-8-01  
Congratulations on your work in securing  
a way to a regional airport alternative - I have lived  
in Westchester & Playa del Rey since 1957 - in 1974 I  
lost my Westchester home due to LAX expansion. The  
recent years have brought more traffic, noise &  
pollution to our area caused by LAX - We don't need  
more expansion. Please continue your fight.

Very truly,  
Howard R. Coerver  
HOWARD R. COERVER

Howard R. Coerver  
Signature

Print your name clearly

Your Name	<u>HOWARD R. COERVER</u>
Address	<u>8607 TUSCANY AVE #203</u> <u>Playa Del Rey, CA. 90293</u>
Email	<u>NONE</u>

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

34

90277-2138 38



LINCOLN BLVD. IS ALMOST UNUSABLE DURING NORMAL RUSH HOURS. THE SAN DIEGO FREEWAY IS GRIDLOCKED FOR AT LEAST 4 HOURS IN THE MORNING + 4 HOURS IN THE EVENING.

BOTH AN EXPANSION OF LAX AND THE HUGE DEVELOPMENT AT BALLONA CREEK WILL MAKE TRAFFIC CONGESTION - WHICH CAN BE SEEN - + AIR + WATER QUALITY SO OVERLOADED AS TO ALMOST SHUT VENICE + SURROUNDING CITIES DOWN.

I WOULD ALSO LIKE TO TAKE THIS OPPORTUNITY TO SAY THAT I AM TOTALLY FED UP WITH THE TAXPAYERS SUBSIDIZING FURTHER DEVELOPMENT. IF DEVELOPERS + AIRLINES WANT INCREASED PUBLIC SERVICES, LET THEM

PAY FOR THEM.

*N. Cunningham*  
Signature

NANCY CUNNINGHAM

Print your name clearly

Your Name \_\_\_\_\_

Address 753 MARCO PLACE  
VENICE, CA 90291

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2134 34





June 13, 2001

Dear Congresswoman Harman,

No more expansion at LAX please! Those of us who are longtime residents of Westchester already have enough of the noise, traffic congestion, etc. that is the result of being so close to a large International airport of nearby counties in Southern California were to have airports located there - which some apparently do - it would be far better to continue to expand LAX. Please work for Regional development.

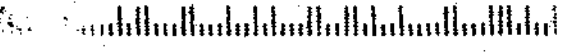
(Mrs.) Mary J. Zimmerman  
Signature

Mary J. Zimmerman  
Print your name clearly

Your Name		 
Address	<b>Mary J. Zimmerman</b> 6723 W. 87th St. Los Angeles, CA 90045	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X2138 35



The numbers of acreage at LAX tell the story. (3425 acres). Traffic for 67 million passengers filtering in and out of such a confined area is not feasible. The 105 freeway onto Sepulveda is already gridlocked. The 405 Corridor from South to North is often bumper to bumper, stalling completely at the airport. I am very concerned Orange County is blocking the most viable regional airport solution at El Toro. Palmdale, if developed with rapid rail transit into the city, would be an incredible regional

*Solution*  
Signature

*Diane Heath Rosenberg*

DIANE HEATH ROSENBERG

Print your name clearly

Your Name \_\_\_\_\_

Address \_\_\_\_\_

DIANE HEATH ROSENBERG

28231 GRANDPOINT LANE

Email \_\_\_\_\_

RANCHO PALOS VERDES, CA 92651



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

⊕ The master plan for increased routes to LAX includes the widening of La Tijera Blvd, and that means ~~that~~ the removal and loss of our homes with no place to go

MARLENE NEFF  
Signature

MARLENE NEFF

Print your name clearly

Your Name MARLENE NEFF  
Address 6112 SO FLORES AVE  
LOS ANGELES CAL 90056  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



Congresswoman Jane Harman

6-11-01




I agree with you whole heartedly in your common sense principles for developing airports. Also I think we need a railway system for transportation as it seems we have the worst system of any large city in the country. Is there something wrong with monorail?

*W. L. Vivian*

Signature

W. L. VIVIAN

Print your name clearly

Your Name	 W. L. Vivian		
Address	4921 Asteria St. Torrance, CA 90503		
Email			
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277			

90277-2138 38



PC03439

I strongly support your efforts regarding the regional plans. LAX is much too crowded already, and the outlying areas would benefit from sharing the air traffic.

Mary Ellen Cox

Signature

MARY ELLEN COX

Print your name clearly

Your Name

Address

Email



Mary Ellen Cox  
355 Avenue E.  
Redondo Beach, CA 90277-5121



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC03440

I am totally opposed to the expansion as proposed by L.A. X. Living in El Segundo, we are subjected to horrendous noise & pollution. Many times large jet liners that couldn't land go right over the city from N.E. to S.W. a crash would be disastrous. The traffic on Sepulveda in the A.M. trying to get through the airport tunnel is backed up solid clear to Rosecrans and very heavy stop & go to Manhattan Beach Blvd.

Hallie R. Riessen

HALLIE R. RIESSEN

Signature

Print your name clearly

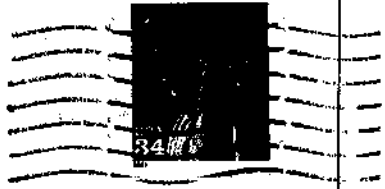
Your Name



Hallie Riessen  
730 Sierra St.  
El Segundo, CA 90245

Address

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 32



- TRAFFIC, NOISE, POLLUTION WILL INCREASE TO UNACCEPTABLE LEVELS WITHOUT LAX EXPANSION. IMAGINE WITH, UGH!
- WITHOUT A FAST, PRACTICABLE, VIABLE, TRANSPORTATION SYSTEM TO LANCASTER/PALMDALE & ONTARIO, REGIONAL PLAN WILL NOT BE ACCEPTABLE!!!!  
THIS IS "TASK ONE"!!!!
- NO "TASK ONE", NO SOLUTION.


*[Handwritten Signature]*

Signature



CHARLES GUERENA

Print your name clearly

Your <sup>ATTN:</sup> \_\_\_\_\_

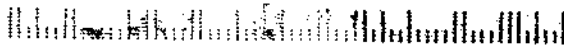
Add:  MR. & MRS. CHUCK GUERENA  
8048 KENTWOOD AVE  
LOS ANGELES CA 90045-1408 \_\_\_\_\_

Email: SEE INSIDE \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



### WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*Other airports should be built,  
LAX should not be expanded.*

*Nema Williams*

Signature

*Nema Williams*

Print your name clearly

Your Name *Ms. Nema Williams*  
Address *1211 Shelley St*  
*Manhattan Bch, CA*  
Email \_\_\_\_\_ *90266*

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

I agree with you on your regional plan that fairly shares the burden & benefits of ~~our~~ transportation across our region. LAX is already over burdened.

*Bonnie & Richard Gamlin*

Signature

Bonnie - RICHARD Gamlin

Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email RA.GAMLIN@STE.NET

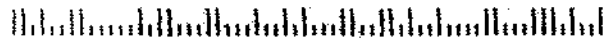
**Richard Gamlin**  
1232 14th St.  
Hermosa Beach, CA 90254-4060

HERMOSA DEL REY CA 90254  
PM  
9 JUN  
2001

USA  
34

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC03444

6-10-01

I strongly support the Regional Airport plan! LAX is too crowded with traffic. I would take public transportation 1 hour away to take a flight at other airports. My friends in Riverside + San Bernardino would like more flights at airports closer to them. LA needs more public transportation - spread out the people + the flights at all airports + get them there via bus, rail, etc.! Reduce traffic + pollution!

*Nancy Winters*  
Signature

*Nancy Winters*

Print your name clearly

Yo  
Ac  
Email



Ms. Nancy Winters  
55 5th Ct.  
Hermosa Beach, CA 90254

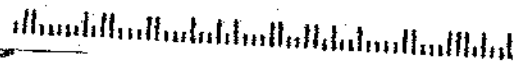


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Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277+2134



Hon. Jane Harman:

6-15-01

There's already more than enough - too much! -  
traffic, noise, and pollution from LAX and  
I'm happy you are working against its  
expansion. It is only common sense that  
airports should be in non-congested areas,  
and surprising there's so little common sense.  
Glad you're a caring person.

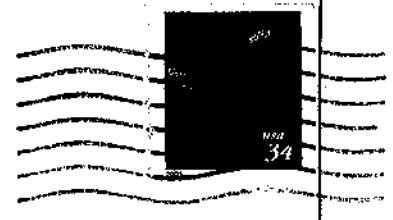
*T. Schable*

T. SCHABLE

Signature

Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_ Tina Schable \_\_\_\_\_  
123 S Catalina Ave Apt 342 \_\_\_\_\_  
Redondo Beach, CA 90277 \_\_\_\_\_  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2134 56



PC03446



I am opposed to the expansion plan of the airport. L.A. is already too crowded. All viable alternatives should be attempted first (regionalization) before expansion is considered.

*David W. Stein*  
*Norma Stein*

Signature

DAVID W. STEIN  
NORMA STEIN

Print your name clearly

Your Name

DAVID W. STEIN  
Norma Stein

Address

7344 W 90 St  
LA Ca 90045

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC03447

DEAR MRS HARMAN:

A LARGE AMOUNT OF LAX USAGE  
COMES FROM ORANGE COUNTY, WITH THE  
RESULTING TRAFFIC ON THE 405 FREEWAY.

LET'S DEVELOPE THE EL TORO  
FACILITY AND LET OUR NEIGHBORS  
SHARE.

Signature



ALBERT R HOFER

Print your name clearly

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P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y  
Z

Your Name ALBERT R HOFER  
Address 70013 WAYNE AV  
TORRANCE, CAL 90503  
Email KMHDRCHIA@AOL.COM



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

I agree 100% that using the regional airports at Palmdale, Ontario and probably El Toro in Orange County. Increasing LAX like suggested would cause ~~nothing~~ but problems with traffic as well as other problems to the entire South Bay Area

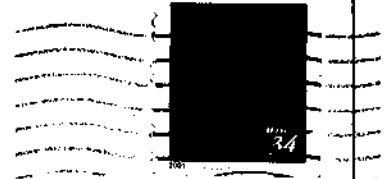
*Keith Orr*

Signature

MARVA ORR  
KEITH ORR

Print your name clearly

Your Name Keith + Marva Orr  
Address 9 GOLDEN SPUR LN.  
RANCHO PALOS VERDES  
Email CA 90275



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC03449

Jane Harman:

I live about 5 Minutes from the LA airport. ✓  
I don't think expanding LAX is a good idea. Our  
streets are over taped now with Heavy traffic  
Getting in & out of the airport is a real  
hassle during incoming & out going flights.  
Parking is at a premium. Stop expansion if all  
feasible. Thank you

Lyle J. Holder  
Signature



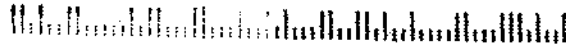
LYLE J. HOLDER  
Print your name clearly

Your Name LYLE HOLDER  
Address 5857 COMPASS DR.  
Los ANGELES, CA. 90045-1703  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 34



PC03450

1. Regional Distribution should provide a safer + more efficient system - it will also enhance business in more areas.

To consolidate more traffic here adds to our pollution, noise, reduces traffic flow + discourages suitable growth in the area that will be impacted by airport traffic. Regional distribution will provide more airline business + accommodate a growing population that has moved out of L.A. ✓

2. LAX Expansion not only drives down property values but is a deterrent to an upscale community in the beach towns that is in the need for more services - more traffic impacts local traffic to local services  
↳ will drive local business out.

Signature

Print your name clearly

Your Name Sheila Hoff  
Address 28205 Amberlyte Drive  
Rancho Palms, Reddes, CA 90275  
Email Choff94523@aol.com

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC03451

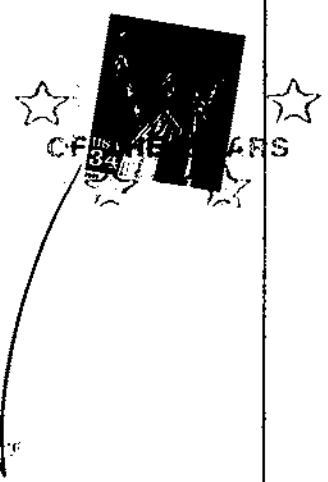
To whom it may concern:

Expanding regional airports would not only alleviate the burden from LAX itself but would lessen traffic on all LAX bound freeways. In turn, this could have a positive effect on our air quality. Please consider expanding regional airports instead of going forward with the LAX Master plan. Thank you!

*Tate Lundy*  
Signature

Tate Lundy  
Print your name clearly

Your Name Tate Lundy  
Address 8329 Dunbar Ave  
Los Angeles, CA 90045  
(Westchester)  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

50290221-21 348 38

PC03452

Dear Congresswoman Harman:

We agree with you wholeheartedly. Please consider also  
a FAST RAILROAD from San Diego to San Francisco!

Sincerely yours

Nev A. Gokcen  
Emel Gokcen

Signature

Nev A. Gokcen  
Emel Gokcen, Emel Gokcen

Print your name clearly

Your Name                      Nev A. Gokcen  
Address                      385 P.V. Drive West  
                     Palos Verdes Estates  
                     CA 90274-1211  
Email                     



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC03453

There is not an economic impact directly on us. Our main concern for an expanded LAX is the congestion at LAX and the traffic in and around the terminals. Air pollution and noise are also factors that will increase with expansion. Common sense dictates to our planners, to utilize and expand airport traffic to those other outlying airports. (Ontario-Palmdale)

Marion L. Henderson

Marion L. Henderson

John J. Bauer

John J. Bauer

Signature

Print your name clearly

John J. Bauer  
202 Calle de Arboles  
Redondo Beach CA 90277-6604



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



PC03454



We don't need to enlarge L.A. airport -  
Let's go else where - We do hear planes over  
our house now - Don't need more -

L.A. is too crowded now, parking + etc -  
bad -

Let's go some place else, where they  
need it -

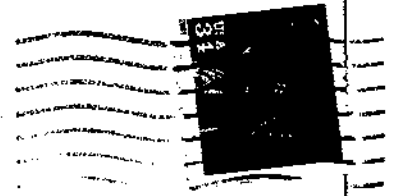
*Eleanor J. Sullivan*

Signature

ELEANOR J. SULLIVAN

Print your name clearly

Your Name *Eleanor J. Sullivan*  
Address *5021 Silverwood -*  
*Rancho Palms Verde,*  
Email *Calif 90275-3437*



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277X2136 36



PC03455

6/11/01

I am in favor of a major regional airport to be built in PALMDALE. This plan has been bented about for the past 30 years. If action had been taken then, the costs would have been minimal. As conditions stand now, LAX is maxed out and we don't have the back up that we need in the pipelines. Late as we are, now is the time to make our move & build a regional airport.

JoAnn Geraldine Cope  
Signature

JoAnn Geraldine COPE  
Print your name clearly

Your Name	<u>JOANN COPE</u>	Please Place Postage Here
Address	<u>20409 TOMLEE AVE</u> <u>TORRANCE CA 90503</u>	
Email	_____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

Congresswoman


6-11-01

Jane Harman.

I am in total agreement with your letter regarding airport alternative and I will help to vote the plan in or help in any way I can

Jo H Hitchcock  
Signature

Jo H Hitchcock  
Print your name clearly

Your Name _____		
Address _____		Please Place Postage Here
_____	<b>Jo H. Hitchcock</b> 2818 W. 182nd St. #30 Torrance, CA 90504	
Email _____		
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277		

I think the "master Plan" is a disaster for all of the South Bay residents. The traffic is so bad now you hate to have friends or relatives come to see you - I live in Torrance - maybe 10 or so miles away - it takes 45 to 50 minutes to drive to LAX - so you tell them to take a taxi or shuttle & you pay the the bill. Why not "share" some of the "wealth" with the other airports - they need it more than we do. I'm wondering, just who, is going to benefit from this plan. As a tax payer I thank you for your concern and hope you continue working for the little guy.

Dorothy A. Mearing  
Signature

DOROTHY A. MEARING

Print your name clearly

Your Name

Address

Email



Dorothy A. Mearing  
24200 Walnut St. Space 43  
Torrance, CA 90501-6739

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277


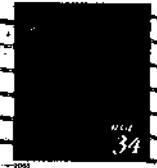
PC03458

I live 3 blocks from Imperial Blvd, in El Segundo. I have not adjusted to the NOISE. I am awoken many times by what sounds like bombers overhead - BUT worse is the pollution - a black film of jet fuel covers everything outside - I, and this community, cannot tolerate one iota more of noise or pollution!!!

*Linda Meyers*                      LINDA MEYERS

Signature

Print your name clearly

Your Name	<b>Linda Meyers</b>	 
Address	815 Main St. #106 El Segundo, CA 90245-2370	
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 34



Dear Ms. Harman:

Your proposed plans sounds carefully thought out and well done. It will alleviate some of the noise and pollution at LAX. I'm curious as to how international connections and domestic travel will be distributed. Will the other regional airports serve regional and domestic travel only?

*Marguerite J. Wiener*  
Signature

Marguerite J. Wiener  
Print your name clearly

Your Name

Address

Email



Marguerite J. Wiener  
3030 Merrill Dr. Apt. 12  
Torrance, CA 90503-7160

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Dear Rep. Harman:

June 14, 2001



Common sense dictates that a regional plan be adopted.

*Irving Rubin*  
Signature

*Irving Rubin*

Print your name clearly

Your Name     I. Rubin      
Address     P.O. Box 9516      
    M.d.B., CA 90295      
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

JUN 19 2001

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

As an Audubon Program docant at the Ballona Wetlands for the past nine years, I have noticed a constantly increasing amount of air traffic noise. It is now so bad that we must shout to be heard by the school children who are trying to have an outdoor learning experience. Airport noise pollution is ruining the wetlands for people.

*Barbara O. Courtis*

Signature

Barbara O. Courtis

Print your name clearly

Your Name Barbara O. Courtis  
Address 1707 Speyer Lane  
Redondo Beach, CA 90278  
E-mail \_\_\_\_\_

YOUR MAIL WAS DAMAGED OR DELAYED  
BY PROBLEMS IN HIGH TECHNICAL  
MAIL DELIVERY. PLEASE CONTACT THE  
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1-800-375-8299



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



Signature

Print your name clearly

Your Name

Address

**Walter Hoffman**  
7831 Henefer Ave.  
Los Angeles, CA 90045

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2132-53



PC03463

Name (First, MI, Last or Organization): WALTER HOFFMAN		Date: 6-5-01
Address: 7831 HENER AVE		
City: WESTCHESTER	State: CA	Zip Code: 90045
Telephone (Optional): 310-670-4296	E-Mail (Optional):	
Document:		
<input type="checkbox"/> Draft Master Plan		<input checked="" type="checkbox"/> Draft EIS/EIR
Subsection (If applicable):		
Number:	Title:	
Comments: <p>This proposal is ludicrous!</p> <p>For fifty years our area has been exposed to increasing noise, filthy air, traffic!!</p> <p>Now is the time to reduce all of the above. Spend your funds on new airports, new quieter planes (don't accept the old ones here) traffic mitigation and the present airport congestion!</p> <p style="text-align: right;">Walter Hoffman</p>		
Attach additional sheets if necessary.		

### WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

Because north/south traffic is already limited to four <sup>or five</sup> main routes around the airport, traffic tends to be terribly clogged on the ones that are used the most: the 405 freeway and Lincoln/Sepulveda. Traffic coming from the 105 freeway makes things worse, because cars <sup>are</sup> dump <sup>ed</sup> right before the tunnel that leads to LAX. The Green Line might have improved the situation had it been allowed to be extended right into the airport, which would've provided <sup>much-needed</sup> non-car access. Traffic within LAX is horrible. There are too many cars, mainly because there are no alternatives other than the free LAX shuttles. Playa Vista will make traffic in the LAX/Westchester/Marina del Rey area much more congested. Noise and pollution from the planes are already bad for those people who live near LAX. There's no room to expand LAX. I agree with expanding <sup>other</sup> airports in outlying areas, so that people who live out there can stop using LAX. <sup>+ increasing traffic to</sup>

*Kristi Y. Yuzuki*

Signature

*The near collisions recently reported should be adequate justification for reducing traffic to LAX.*

KRISTI YUZUKI

Print your name clearly

Your Name <u>KRISTI YUZUKI</u>	Please Place Postage Here
Address <u>1344 PALMS BLVD</u> <u>VENICE CA 90291</u>	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

**WHAT DO YOU THINK?**

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.




Your "Regional Airport Plan" sounds like a better idea to me. As to the North L.A. County region, I think expansion of the Palmdale Airport would be a good way to go. The county (or whatever appropriate entity) could purchase all the land they need at a much cheaper price than Burbank or anywhere in the San Fernando Valley. Now would be the time for them to obtain enough land to plan for the indefinite future.

Although Torrance would be handier for me, I think that expanding the Long Beach Airport would be more suitable for the South Los Angeles area.

  
Signature

**Mike Scordan**

Print your name clearly

Your Name	<u>MICHAEL E. SCORDAN</u>	 
Address	<u>1714 Esplanade, Apt. Q Redondo Beach, CA 90277</u>	
Email	<u>satnam-kant@juno.com</u>	
		<p>Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277</p>

90277+2135 

### WHAT DO YOU THINK?

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The expansion of LAX would affect me by creating more air plane noise in the So. Bay. The economic impact would be the result of lower rents creating less cash flow + the decline of prices of single family residences. I'm totally opposed to any expansion of LAX today or in the future

Johnny Arceri  
Signature

Print your name clearly

Your Name

Arceri

Address

2866-230th St

Torrance, Ca. 90505

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 38



6-14-2001

Dear Jane Harman:  
I would like to thank you for opposing the proposed LAX Master Plan. My husband came home from the war 1946 & like many G.I.'s wanted to settle down here in Westchester & build our home & raised our children here. At that time Century Blvd was a 2 lane street with ditches on each side & LAX was known as Mirna Field & jets had not been heard of. I was born in England in Redmond Ave 1923 so knew the area well. The lots here were sold by Mr. Cothy. We chose one & soon we were building our dream home. We were such pioneers, our mail wasn't even delivered & the nearest phone was

M. Jean Snook  
Signature

M. JEAN SNOOK  
Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

on Sepulveda + 95<sup>th</sup> St. The years passed + so many  
 our neighbors were ex. G.I.'s and we were all happy  
 until the airports put in the North-southway. We were  
 a family - My husband a nose-gunner on a B-24, then a  
 3 yr. POW - Joe - Navy U.S.S. Enterprise + Sherman in the  
 marines. We had our own army + now a war. We  
 lost our lives here at home. In 1970 we began to  
 move + look for other homes. We were waiting for  
 our son to come home from Viet-Nam + so was  
 Sherman our neighbor. The affect the airport had  
 on us was terminal. Our homes were taken from  
 us, made into parking lots - post office, etc. We  
 lost thousands of \$'s as fair market value is not  
 replacement value, and the Airport officials were  
 so cruel to us + so was Major Yorty. I remember at  
 one of our meetings at the Highschool Major Yorty  
 was there + he said "Looks like you got the wrong  
 end of the stick". I've never forgotten. I remember  
 seeing one of our neighbors being carried out of his home.  
 The tears I've shed - + my children can't go home  
 + see where they grew up. How sad! So you see I  
 have no love for the Airport - I have never used it.

I don't know who designed the entrance but these signs look like Pop Cycled to me. All different flowers. I'm sure the money spent for that would of been used better on the tunnel.

The traffic already is too much, we are being sandwiched between the airport + Hughes Playa, if the airport keeps creeping north there will soon be no Westchester - There is plenty of room in Palmdale - now that's a desert + how about the airbase Nova in Orange + Ontario ?? I had the Hughes Playa - with it's movies used for people from the airport to be entertained - We did have Loyale Theater + Paradise Theater. They are now closed.

Pardon me for raddling on but I'm angry at the officials here no concern for the people here in our community. Thank-you again.

Westchester Pioneer + Native

Jean Snook

Please don't round file this as some old lady. It is my voice!

Jim and Jean Snook  
8011 Blériot Ave.  
Los Angeles, CA 90045



P5.

No one this expansion is only a band-aid.  
In 10 yrs from now it will have to expand  
again, so why not open Palmdale to take  
care of all traffic from Prisma to here and  
to El Paso to take care of Orange counties  
points East + South. I have seen as many  
of as 11 planes out on the approach ways  
to LAX at night coming in to land. This  
is a disaster to happen.

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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Heavy traffic on the freeway and on Sepulveda (Pacific Coast Highway) is presently a dreaded experience anywhere around the airport on Friday, Saturday, and Sunday. Certainly a substantial portion is due to the heavy concentration of residents, but the airport traffic makes the congestion far worse during certain hours of these days. People are driving in from all parts of Orange County and the inland cities. Why can't they be forced to carry a portion of the airport traffic - by building a medium sized airport at the old Marine base - and also diverting a fair share to inland airports that currently exist?

*William B. McInerney*  
Signature

WILLIAM B. MCINERNEY  
Print your name clearly

Your Name W. B. MCINERNEY  
Address 232 30<sup>TH</sup> ST  
HERMOSA BEACH, CA 90254  
Email \_\_\_\_\_



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

	LOS ANGELES International Airport	Vs.	DENVER International Airport
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*Thanks for fighting for a regional plan regarding air transportation. We in the South Bay should not shoulder the entire burden of crowded skies and crowded traffic to & from LAX. Also money should be spent on updating technology in the control towers and lanes giving pilots enough rest between flights.*


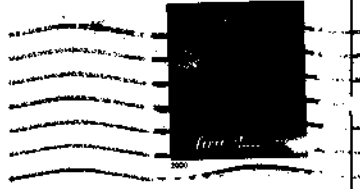
*Irene Coward*  
Signature

IRENE COWARD  
Print your name clearly

Your Name \_\_\_\_\_

A  Irene Coward  
5 Sycamore Ln  
N.W.E. Biling Hls Est, CA 90274-3421

Email \_\_\_\_\_

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277



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Our house has had planes flying lower than before. I see them now flying above the skylights where they hadn't previously. I worry about falling debris and pollution. There is black soot all over the windows and porches outside. Traffic on the streets is dangerous. I know of friends who drive over 100 miles just to take flights out of LAX. They live in developing areas where there is room for population growth, and they deserve regional access to air travel.

*Jean Takara*

Signature

Jean Takara

Print your name clearly

Your Name Jean Takara  
 Address 7803 Truxton Ave.  
Los Angeles, CA 90045  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



Your Name

Address

Ms. Dorothy M. Hall  
23701 S. Western Ave. Spc 135  
Torrance, CA 90501

Email



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

90277-2138 3A



PC03472

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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*The site at the Long Beach Naval Shipyard should be considered. Take offs and landings over water instead of residential areas. The surrounding space that would be impacted is commercial and industrial. Easy access to freeways and Blue Line Transit.*

*Dorothy M Hall*  
Signature

DOROTHY M HALL  
Print your name clearly

PC03472

	Los Angeles International Airport	Vs.	Denver International Airport
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Since I drive on the 405 everyday, traffic is already intolerable, and the alternates of Sepulveda & Aviation are the same. Although several miles away, we can hear the planes now. The black soot that appears is not coming from car traffic on a residential street. Devaluing my property from noise and pollution yields an extremely negative response.

Exactly why all the resources that are available in Palmdale are not even being looked at or mentioned is absurd. That community would welcome airport road/rail expansion. The 405 is FULL and the traffic reports are now saying "It's always slow".

*Jeff McGrath*  
Signature

JEFF McGRATH

Print your name clearly

Your Name JEFF & DENISE McGRATH  
 Address 1400 9th STREET  
MANHATTAN BEACH, CA 90266  
 Email \_\_\_\_\_



Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277





	International Airport	vs.	International Airport
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### WHAT DO YOU THINK?

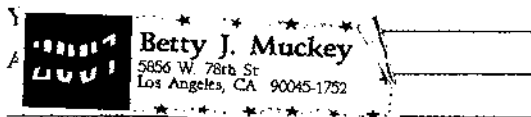
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As a 51 yr. resident of Westchester, I am very opposed to the LAX master plan. I believe it will destroy much of the area. The traffic has increased greatly the past year or two - and with the Playa Vista area to be developed and the expansion of the airport - will we be able to move??

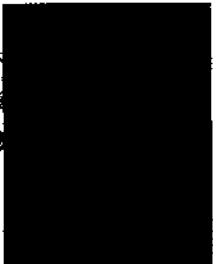
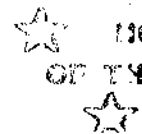
*Betty J. Muckey*  
Signature

BETTY J. MUCKEY

Print your name clearly



Email \_\_\_\_\_



HOWARD PFL

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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Thank you Rep. Harmon for this information & opportunity to respond. We are aware of the controversy & agree that regional plans for airports & ground transportation plans to get individuals out of their cars is absolutely necessary. The time spent stop & slow on the 405 & Century etc. takes more time than the bet. to SFO, even for us in Torrance. The cost of gas & the pollution of cars & planes could wreck huge areas around Tor. people in other areas need access to airports closer to where they live. Best wishes in your efforts.

*Edward L Weimer*  
*Patricia Weimer*  
Signature

*Edward L Weimer*  
PATRICIA WEIMER  
Print your name clearly

Your Name ED & PATRICIA WEIMER  
 Address 2510 RIDGELAND RD  
TORRANCE, CA 90505-7232  
 Email D

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Wouldn't people, who don't live close to LAX, rather have an airport more convenient to them.

*Shirley H. Radwac*

Signature

SHIRLEY H. RADWAC

Print your name clearly

PC03476

	Los Angeles International Airport	Vs.	Denver International Airport
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The date is June 13 01 & I received this in the mail. Wanted effort & postage for all of us who are opposed to the master plan & expansion of Lax. A realtor in the area was to drop by papers to take to the meetings. She also never showed up. I'm handicapped & cannot attend meetings. I live on 91st St. & language is enough. Fighting big business & politics has just about knocked me out. I'm willing to struggle on if I can.

*Betty L. Fost*  
Signature

Betty L. Fost  
Print your name clearly

Your Name   
 Address   
 Email

LOS ANGELES / HOLLYWOOD  
 HIA  
 900  
 14 JUN  
 2001

LOVE  
 THE STARS

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

90277-2135 34

PC03477

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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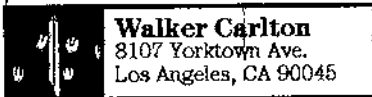
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My family is affected by airport expansion as:

1. Sepulveda & La Tijera Blvd's are a freeway so overcrowded as to be either gridlocked bumper to bumper or frustrated drivers going at dangerously high speeds and cutting in & out and tailgating (at least no law enforcement present).
2. Noise level ever increasing
3. Cannot leave automobiles outside due to fuel falling

*Walker Carlton*

WALKER CARLTON  
Print your name clearly

# Phone Call Intake Form

Taken by: LW

Date: 6/25/01

## Caller Information

Name: ~~MARGARET WILSON~~ Margaret Wilson

Phone: (810) 645-5539

Street: 8130 Flight Avenue

City, Zip: ~~Van Nuys~~ LA 90045

Email:

Specific

Legislation

:

Issue/other relevant info:

- Supports JH position on airport  
- attended Westchoke hearing  
liked Tom's presentation at T

\*\* code as senior also

- ⇒ Please get as much of this information as possible.
- ⇒ Tell them you will pass their message along to JH and they will receive her written response.
- ⇒ Email is key!! Because then we can communicate with them in the future by mail or e-mail.

6/26/01

**WHAT DO YOU THINK?**

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Congresswoman Harman,

I agree with your concerns on the expansion of L.A. I live approximately 200' from Lincoln Blvd in Venice. The traffic on Lincoln is already congested and will only get worse with a larger LAX. Public transportation must be improved and other So. Cal airports expanded and built.

Michael Bear

Signature

Michael B. Bear

Print your name clearly

Your Name \_\_\_\_\_  
Address 2616 Naples Ave  
Venice CA 90291  
Email michaelbear@earthlink.net

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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★  
Dear Hon. Harman,

My husband and I are residents of Rancho Palos Verdes. Despite the exorbitant taxes we pay, we are continuously disturbed by the airport noise from LAX - morning & late evening when we need to sleep. If Palmdale and Ontario want more growth - we say let them have it. We moved to this area for the QUIET OPEN SPACE. The noise has, however, been increasing in the last few years. I am vice-president of our homeowner's association and have heard the same concerns from my neighbors. Do we need more congestion, smog and noise here? Absolutely not. I'd rather wait at the airport for a delayed flight than be subject to a worse alternative. Please keep your constituents' concerns in mind.

Signature

Print your name clearly

CLARA E. DURAN REED Thank you

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277



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Flights Per Day (average)	2,146		1,371
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Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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*Having commuted to San Francisco from Venice regularly over the last 12 years → I have to question the intelligence of any expansion plan that doesn't include a high speed rail extending from San Diego to Seattle. This is 1000miles overdue — common sense approach to people moving embraced everywhere but the USA. Could \$12 billion build the LA-SF segment of a high speed rail? Think about it.*

*Alison R. Cain*

Signature

ALISON R. CAIN

Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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Dear Jane Harman: I agree with your analysis above. The Denver airport used to be in the middle of town and Denver moved it out of the residential area. Great idea because it means less noise, less pollution and the land is less expensive. Same can be said about the Dallas airport too. LAX needs to move!! The traffic is bad near the airport. At times Sepulveda is backed up over 1 mile trying to get through the Sepulveda tunnel. The airport noise at nite is very bad and I believe it is mostly from FedEx, UPS, etc because there aren't very many passenger flights at LAX after 10 PM. The problem is cargo flights too! Move the cargo flights to Palmdale or Ontario or Burbank or Long Beach or Orange County. CA keeps saying that LAX brings jobs to the South Bay. Don't Agree. El Segundo continues to have many vacant commercial buildings, long for now.

*Jed Aguiar*  
Signature

Lee Aguiar  
Print your name clearly

Your Name Lee Aguiar  
 Address POB 1263  
Marlborough Bch, CA 90267  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

P.S. Traffic is also backed up on the 105 freeway Sepulveda exit. This situation is very dangerous because cars are stopped/merging in 2 lanes on the right while cars are going at freeway speeds (65 mph) on the left lane.



M :

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- I do not want more air traffic at the Torrance Airport nor all the related pollution. ✓
- I support ground and public transit system to service LAX directly (Red Line) etc.
- LAX is an important Pacific hub airport.
- If I really <sup>want to</sup> voice an <sup>informed</sup> objective opinion, you need ~~to give~~ more information re LAX master plan in the letter vs <sup>the</sup> ~~alternatives~~ <sup>alternatives</sup> proposals stated here.

Dale Ann Sato  
Signature

DALE ANN SATO  
Print your name clearly

Your Name _____	Please Place Postage Here
Address _____	
Email _____	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

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*Los Angeles does not need more pollution. Noise, light and air pollution are terrible already. Our community is affected by these negatives on a daily basis. Please spread the burden around. No more expansion at LAX.*

*Leah D. Marinkovich*

Signature

*Leah D. Marinkovich*

Print your name clearly

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LAX expansion would be devastating to the lifestyle of the people in the So. Bay. Manhattan Beach already suffers from low flyovers, noise pollution, traffic congestion. If the airport is allowed to expand, real estate property values would be dramatically effected. The threat of an airport disaster over our homes would become highly likely.

**NO LAX Expansion!** We know they are working on the expansion, as we speak... **STOP IT!**

*Phyllis Cohen-Edwards*  
 \_\_\_\_\_  
 Signature

Phyllis Cohen-Edwards  
 \_\_\_\_\_  
 Print your name clearly

Your Name \_\_\_\_\_

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*I would have loved to prepare some comments however I just received this in the mail - Today is June 8, unfortunately this doesn't give me time to comment or to help you ~~at~~ before the hearings. I wish I had received this sooner*

*Roberta Wilkins*

Signature

Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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NO EFFECT WHAT SO EVER. ON ME. WHAT I  
WOULD LIKE IS TO HEAR THE PROS AND CONS ON  
MOVING ALL FREIGHT FROM LAX, AND DIVERTING  
IT TO OUTSIDE LOCAL AIRPORTS.

William Freed

Signature

WILLIAM FREED

Print your name clearly

PC03490

William Freed

Signature

WILLIAM FREED

Print your name clearly

2

Your Name WILLIAM FREED  
Address 4108 184<sup>TH</sup> PLACE  
TORRANCE, CA 90504  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here



Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
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Please continue your efforts to stop the expansion of LAX. The surrounding counties should expand their airports. We hear enough noise from planes - let's distribute it.

Thank-you.

*Elizabeth Sala*  
Signature

Elizabeth Sala  
Print your name clearly

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I LIVE IN PLAYA DEL REY & OPPOSE FURTHER LAX EXPANSION INCLUDING RING ROAD EXPANSION. NOISE IS AN ONGOING PROBLEM (JETC). MY HOME HAS DOUBLE PANELED GLASS WINDOWS AND I STILL HEAR PLANES (INDOOR). THERE IS A CONSTANT LAYER OF SOOT/DIRT ON MY BALCONY FROM PLANES OVERHEAD. THAT'S TODAY! EXPANSION & MORE AND/OR LARGER PLANES WILL INCREASE THE PROBLEM. THE 405 FWY. IS ALREADY SEVERELY CROWDED - MORE PASSENGERS WILL MAKE THE FWY. IMPASSABLE. AIRPORT FACILITIES MUST BE BETTER DISTRIBUTED THROUGHOUT THE ENTIRE METRO AREA. REGIONAL AIRPORTS ARE IMPERATIVE.

*Mary Fishburn Longo*  
Signature

MARY FISHBURN LONGO

Print your name clearly

Your Name: MARY FISHBURN LONGO  
Address: 6601 ESPLANADE  
PLAYA DEL REY, CA 90245  
Email: mlongo@mediacore.net

PLEASE PUT ME ON ANY AUTO E-MAIL UPDATE LIST YOU MAINTAIN ON THIS ISSUE.

Please Place Postage Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

KEEP UP THE GOOD WORK!

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*I am against expanding LAX. This would overburden an already taxed infrastructure of roadway and parking, in addition to more pollution and noise.*

*If the regional airports had more flight options, people wouldn't have to commute to LAX, thereby creating more air pollution, and taxing its capacity.*

*Joanie Kulschbach*  
Signature

JOANIE KULSCHBACH

Print your name clearly

Your Name \_\_\_\_\_  
Address \_\_\_\_\_  
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7-12-01

JANE, THE ONLY IMPACT I KNOW IS TRUE (I HAVE BEEN IN MY HOME SINCE '76 [45 YEARS]) IS THE NOISE FROM JET ENGINES IS UNACCEPTABLE. I DO NOT KNOW THE FACTS ABOUT ANYTHING ELSE, BUT I DON'T WANT ANYMORE POLLUTION AND TRAFFIC. SO NO TO ANYMORE GROWTH.

**ROBERT K. CRAIG**  
2212 Belmont Lane  
Redondo Beach, CA 90278

*[Handwritten Signature]*  
Signature

Print your name clearly

Your Name _____ Address _____ _____ Email _____	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	

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" NO EXPANSION AT LAX "

TOO CROWDED CONGESTED AS IT IS AT THE BEACH !! "NO"

*[Handwritten Signature]*  
Signature

CAROLYN G. CARRANZA  
Print your name clearly

Your Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email \_\_\_\_\_

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Develop the other airports!

They want it.

LAX doesn't. Our area has gotten bad enough!  
Please do not increase congestion on our streets!

*[Handwritten Signature]*

Signature

*Ann M. Aikens*

Print your name clearly

Your Name \_\_\_\_\_

Address 12485 Walsby Ave #7  
Man Vista CA 90066

Email \_\_\_\_\_

Please  
Place  
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Congresswoman Jane Harman  
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THE LAX MASTER PLAN WILL SINGLE-HANDEDLY DESTROY THE QUALITY OF LIFE IN SOUTH BAY AND SURROUNDING AREAS. ALREADY THE NOISE IS TERRIBLE SINCE THE PLANES HAVE BEEN FLYING LOW AND NOT RESPECTING THE PROPER FLIGHT PATHS. POLLUTION DESTROY OUR OUTDOOR FURNITURE. AND WHEN I CALL THE COMPLAINT LINES, ALL I GET ARE RUDE PEOPLE WITH BAD ATTITUDES. OTHER CITIES AROUND THE WORLD BUILD THEIR AIRPORTS AWAY FROM POPULATED AREAS. WHY CAN'T LA. WHY NOT USE PALMDALE FOR FREIGHT, I THINK THAT IDEA IS BEING DISCARDED BECAUSE IT CUTS INTO PROFITS. DAMN THE PEOPLE, LETS NEAR IT FOR THE ALMIGHTY DOLLAR!

BRUCE STOOL

I COULD GO ON BUT WHAT DIFFERENCE WILL IT MAKE. NO FAITH IN GOVERNMENT

Your Name BRUCE STOOL  
 Address 1607 WOLLACOTT ST  
REDONDO BEACH, CA 90778  
 Email brustool@aol.com

Please Place Postage Here

Congresswoman Jane Harman  
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Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

*No expansion.*

*Pershing Drive would be a bottle neck.*

*Pollution increased for El Segundo to hazardous.*

*Noise is intolerable NOW. Can't sleep.*

*More "early turns" - more noise.*

*Joan L. Barra*

Signature

*JOAN L. BARRA*

Print your name clearly

Your Name	<b>B</b>	<b>Joan Barra</b>
Address		139 Virginia St. #B El Segundo, CA 90245
Email		

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

PC03499





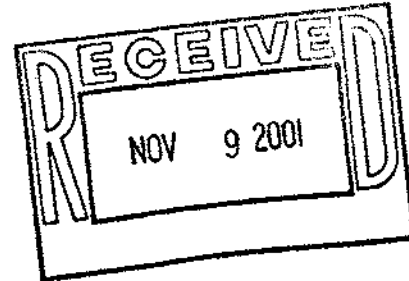
RUTH GALANTER  
COUNCILMEMBER, SIXTH DISTRICT

City Council  
of the  
City of Los Angeles  
City Hall  
90012

200 N. SPRING STREET  
ROOM 475, CITY HALL  
LOS ANGELES, CA 90012  
(213) 485-3357  
FAX (213) 847-0549  
E-mail: galante@council.lacity.org

DISTRICT OFFICE  
7166 W. MANCHESTER AVE  
LOS ANGELES, CA 90045  
(310) 568-8772  
FAX (213) 847-0553

November 9, 2001



Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Mr. Ritchie:

I am forwarding comments provided by my constituents in response to the Environmental Impact Report and Statement prepared for the proposed LAX Master Plan. Please ensure that the enclosed comments become part of the official public record on this project.

Sincerely,

RUTH GALANTER  
*Councilmember, Sixth District*

cc: David Kessler  
Federal Aviation Administration

**Fax Cover Page**

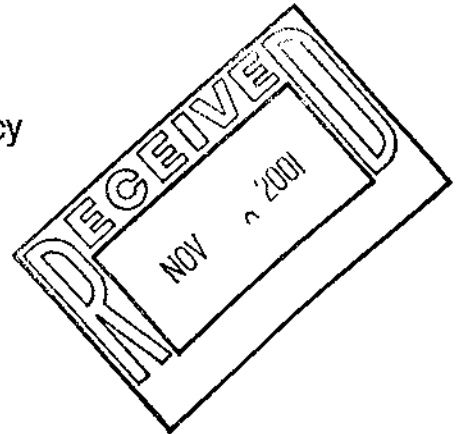
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**To:** Councilmember Ruth Galanter  
**Subject:** US EPA's Comments on LAX EIS

**From:** Scott Stollman  
**Company:** U.S. Environmental Protection Agency  
**Address:** 75 Hawthorne St. (OPA-1)  
San Francisco, CA 94105  
**Phone:** 415-744-1682  
**Fax:** 415-744-1072  
**Email:** stollman.scott@epa.gov

**Date:** 09/28/2001 01:05:57 PM  
**Pages:** 7 (including cover page)

**Recipients:** Chairman Charles Smit; Vice Chairman James Silva;  
Mayor James C. Ledford; Mayor Gary C. Ovitt;  
Councilmember Nick Pacheco; Dee Allen; Craig  
Perkins; Supervisor Burke



Attached is the cover letter to US EPA's comments on the review of the Draft Environmental Impact Statement/Report (DEIS/R) for LOS ANGELES INTERNATIONAL AIRPORT (LAX), PROPOSED MASTER PLAN IMPROVEMENTS. Please note that the comments were prepared prior to the events of September 11, 2001.

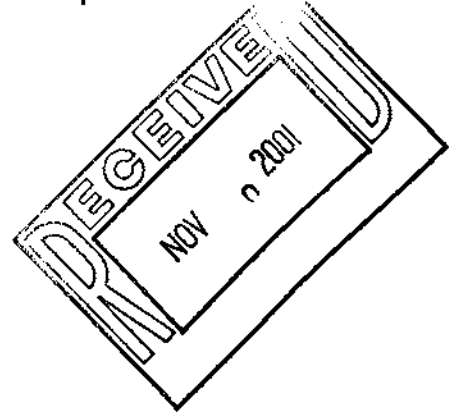
Please contact Scott Stollman at 415-744-2242 or Jim Vreeland of the Office of Public Affairs as of October 1 should you have any questions or if you would like to request the comments themselves.

--Scott Stollman

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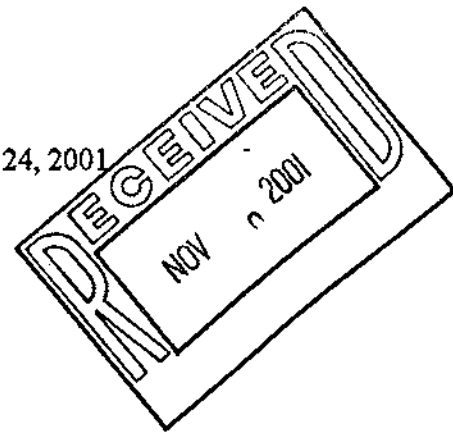
Scott Stollman  
Central/So CA Liaison  
Office of Public Affairs  
US EPA, Region 9

tel 415-744-2242  
fax 415-744-1072



William C. Withycombe, Regional Administrator  
FAA Western-Pacific Region  
Federal Aviation Administration  
Box 92007 - Worldway Postal Center  
Los Angeles, California 90009

September 24, 2001



Dear Mr. Withycombe:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for **LOS ANGELES INTERNATIONAL AIRPORT (LAX), PROPOSED MASTER PLAN IMPROVEMENTS, Los Angeles County, California** (CEQ #010024. #D-FAA-K51039-CA). Our comments on this DEIS/R were prepared prior to the tragic events of September 11, 2001. Along with all Americans, we are stunned by what has happened and continue to grieve the loss of so many innocent lives. We know our country is deeply affected, and recognize that the Federal Aviation Administration's (FAA's) priorities and future activities will respond to these events. As FAA develops a course of action, EPA stands ready, as a Federal partner, to provide assistance to FAA now and in the future.

The subject DEIS/R is a joint Federal/State document, prepared to meet the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Federal Aviation Administration (FAA) is the lead agency for this document under NEPA and the City of Los Angeles is the lead agency under CEQA. Our comments are provided under NEPA, the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act (CAA). We sent scoping comments to FAA on the Notice of Intent to prepare the DEIS/R on July 31, 1997, and attended one of the three June 9, 2001 public workshops held in connection with the DEIS/R (Inglewood session). We have had a number of phone conversations with Mr. David Kessler of FAA to discuss issues raised by EPA's review of the DEIS/R. We acknowledge the extensive effort in preparing this DEIS/R and commend FAA's decision to conduct six additional public workshops and extend the comment period to September 24, 2001.

In addition to No Action, the DEIS/R fully evaluated three action alternatives: construction of a new north side runway, construction of a new south side runway, and relocation of an existing runway (Proposed Action, Alternative C). Each build alternative proposes the construction of new taxiways and runway extensions; construction of new terminal buildings and parking garages and a rental-car consolidated facility; construction of a ring road and connection to I-405; construction of new and relocated air cargo and maintenance facilities and roads; extension of the Metro Green Line into the airport; and land acquisition.

Based on our review, we rate the DEIS/R as EO-2, Environmental Objections - Insufficient Information. Please refer to the attached *Summary of EPA Rating Definitions*, found in EPA's Policy and Procedures for the Review of Federal Actions Impacting the Environment (1984). EPA's policy provides for a rating of Environmental Objections (EO) where EPA's review finds that "an action might violate or be inconsistent with achievement or maintenance of a national environmental standard, and in cases where there are no applicable standards...but there is a potential for significant environmental degradation that could be corrected by project modification or other feasible alternatives." The "2" rating (Insufficient Information) serves to identify additional or clarifying information that FAA should provide in the Final EIS/R (FEIS/R). Issues upon which we base our EO-2 rating include:

PC03501

- (a) The DEIS/R's acknowledgment that all three action alternatives, as well as No Action, cause violations of the National Ambient Air Quality Standards (NAAQS); additional information is needed to determine the project's contribution to the projected NAAQS violations and to assess the effectiveness of associated mitigation;
- (b) The DEIS/R's acknowledgment regarding disproportionately high, adverse impacts from aircraft noise to low-income and minority communities; additional information is needed to assess whether other reasonable alternatives and/or associated mitigation can successfully reduce these acknowledged disproportionate effects;
- (c) Potential adverse health effects associated with air pollution increases, especially diesel particulates; and
- (d) Failure to fully analyze a regionally-based alternative that may reduce disproportionately high, adverse impacts on low-income and minority communities.

These issues are summarized below and described in greater detail in our attached comments.

**NAAQS Violations:** The DEIS/R projects violations of the NAAQS for at least two criteria air pollutants for the three action alternatives (see p. 4-509). Due to the severity of existing and projected air quality challenges in the South Coast Air Basin, EPA is seriously concerned about Federally-approved actions projected to yield additional air quality burdens. The DEIS/R projects that all three action alternatives (as well as No Action) will cause NAAQS violations in one or more years, i.e., 2004, 2005, and/or 2015. For Alternative C (Proposed Action), the DEIS/R informs us that maximum concentrations for nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) are predicted to violate the annual NO<sub>2</sub> NAAQS, and the 24-hour and annual PM<sub>10</sub> NAAQS in 2004 and 2005. The PM<sub>10</sub> NAAQS are predicted to be exceeded in 2015. Documenting the project's contributions to these projected NAAQS violations, and how they would be successfully mitigated, is a critical consideration in terms of NEPA public disclosure. All affected agencies should participate in developing adequate, enforceable air quality mitigation that can be shown to have quantifiable emissions reductions such that any NAAQS violations are successfully avoided and/or mitigated. Absent this finding in the FEIS/R, the public has no assurance that the project complies with the CAA. EPA will continue working cooperatively with FAA and other parties as planning for this project moves forward.

We recognize that the DEIS/R identifies areas where mitigation can make a significant difference in the magnitude and occurrence of specific impacts. Recognizing that this project's NEPA documentation needs a more detailed discussion of mitigation measures, we look forward to working with FAA in developing an effective, efficient package of mitigation with respect to air quality impacts. Such mitigation efforts could include diesel retrofits for construction equipment and support vehicles, the use of alternative-fueled vehicles at LAX, and other measures. It is important to involve local communities and local authorities in developing mitigation measures.

We note that, based on information in 4.6 (Air Quality), it appears that the project will cause significant emissions, which may make it difficult for FAA to make a positive conformity determination under CAA Section 176(c) and EPA's general conformity regulation. The DEIS/R does not discuss how FAA will address CAA general conformity, including whether an appropriate level of air quality mitigation will help ensure that the project conforms under the CAA. EPA recommends that the FEIS/R address how the project will meet the general conformity regulations.

**Disproportionately High, Adverse Impacts:** Executive Order 12898 requires that Federal agencies identify and address disproportionately high, adverse human health or environmental effects on minority and low-income populations as a result of Federal projects. The U.S. Department of Transportation's (DOT) Environmental Justice Strategy provides that when such disproportionate

impacts are identified, DOT is to *ensure that any of their respective...activities that will have a disproportionately high and adverse effect on minority populations or low-income populations will only be carried out if further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effects are not practicable.*

Page ES-46 acknowledges significant, disproportionate impacts to such communities due to aircraft noise, and potentially air quality and health. Pages 4-395 and 4-396 state that projected increases in aviation activity at LAX would have a disproportionate impact on minority and low-income communities under all three action alternatives, and that noise mitigation may be inadequate to eliminate associated impacts. The DEIS/R informs us that increased emissions of NO<sub>x</sub>, particulate matter and toxic air pollutants could have significant impacts throughout the South Coast Air Basin, and that health effects associated with these pollutants (such as asthma) are more prevalent among low-income and minority populations. According to the DEIS/R, these air quality impacts have the potential to affect minority and low-income individuals "more severely than the general population." Although the DEIS/R refers to mitigation to avoid or minimize adverse impacts, the FEIS/R should identify what mitigation and/or alternatives will be implemented, and determine the extent to which adverse impacts can be reduced or eliminated. We are willing to assist FAA in developing mitigation such as the Environmental Justice Action Plan, which should be developed in close coordination with affected local communities, in keeping with the Council on Environmental Quality's guidance on environmental justice under NEPA.

**Other Air Pollutants:** The DEIS/R includes a major health effects analysis and we acknowledge this effort. However, the DEIS/R does not satisfactorily address two air pollutants of concern: toxic particulates and acrolein. Page 4-1008 acknowledges that diesel particulates, a State of California-listed carcinogen, account for 70% of the cancer risk due to air pollution in the air basin. Diesel particulate emissions are linked to adverse respiratory effects, e.g., asthma, especially in children of low-income and minority communities. The State of California recently listed acrolein as one of five air toxics significantly impacting children's health. The DEIS/R projects large increases in toxic particulate and acrolein emissions from aircraft, cargo transport, ground service vehicles and construction equipment. The FEIS/R should assess the health impacts of these toxic emissions and the extent to which such impacts will be adequately mitigated.

**LAWA's Air Quality and Source Apportionment Study:** EPA commends LAWA for undertaking the 'Air Quality and Source Apportionment Study of the Area Surrounding Los Angeles International Airport,' and we remain committed to our continued role in the completion and implementation of this study. LAWA's air quality and source apportionment study is designed to remedy deficiencies in current information about LAX's current operations on air quality and surrounding communities. Given the existing and projected air quality impacts associated with LAX, this study is extremely important. The data and analysis that becomes available through this study will facilitate full disclosure of impacts, identify appropriate mitigation measures, and inform the NEPA decision-making process. As it becomes available, FAA should fully integrate the information and analysis of the air quality and source apportionment study in this project's NEPA document and decision-making process.

**Alternatives:** NEPA requires disclosure of adverse impacts and how such impacts may be avoided or minimized. Since the project's stated purpose is to respond to local and regional demand for air transportation during...2000-2015 (p. ES-6), we believe the range of fully evaluated alternatives is too narrow. This is critical in light of FAA's recognition of disproportionately high, adverse impacts on minority and low-income communities from aircraft noise, and potentially air quality and health. While the DEIS/R mentions an alternative for other regional airports, FAA determined it is not reasonable. EPA believes there is not sufficient information in the DEIS/R to support this conclusion

and strongly recommends that the FEIS/R include an analysis of the extent to which greater use of existing commercial airports in the five-county region may help to meet the project's stated purpose and need while potentially reducing adverse impacts. While new and/or additional information could be presented in the FEIS/R, a supplemental EIS may be more useful and appropriate to present a broader range of fully evaluated alternatives. Given the scope and complexity of managing projected increases in air traffic over the next 15 years in the five-county region, FAA should consider a comprehensive, long-term effort beyond this particular NEPA document to examine strategies to fairly and effectively distribute air traffic at the commercial airports of the five-county region. We believe such an approach is consistent with the recent commitment by the Secretary of Transportation to establish a task force to assess aviation demand and airport capacity in southern California.

**Conclusion:** As noted, EPA is particularly concerned with the projected NAAQS violations attributable to this project, lack of a detailed plan to avoid and/or mitigate disproportionately high, adverse impacts to minority and low-income populations, potential health effects, and the narrow range of alternatives that were fully evaluated. EPA believes there are serious deficiencies in the information presented in the DEIS/R, which leads to a high level of uncertainty about the magnitude of potential impacts associated with this project. The findings and recommendations of LAWA's air quality and source apportionment study are especially relevant to FAA's decision-making, and merit careful consideration in this NEPA process. The FEIS/R should include FAA's general conformity determination and related mitigation commitments. No matter what alternative under NEPA is finally selected, including No Action, there are major regional air quality, environmental justice, and other issues needing resolution. Because of the complexity of issues involved in avoiding and/or mitigating the projected NAAQS violations attributable to this project, it is important that such issues be addressed with the involvement and cooperation of all parties (e.g., the public, industry, and Federal, State, regional and local governments), utilizing existing regulatory processes to protect air quality in the South Coast Air Basin. EPA looks forward to working with FAA, LAWA, and Secretary Mineta's Task Force to find an effective, comprehensive approach to air transportation in the region and to address the issues raised by the DEIS/R and the public comment process.

Please refer to our attached comments for a detailed explanation of EPA's objections and other issues raised by our review. We look forward to working with FAA to resolve the objections raised by our review. If you have any questions, please call me at 415-744-1585. David Tomsovic is the staff contact for this project, and can be reached at 415-744-1575.

Sincerely,  
/original signed by/

Enrique Manzanilla, Director  
Cross Media Division

**Attachments: 3**

- (a) Summary of EPA Rating Definitions
- (b) Detailed EPA comments on DEIS/R
- (c) Honeywell letter to EPA

cc:

David B. Kessler, FAA, Los Angeles  
Michael Ritchie, Division Administrator, FHWA, Sacramento  
Horst Greczmiel, Associate Director of NEPA Oversight, CEQ, Washington, D.C.  
Anne Miller, Director, Federal Activities, EPA, Washington, D.C.  
The Honorable James Hahn, Mayor of Los Angeles

PC03501

Lydia Kennard, Executive Director, Los Angeles World Airports  
Dr. Alan C. Lloyd, Ph.D., Chairman, California ARB, Sacramento  
Barry Wallerstein, Executive Officer, SCAQMD, Diamond Bar, CA  
The Honorable Roosevelt F. Dorn, Mayor of Inglewood  
[All cc's with attachments (a) and (b)]



# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

Region	Pop. Growth 2000-2020	Region	Pop. Growth 2000-2020
North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

### Fight LAX expansion

In a March 1 *Los Angeles Times* article about the mayoral candidates' views on LAX expansion, John Agoglia, president of the Airport Commission, was quoted as saying, "Here, if you don't build it, they will come anyway." He has his own "field of dreams," obviously, but in a democracy, we, the people, ought not to be told we are helpless.

There are ways to cap flights in time, there are rules to make about noise and air pollution, communities to join together and protest being swallowed up by big business expansion. In my field of dreams, I see leadership coming forward in Los Angeles and the South Bay communities saying loud and clear that we have enough now. Let there be other airports surrounding Los Angeles. If they build, the business and jobs will come to them.

All over the United States and the world, shuttles are bringing people into town for whatever. They are not flying them right into beautiful residential communities like our South Bay and destroying the quality of life there.

I hope Soboroff and others supported by Riordan and Agoglia will not be voted in so they can continue trying to frighten everyone into passivity or into active greed with the monster plan for LAX finally taking over and telling everyone everywhere that we have no limits here, just bring your money and come.

Lynn Schubert  
Hermosa Beach

*Lynn Schubert*  
Signature

Lynn Schubert  
Print your name clearly

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

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(INACTIVE)

I am a pilot and feel that LAX is @ Capacity. I live here <sup>(for 35 years)</sup> in Westchester and clean the Pk fallout off of my patio, windows, cars + I breathe it! They not already Burbank - Van Nuys or Palmdale?

Nancy Reed

Signature

NANCY REED

Print your name clearly

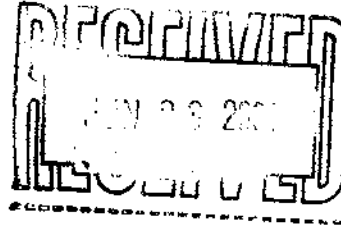
Your Name NANCY REED  
 Address 700 ARIZONA A  
LA 90045  
 Email \_\_\_\_\_

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

June 23, 2001

Honorable Jane Harmon  
U.S. House of Representatives  
811 N. Catalina Avenue #1302  
Redondo Beach, CA 90277



Dear Representative Harmon,

Please find enclosed a copy of my letter to the MASTER PLAN LAX. **I am very much against the EXPANSION plan at LAX.** I think you, the folks in "downtown LA" and "all around Los Angeles" are very much aware to this and I hope for many reasons that you will say **NO to LAX expansion.** **Who really has the final say about expansion??**

Thank you for listening.

Sincerely,

Ruth F. Dawson  
8117 Chase Avenue  
Westchester (Los Angeles), CA 90045-2707

PC03504



**P.O. Box 92216  
Los Angeles, CA 90009-2216**

# Public Comments

*Please print.*

**Name (First MI Last, or Organization):** Ruth F. Dawson **Date:** June 23, 2001

**Address:** 8117 Chase Avenue

**City:** Westchester (Los Angeles) **State:** California **Zip Code:** 90045-2707

**Telephone (Optional):** **E-Mail (Optional):**

**Document:**  Draft Master Plan  Draft EIS/EIR

**Subsection (if applicable):** **Number:** **Title:** LAX Neighbor and Westchester resident

<p><b>Comments:</b></p> <p>NO EXPANSION at the present site of LAX. We have lived in this community for 30 years. Our home on 92nd Street was taken in 1970 because of LAX expansion (north runway). Westchester is a very special place . . . as is Play Del Rey, El Segundo, Manhattan Beach and so on down the way and around Palos Verdes. AND . . . I feel great sympathy for those who live in Inglewood who for many, many years have had noise and pollution over their homes.</p> <p>WHY don't you really plan ahead for the future??? Use TRAINS and transport people (Passengers, crew etc.) to other sights . . . and build on the "land in the Valley" that YOU have owned for years. Do you "in high places" really drive on Lincoln and Sepulveda Blvds. know of the congestion (at all hours) that we have now? AND do you ever go to the Airport Post Office (new location of not more than 1 1/2 years old) at Arbor Vida and Airport Blvd. and hear and feel the planes so low overhead as they come in for landing??? Think of the pollution that comes down many, many times a day . . . and if ever a crash . . . would you please wake up and plan ahead . . . TODAY . . . about working with regional solutions???</p> <p>I like to fly. It is nice to be near an airport. My brother is a retired captain with American Airlines out of O'Hare. O'Hare was built out of the city, Chicago, as was Dulles from D. C. and the new airport near Denver. Please plan ahead . . . we don't need expansion at LAX for many reasons . . . health pollution, noise, congestion just to name a few!!!</p> <p>I sincerely feel that this planned expansion of LAX or LAWA is only a matter of MONEY and BIG BUSINESS! I do hope you will consider . . . HEALTH AND SAFETY as your number "1" priority.</p> <p>Sincerely, <i>Ruth F. Dawson</i></p> <p>Ruth F. Dawson Concerned Citizen of Westchester</p> <p><i>Attach additional sheets if necessary.</i></p>	<p><i>Office Use Only</i></p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------

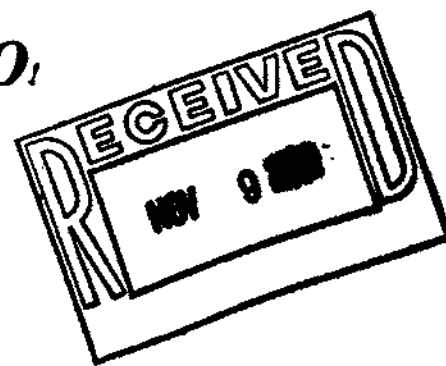
# **LAX EXPANSION NO!**

**L.A.X.E.N!**

**P.O. BOX 881564**

**LOS ANGELES, CA 90009**

**Tel/Fax (310) 671-9111**



November 9, 2001

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

RE: **LAX MASTER PLAN DRAFT EIR/EIS**

Dear Mr. Ritchie and Mr. Kessler:

After reviewing the EIR/EIS LAX Expansion No! (L.A.X.E.N!) has a series of questions that we would like to have answered and if you can identify where in the LAX Master Plan EIR/EIS these answers could be located we would appreciate it. Before we address those issues we would like to state publicly that we are oppose the any expansion of LAX that would result in additional pollution, negative environmental affects, increase in jet aircraft, increase vehicle traffic/trips, increase passengers, including but not limited to negative health affects, inclusive of both mental and physical.

We would like to make a special note that the Inglewood Meeting hosted by LAX at the Hollywood Park Casino was poorly attended by Inglewood Residents due to a lack of public outreach on the part of LAX. LAX should have scheduled a second meeting after being notified that Congresswoman Maxine Waters had publicized the wrong date. LAX did not notify Inglewood Residents in an effective way explaining the process and the purpose for the Public Hearing concerning LAX.

# **LAX EXPANSION NO!**

**L.A.X.E.N!**

**P.O. BOX 881564**

**LOS ANGELES, CA 90009**

**Tel/Fax (310) 671-9111**

The following are the objections and questions that we have concerning the LAX Master Plan EIR/EIS:

- 1) The document (EIR/EIS) does not identify the factor airport planners use in figuring out how many vehicle trips are associated with each passenger. Please identify what the factor is that the airport planners have used and what is the number of passengers that the factor is predicated on? Where and on what page is this addressed in the EIR/EIS?
- 2) The document (EIR/EIS) does not address the action of the Regional Board of the Southern California Association of Governments removal of the Arbor Vitae Interchange from the Regional Transportation Plan or the Regional Transportation Implementation Plan as a transportation project. Where and on what page can we find this acknowledgement. If it is not necessary to mention the Arbor Vitae Removal from the RTP and RTIP please identify why?
- 3) The document (EIR/EIS) does not identify who will pay for the construction of the Arbor Vitae Interchange if funding is removed for the Arbor Vitae Interchange Project? Where and on what page is the alternative funding source addressed if the Southern California Association of Governments continues to have funds pulled from the project?
- 4) Did LAX calculate what the negative affects would be concerning the computations contained in the EIR/EIS with the elimination of the Arbor Vitae Interchange Project? If there was a calculation done what would be the negative effects? Also how would the elimination of the project impact traffic flow, pollution levels, passenger movement, and overall environmental impacts on the surrounding communities of LAX and LAX itself? If this is documented where in the EIR/EIS is it located?
- 5) Did LAX calculate what the negative affects would be concerning computations contained in the EIR/EIS with the elimination of the Sepulveda Blvd. HOV (High Occupancy Vehicle Lane)? Where is it located in the EIR/EIS?
- 6) Why did LAX not address two air pollutants of concern: Toxic particulates and acrolein? Why did LAX not address how they would mitigate them? If this is documented where in the EIR/EIS is it located?

# **LAX EXPANSION NO!**

**L.A.X.E.N!**

**P.O. BOX 881564**

**LOS ANGELES, CA 90009**

**Tel/Fax (310) 671-9111**

- 7) Why did LAWA not include its own air quality and source apportionment study in the EIR/EIS that would have identified deficiencies in current information about LAX's current operation on air quality and surrounding communities? If this is documented where in the EIR/EIS is it located?
- 8) Given the existing and projected air quality impacts associated with LAX, why did LAWA not wait until its own air quality and source apportionment study was completed before releasing the EIR/EIS? If the study was completed where in the EIR/EIS is it located?
- 9) How does LAX intend to circumvent the ruling of the Southern California Association of Governments that LAX remained constrained to its current foot print and held to 78 Million annual passengers or less? If this is documented where in the EIR/EIS is it located?
- 10) Where does it address in the EIR/EIS when does it become unsafe to land and take off over the ocean simultaneously, how many planes simultaneously landing and taking off before night time operations are declared to be unsafe? If this is documented where in the EIR/EIS is it located?
- 11) Where is the Memorandum of Understanding between the City of Inglewood and Los Angeles World Airports located in the EIR/EIS. Also what are the ramifications concerning the air space over each home and the individual home owners ability to take legal action concerning environmental effects upon them and their family.
- 12) Extension of the Runway across Sepulveda Blvd or any movement of any runway can only be completed with an approved EIR/EIS. What is the Federal Citing? Where is it documented in the EIR/EIS that an approved EIR/EIS is necessary for moving the runways or taxiways?
- 13) Where is Mayor Hahn's of Los Angeles Alternative 5 located in the EIR/EIS? Does Alternative 5 identify moving the runways at LAX closer to the terminal areas located in the interior portion of LAX? What would be the distance between inboard runways on the northern and southern complex sides. If it is documented where in the EIR/EIS is it located?
- 14) How does LAX justify using the phrase "complete breakdown" on page 3-25 concerning meeting passenger demand of 97.9 million? When the maximum identified by the Southern California Association of Governments is 78 Million Annual Passengers or less. If it is documented where in the EIR/EIS is it located?

# **LAX EXPANSION NO!**

**L.A.X.E.N!**

**P.O. BOX 881564**

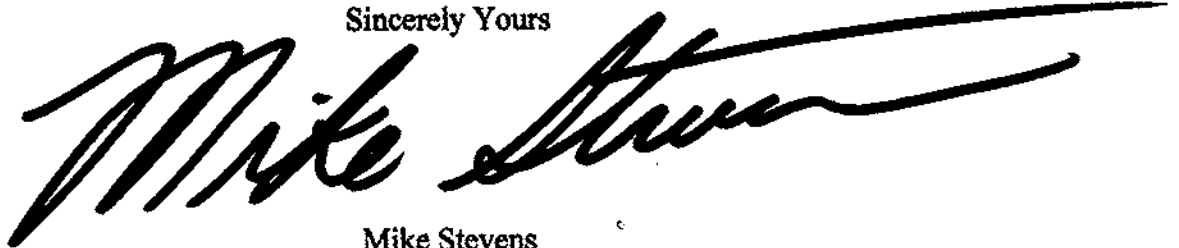
**LOS ANGELES, CA 90009**

**Tel/Fax (310) 671-9111**

- 15) Why does the unconstrained forecast and Alternative A, B, and C all show identical volumes of Cargo, since annual operations are not identical across the board. Even different fleet mixes under the three alternatives and the unconstrained forecast would not likely result in identical volume of cargo (4,172,000 tons) for each alternative? If it is documented where in the EIR/EIS is it located?
- 16) Can the total emissions of criteria air pollutants and toxic air pollutants be reduced by a comprehensive regional analysis?
- 17) If the FAA's recognition of disproportionately high adverse impacts to low-income and minority communities and associated with questions of equity concerning pollution, noise etc. how can LAX be allowed to expand by the FAA or any other Governmental Agency? What other Governmental Agencies are involved in giving approval of the LAX Master Plan EIR/EIS If it is documented where in the EIR/EIS is it located?

In closing I would like to thank Mr. David Kessler of the FAA for coming to the City of Inglewood and addressing the Inglewood Residents in 1999. Thank You Dave.

Sincerely Yours



Mike Stevens  
President  
L.A.X.E.N!  
LAX Expansion NO!



**REGIONAL SOLUTION  
REQUIRED...**

**LAX EXPANSION...**

**HEALTH & SAFETY  
IMPACT ON SURROUNDING  
COMMUNITIES THAT WILL  
HAVE LONG TERM  
NEGATIVE ECONOMIC  
IMPACT ON ALL OF  
SOUTHERN CALIFORNIA**

Our advise to the LAWA Commissioners is JUST SAY NO!

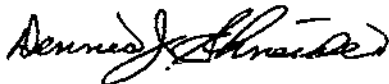
Oppose further LAX expansion. Those surrounding LAX continue to bear the brunt of prior growth. The latest expansion proposal would remove a third of the Westchester-Playa del Rey Business District and many more affordable homes.

Complete West Side and South Bay gridlock is inevitable. Aside from the obvious health and safety risks of an over crowded sky, another LAX expansion will add several million cars and trucks to the 405 freeway and local roads. Even the LAX Environmental Impact Report admits that traffic impacts cannot be mitigated!

It's no wonder that the So. Cal. Assn. of Governments (SCAG) voted AGAINST including any further LAX expansion in their Long Range Plan. Their staff estimated LAX "improvements" would add capacity but result in increased air traffic delays!—and at a \$2-\$4 billion dollars penalty for building at LAX.

The proposition that people will *only* go to LAX is fallacious—especially as traffic gridlock expands. Los Angeles also owns Ontario and Palmdale airports. These airports are capable and anxious to grow—now, but can't compete with the LAX power base for the limited funding without forward planning. Another round of LAX "modernizations" will surely cause economic loss to the region. In twenty years freight capacity will be inadequate and require more lead time, than available, to be built. Jobs and businesses will leave California.

Further, minority areas bear an undue amount of the impacts from growth at LAX. Subsidiary projects such as the "LAX Connector Road" severely impacts our heritage as it will destroy the 1937 National Historic Landmark, the Centinela Adobe, birthplace of Inglewood.



Denny Schneider,  
Member and Subcommittee Chair, LAX Community Roundtable  
310-641-4199 or 310-338-1550

# LAX Expansion Issue

## Four Scenarios

- No Action/No Project (78 MAP, 3.1 M tons cargo)
- Alternative A- Additional north runway and lengthened other north runway with west concourses (98 MAP, 4.2 M tons cargo)
- Alternative B- Additional south runway and lengthened other north runway with west concourses (98 MAP, 4.2 M tons cargo)
- Alternative C- No additional runway, but one north runway moved 350' N and both lengthened and one south runway moved 50' S and lengthened. (90 MAP, 4.2 M tons cargo) (Mayor Riorden endorsed June 1999) **RUNWAYS MOVED NORTH, MADE LONGER AND MOVED EAST!**

All add Ring Road and Western Concourse and expand Cargo Facilities.

Impact starts immediately with preliminary notices of proposed purchases to homes/businesses.

EIR/EIS expects major construction impact 3-4 years after go-ahead.

Many MTA/Caltrans/Fed Hwy/City/County "traffic mitigation" projects separate, but complementary.

## Timetable of Events

- Notice of Preparation Document Released 6/11/1997.
- Draft Master Plan & Environmental Impact Report/Environmental Impact Stmtnt (EIR/EIS) Released 1/18/2001.
- 180 day public comment/meetings ends 7/25/2001.
- Revisions of EIR/EIS to address comments and submission LAWA Airport Commissioners for recommendations and approval. FAA approval of Title VI Environmental Justice report.
- Los Angeles City Mayoral review and approval (**MAKE YOUR VOTE COUNT!**).
- Los Angeles City Council review and approval (**MAKE YOUR VOTE COUNT!**).

Verbal and written comments may be submitted at the Public Hearings. The Hearings will be conducted simultaneously on Saturday, June 9, 2001 from 12:00 noon to 7:00pm at the following locations:

Furama Hotel Los Angeles 8601 Lincoln Boulevard Los Angeles, CA 90045 (310) 670-8111	The Pavilion at Hollywood Park 3883 West Century Boulevard Inglewood, CA 90303 (310) 330-2841	Manhattan Beach Marriott 1400 Parkview Avenue Manhattan Beach, CA 90266 (310) 546-7511
-----------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

**EXPECT BIG INCREASES IN TRAFFIC CONGESTION.** The last major expansion approval, 1984, was to 40 MAP yet we are currently at 65 and increasing! The EIR/EIS baseline is July 1997. Required mitigation per California Environmental Quality Act (CEQA) Guidelines is as of 1997.

**MANY parts of THE NORTH SIDE, Inglewood, and the South Bay having 55-64 CNEL noise are not counted. They don't qualify for soundproofing or other mitigation.** EIR/EIS states that the noise impact of Alt A/Alt C "reduce the total population exposed to noise above 65 CNEL..." The FAA considers only people at 65 CNEL (noise) to be impacted! The FAA will route more aircraft to larger areas but keep them just under 65 CNEL list. **HEALTH (noise/illness) AND SAFETY (crash) RISKS WILL BE SHARED THROUGHOUT THE WESTSIDE AS ROUTES AROUND LAX BECOME MORE CONGESTED.**

Under Off-Airport surface transportation the Environmental Action Plan states, "measures would eliminate all remaining CEQA 'significant' impacts of the Master Plan alternatives by 2015 except for six intersections..." **This document considers impact of new issues only, not the ones already existing!**

"Alternative C would also have a significant unavoidable impact [Business Relocations]...insufficient relocation space..." (84 more homes also impacted beyond Manchester Square and Belford areas).

**WRITE THE MAYORAL CANDIDATES, ELECTED OFFICIALS AND ALSO LETTERS TO EDITOR**

Contact: Denny Schneider (310)641-4199 Voice or (310)338-1550 Voice/Fax [DennySchneider@WeLiveFree.com](mailto:DennySchneider@WeLiveFree.com)

**TELL YOUR ELECTED OFFICIALS TO SUPPORT A TRULY REGIONAL SOLUTION! IF LAX CONTINUES TO EXPAND, THE OTHER AREAS WILL NEVER INCREASE THEIR SHARE AND BUSINESS WILL ULTIMATELY BE LOST TO SOUTHERN CALIFORNIA.**

In the 1980s LAX was renovated to accommodate 40 million passengers per year (MAP). Everyone agrees that LAX is presently overtaxed, operating at 65 MAP with 2.1 Million tons of cargo—but can we stand another round of facility “improvements” instead of a truly regional solution? Even those proposing facility expansion expects us to outgrow any planned expansion without distributing the load outside of LAX.

**AIR SAFETY WILL BECOME A FACTOR.**

The local environment will get worse (safety, noise, ground traffic, air quality, etc.) regardless of airport actions. Arrivals and departures (routes and quantity) are controlled by the FAA and there is no indication of any inclination on their part to reduce or regulate the amount of air traffic coming to LAX.

**THE HEALTH & SAFETY OF THOSE LIVING UNDER FLIGHT PATHS IS IMPARED AS AIR TRAFFIC INCREASES**

Interestingly, the EIR/EIS projects a reduction of people impacted by noise. The report, however, only considers people “impacted” if they are within an area subjected to the weighted average 65 dB CNEL currently mandated by Congress. Any less magnitude of noise is ignored. LAX Noise Management recently monitored the Osage Area of Westchester. Osage is not “impacted” with an average hourly instantaneous noise level of 70 db and an average of 40 noise events per hour all day and into the late night/early morning.

Health studies at other airports have shown increased probability of repertory diseases and cancer around airports. Jet fuels and other carcinogens released into the air by ground and air traffic is not healthful.

**WITHOUT EXPANSION EXPECT 10 MILLION MORE CARS AND TRUCKS ENTERING AND LEAVING THE AREA! WITH EXPANSION FAR MORE THAN DOUBLE THAT NUMBER.**

Traffic on the San Diego Freeway already comes to a stop frequently—imagine what health risk and time delays the additional traffic will add.

Arm yourselves with knowledge! Visit the websites below:

<http://www.aee.faa.gov>   <http://www.lacity.org>   <http://www.neighborhoodlink.com/westchester/osage>  
<http://www.lawa.org>   <http://www.laxmasterplan.org>   <http://www.neighborhoodlink.com/la/wpdrnc>  
<http://www.goregional.org>

**WRITE LOTS OF LETTERS TO PROTECT YOUR FAMILIES.**

Urge your elected leaders to join the LAX Community Roundtable and attend meetings at the Proud Bird Restaurant 11022 Aviation Blvd. 2nd Wednesday of every other month. Voice your concerns to your Congressmen and Senators in addition to the L.A. Mayor, L.A. County Supervisor Knabe, the L.A. City Council, and California State Assembly and Senate members. SEE ADDRESSES BELOW and websites.

<b><u>James Hahn</u></b> Hahn for Mayor 555 S. Flower St., #4510 Los Angeles CA 90071-2300	<b><u>Antonia Villaraigosa</u></b> Villaraigosa for Mayor 601 S. Figueroa, 41 <sup>st</sup> Floor Los Angeles CA 90017
-----------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------

**VOLUNTEER TO HELP REVIEW THE 12,000 PAGE LAX MASTER PLAN!**

Send concerns and comments to:

Los Angeles World Airports LAX Master Plan Office P.O.Box 92216 Los Angeles, CA 90009-2216

Denny Schneider Member, LAX Community Roundtable and Airport Affairs Chair, Osage Neighbors Assn.  
7929 Breen Ave, Westchester 90045   [DennySchneider@WeLiveFree.com](mailto:DennySchneider@WeLiveFree.com)   310-338-1550  
<http://www.neighborhoodlink.com/la/wpdrnc>

LAX already exceeds the previously specified maximum utilization of passenger and freight activity. I support a truly regional solution of NO EXPANSION of facilities and no reconfiguration of runways at LAX.

There is no viable expansion of LAX that would meet projected aviation capacity requirements for Southern California. Funding for airport facility expansion shall be disbursed throughout the regional airport network to the areas of fastest growth in preference to diverting the limited resources to another LAX multi-billion dollar expansion. Southern California Association of Governments (SCAG) in Technical Appendix G of the current draft Regional Transportation Plan acknowledges that two to four billion dollars will be saved by expanding Ontario Airport facilities in preference to LAX.

I oppose LAX expansion because it would:

- Increase air safety risks with more planes operating in close quarters.
- Dramatically worsen traffic congestion on I-405, I-105 and local arterials from thousands of passenger cars, vans, and cargo-carrying trucks.
- Result in greater air pollution, damaging local residents' health.
- Create more airport noise; impacting a larger population, causing stress, illness, and reduction of children's learning ability and degradation of property values.
- Aggravate environmental justice issues. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.
- Destroy local homes, schools, libraries, parks, and businesses to provide room for more airport support facilities.
- Divert attention and funds from the expansion of other airport facilities where future population growth is located.

I will push for changes in the FAA charter to require a limit in the number of flights landing at LAX and to cap the passenger and freight traffic to the present levels.

As Mayor, I will push for more realistic federal definitions used to identify and control air and ground traffic, noise and other adverse environmental impacts.

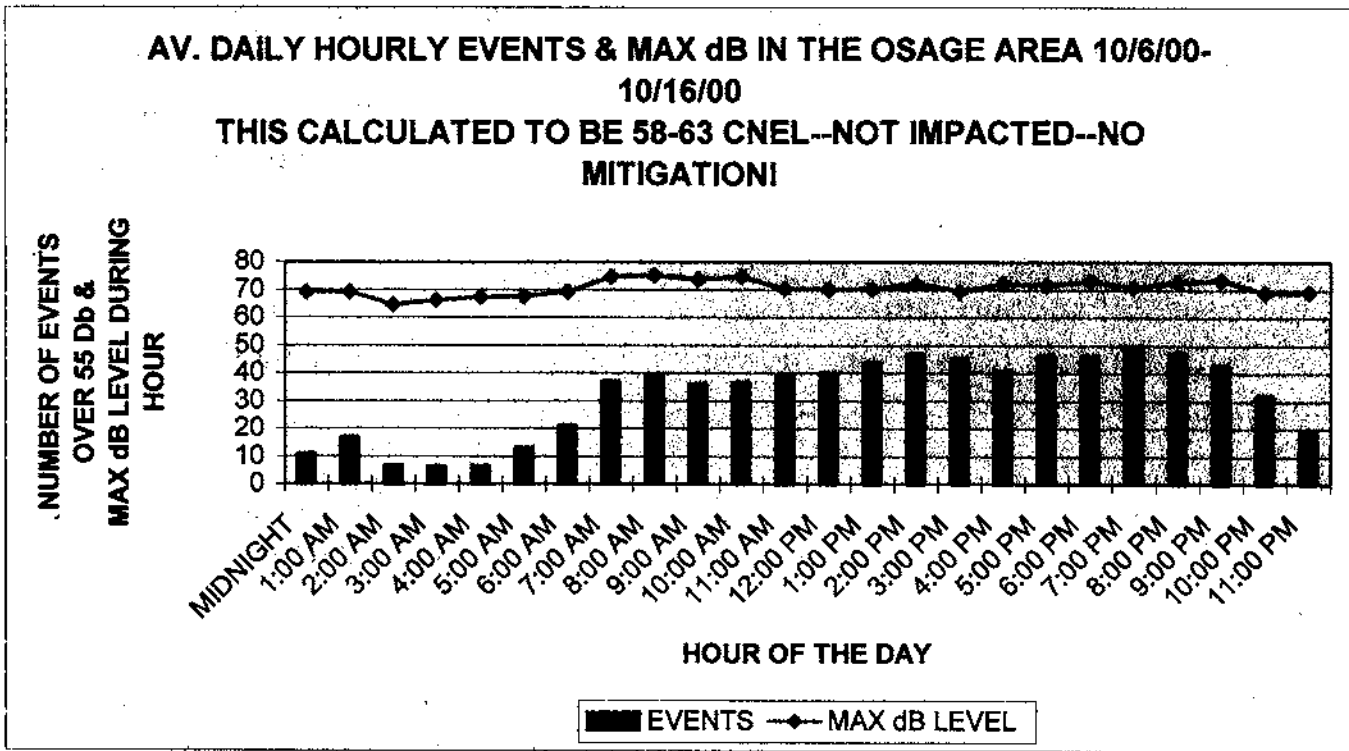
## What Should Be Done In Congress?

Sponsor Legislation to make the FAA lead, responsible agency for effects of noise on areas surrounding airports. Law must have teeth with penalties so that impact on communities is no longer "very low" priority below promulgation of aircraft industry. Must be equal to safety.

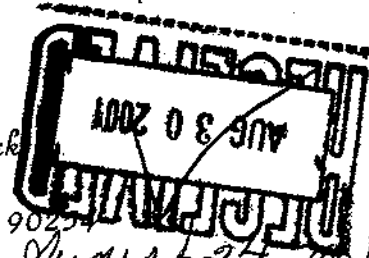
Sponsor Legislation to study and upgrade FAA priorities related to health effects of living around airports (noise and chemicals).

Change method of determining "impacted" from the current 65 CNEL to include "number of events in an eight hour period" with lower standards for periods from 11 PM to 8 AM. Basis for noise impact should include instantaneous levels as well as average energy level. (See enclosed chart of noise monitoring data from Osage Area under siege which is not "impacted.")

Sponsor Legislation to enable the FAA to specify limits in the number of scheduled landings at an airport facility. Set up a system that would enable carriers to "sell" landing slots similar to that used in the sale of "pollution credits."



Mrs. Robert J. Topel  
330 - 30th Street  
Hermosa Beach, California 90254



M<sup>r</sup>. -  
August 24, 2001  
It's me again! Attached you'll find a response to a letter I wrote to the "powers that be" at LTB. As you can see, when the people in the No. Bay complain about constant noise from the planes, flying over, near & taking off from LTB, we're not complaining about an occasional problem, but a constant problem. -

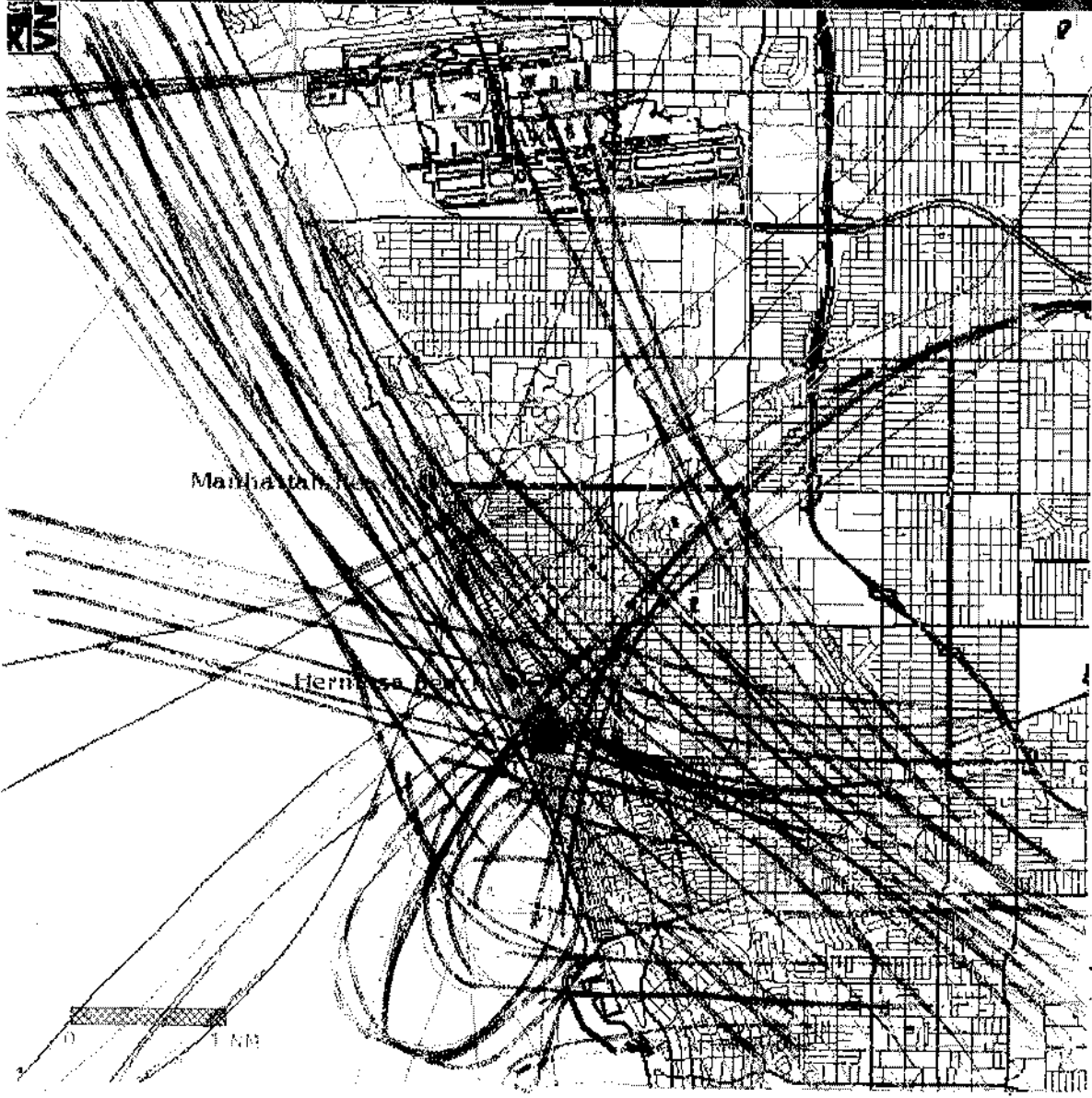
Please note the enclosed fly over pattern is for a half day 7:00am - 3:00pm. I've requested LTB send the rest of fly overs 3-12 midnight also August 11 & 12 + 23. These are days we could not sit outside, or have the windows open because of the barrage of noise from the planes.

Sorry, I missed speaking with you on August 24<sup>th</sup> at the Hermosa Beach Farmers Market.  
Sincerely, Mary Jane Topel

As you can see, we have far too many planes flying low over, near & around our home. - Help!

note:

Date/Time Range:		Zone Violation Check	
Start Date/Time:	07 /29 /01 07 :00 :00	Action:	All
End Date/Time:	07 /29 /01 15 :00 :00	Response:	All



The black square is our home. This pattern is for 1/2 day, 7:00am - 3:00pm. We put in a request for 3:00pm to midnight.





**LAX**

*Los Angeles World Airports*

August 9, 2001

Ms. Mary Jane Topek  
330 30<sup>th</sup> St.  
Hermosa Beach, CA 90254

Dear Ms. Topek:

Thank you for contacting Los Angeles International Airport (LAX) on Sunday, July 29, 2001, regarding aircraft noise events on Sunday, July 29, 2001. As part of our program of examining aircraft operations that result in community noise complaints, we have investigated the following noise incident you reported using flight track data from Federal Aviation Administration (FAA) radar:

- The aircraft activity you heard on Sunday, July 29, 2001 between 07:00 AM and 03:00 PM may be attributed to aircraft on departure and numerous overflights not associated with LAX.
- Enclosed is the graphic that depicts flight tracks observed in the vicinity of your residence.
- Additionally, local weather and atmospheric conditions can have an effect on the amount of the aircraft noise that reaches the adjacent communities. Ambient air temperatures, wind speed and direction, as well as overcast conditions, can sometimes amplify sounds associated with aircraft operations at LAX.

Los Angeles World Airports (LAWA) staff is committed to operating the airport as quietly as possible consistent with safety, and we place great emphasis on reducing noise from aircraft using the airport. To that end we have implemented noise abatement procedures. The LAX Over-Ocean operations procedure, which is in effect from midnight to 6:30 am, direct all aircraft traffic to fly over the ocean when arriving into and departing out of LAX, weather and safety conditions permitting. The run-up of aircraft engines for maintenance is prohibited between the hours from 11 p.m. to 6 a.m. The preferential runway use procedures maximize the use of the inner runways during the evening/early morning hours of 10 p.m. to 7 a.m.

Other noise abatement programs seek and receive voluntary compliance. Jet airplane operators conducting westerly departures are to avoid early turns before reaching the shoreline. LAWA monitors in-flight procedures such as the "loop departure" for minimum elevation and landfall requirements. Helicopter operators are advised to minimize their impact on

LAX  
 Ontario  
 Van Nuys  
 Palmdale  
 City of Los Angeles  
 Richard J. Riordan,  
 Mayor  
 Board of Airport  
 Commissioners  
 John J. Agoglia  
 President  
 Mark E. Schaffer  
 Vice President  
 Lee Kanon Alpert  
 Miguel Contreras  
 Christopher C. Pak  
 Cheryl K. Petersen  
 Warren W. Valdry  
 Lydia H. Kennard  
 Executive Director

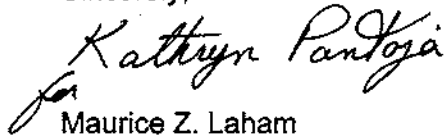
LAWA Aircraft Noise Complaint Response and Outreach Program  
Los Angeles International Airport  
08/09/01

nearby residential areas by using established routes and altitudes to approach and depart LAX.

LAWA monitors all departures and arrivals through the use of FAA radar flight tracks. When an aircraft deviates from a noise abatement procedure, an appropriate notification is triggered. However, airports do not have the authority to regulate aircraft in flight. FAA Air Traffic Controllers, along with the pilots in command of their respective aircraft, have ultimate control of aircraft operations, including the direction, speed, and altitude of aircraft for both arrivals and departures.

Thank you again for voicing your concerns.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn Pantofa". The signature is written in black ink and is positioned above the typed name of the signatory.

Maurice Z. Laham  
Airport Environmental Manager

PC03507



MR DAVID B. KESSLER AICP  
US DEPT. OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AWP-6112  
P O BOX 92007  
LOS ANGELES CA 90009-2007

SIR:

ABOUT TWO YEARS AGO, THE AIRPORT SAID OK WE ARE NOT TAKING ANY MORE HOMES, WE ARE GOING TO SOUNDPROOF YOUR HOME IF THE DECIMALS ARE OVER 63 TO 65 OR SO. WE THOUGHT GREAT, THEY WOULDN'T SPEND ALL THAT MONEY ON SOUNDPROOFING IF THEY WERE GOING TO TAKE OUR HOMES. WRONG, LAWA 'LIED' AS USUAL 'THEY NOW WANT TO TAKE MY HOME AND 56 OTHERS PLUS 263 BUSINESSES FROM THE WESTCHESTER COMMUNITY, THAT THEY PROMISED THEY WOULD NOT TAKE. WHEN IS A LINE GOING TO BE DRAWN TO STOP THEM FROM DESTROYING A COMMUNITY AND CAUSING MORE POLLUTION, NOISE, CONJESTION AND A GREATER HEALTH HAZARD TO THOSE THAT ARE LEFT IF THEY ARE ALLOWED TO EXPAND. MOST OF THE HOMES THEY ARE GOING TO TAKE ARE OWNED BY SENIOR CITIZENS, WHO ARE RETIRED OR ARE GETTING READY TO RETIRE IN A COUPLE OF YEARS OR SO. THINKING WE WORKED ALL OUR LIVES LIKE MOST, NOW WE CAN ENJOY WHAT WE LOOKED FORWARD TO AND WORKED TOWARD ALL THOSE YEARS. THEN LAWA COMES ALONG AND SAYS TOO BAD, WE WANT IT, WE'RE TAKING IT. FIND SOMETHING ELSE. WELL WE DON'T WANT TO, THIS IS OUR HOME, WE ARE NOT AT AN AGE WHERE WE CAN START OVER AND WE SHOULDN'T HAVE TO, JUST BECAUSE LAWA WANTS TO CAUSE MORE POLLUTION, NOISE, CONJESTION AND HEALTH HAZARDS. REGARDLESS OF WHAT THEY SAY OR THE NUMBERS THEY PUT IN THEIR EIR REPORTS, THEY ARE EXPERTS AT LYING AND HIDING THE TRUTH. LOS ANGELES OWNS 4 OTHER AIRPORTS THAT THEY CAN BUILD UP, WITH NO HOMES, SCHOOLS OR BUSINESSES TAKEN. PALMDALE ALONE HAS 17,500 ACRES OF LAND. PLEASE DON'T LET THE ENVIRONMENT SUFFER ANYMORE THEN IT IS ALREADY AT LAX AND SO MANY SURROUNDING AREAS IF THEY ARE ALLOWED TO EXPAND BEYOND WHAT THEY ARE AT NOW. THANK YOU FOR TAKING THE TIME TO READ THIS.

PC03508

JANE HARMAN

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX. *IT'S UNBELIEVABLE THAT ANY LAX EXPANSION IS BEING CONSIDERED IF THE FIGURES ARE ACCURATE!*

Region	Pop. Growth 2000 2020	Region	Pop. Growth 2000 2020
North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

• This comparison shows how Denver met growing aviation needs: *WHY DO WE EVEN WANT TO CONSIDER ANY LAX EXPANSION*

	Los Angeles International Airport	vs.	Denver International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146 <i>(TOO MANY NOW!)</i>		1,371
Size	3,425 acres <i>THIS IS A BLACK HOLE!</i>		34,000 acres

Sources: Los Angeles World Airport; Denver International Airport; Alliance for a Regional Solution to Airport Congestion

## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

JANE: I AM A PROFESSIONAL ENGINEER/MBA & EXPERT WITNESS. I AGREE WITH YOUR VIEWS ON AIRPORT EXPANSION 100%. AS YOU PROBABLY ARE ALREADY AWARE, BOEING PLANS TO ANNOUNCE AN AIR-TRAFFIC CONTROL SYSTEM, BASED ON GPS TECHNOLOGY, THAT COULD IMMEDIATELY INCREASE AIR TRAFFIC INTO LAX & ALL OTHER MAJOR AIRPORTS, BY 30%! *Lm Hedderich* *Lm Hedderich*

Signature

Print your name clearly

Your Name Lm Hedderich  
 Address POB 3484  
MANHATTAN BEACH, CA 90266  
 Email amercomp@gte.net

Please Place Postage Here

Congresswoman Jane Harman  
 811 N. Catalina, Suite 1302  
 Redondo Beach, CA 90277

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*Please see attached.*

*Lynne H. White*  
Signature

*LYNNE H. WHITE*  
Print your name clearly

Your Name	<i>Lynne H. White</i>	Please Place Postage Here
Address	<i>1717 Stanford Avenue Redondo Beach CA 90278</i>	
Email	<i>LW414@aol.com</i>	

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

### Comments of the LAX Master Plan

I have lived in the South Bay area since 1977 and recently purchased a home in North Redondo Beach. The price of my property was almost \$400,000 – a real “bargain” for the beach area. Homes just north of me in Manhattan Beach are in the millions. Over the years, I have watched our little beachside community grow enormously - with more expensive homes being built, property being developed and families moving in. The reason? The South Bay is a beautiful and safe place to live. We have our own school systems, our own police departments, our own fire departments and our own city governments. We breathe fresh ocean air, swim and surf in clean waters and jog on white unpolluted beaches.

However, the beauty of the area is slowly being ruined by the loud overhead noise of flying planes. I cannot tell you how many times recently I have been awakened in the middle of the night by loud airplane thunder. I look at the clock and it is 2am – 3am - 4am in the morning, and I say, “How can this be?” Is this allowed? Can planes land and take off at this hour? Is it a flyover? Outraged, I try to call the LAX noise hotline. Most of the time, I cannot even report the problem because the line is busy – presumably with other angry homeowners who have been awakened.

The once quiet skies of our beautiful and expensive beach community are gone. It is beyond comprehension that decisions are being made by the City of Los Angeles that we in this community cannot even vote on. We are the ones with the noise in our backyards. I am an outraged homeowner. I never remember even hearing plane noise and now it is constant. What is being done to solve this problem?

This airport situation is out of control. A high profile airport the size of LAX just cannot be located in the middle of the city any longer. It is not just the noise and the pollutants. It is extremely dangerous. With the skies this crowded, there is a tragic accident waiting to happen. One day, one of those big noisy planes is going to drop out of the sky, killing those on board and many more on the ground. We remember Cerritos. And how does the LA mayor feel about that?

Lynne White  
1717 Stanford Avenue  
Redondo Beach, CA 90278  
310-376-4721

*Lynne White*

6/13/01

Hon. Jane Harman  
36<sup>th</sup> Congressional District  
229 Cannon House Office Building  
Washington, DC 20515

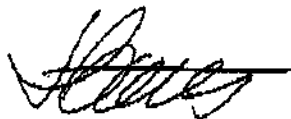
Dear Congresswoman Harman:

I am so glad to see you support and advocate a REGIONAL plan for airports serving the Los Angeles area. I work for Boeing Satellite Systems in El Segundo and can see, first hand, how traffic-impacted that area has become. I frequently use the airport on business travel to the East coast and cannot overstate how bad the current situation is--something you must be acutely aware of as you travel to and from Washington. I cannot fathom how it would be possible to add more travelers into that situation--even if the runways could support the increase.

I also want to bring to your attention the vitally important role that RELIEVER AIRPORTS play in mitigating the LAX situation. These airports (such as Torrance, Hawthorne, Santa Monica, Van Nuys, Compton, Fullerton, Camarillo and others) allow much of the general aviation business traffic to avoid LAX and thus reduce the crowding there. Furthermore, these general aviation airports, as vital on- and off-ramps of the national air transportation system, allow business travelers using general aviation aircraft to fly from an airport near their offices directly to airports close to their customers. For example, I can travel in my single engine piston-powered airplane from Torrance to the San Francisco area FASTER (from office to customer) than I can do so in a commercial jet. My "flights" leave the minute I am ready to go, my baggage never gets lost, and my rental car is waiting a few steps from the plane when I get there!

Please, don't forget the vital role that general aviation and our local airports play in solving the LAX and regional commercial airport problems. Help us to prevent their closure. Help us to remove unnecessary restrictions on general aviation activities at those airports. These are vital and irreplaceable transportation assets and they must be made part of the REGIONAL air transportation solution.

Sincerely,



Jim Gates  
142 Via Pasqual  
Redondo Beach, CA 90277  
310-373-7640



July 13, 2001

VIA FACSIMILE

Congresswoman Jane Harmon  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

In Re: *Airport Expansion*

Dear Ms. Harmon:

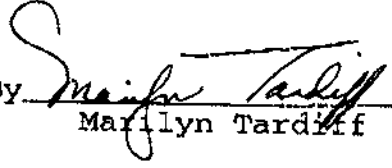
We live in El Segundo - two blocks from Imperial Way which is very close to the South runway (probably a total of 6-8 blocks from our house). We are impacted NOW by the noise, pollution and traffic. It will be just that much worse if they expand the airport. Even with our having "soundproofed" our home we can still hear the planes and are covered in dust! Having many more added flights may create so much noise that the soundproofing won't even be sufficient and we're right back to square one. When you are outside it's difficult to carry on a conversation with a neighbor and with more flights going overhead it will be really impossible. Needless to say, we are very much opposed to the airport expansion.

If they want to increase the passenger load, why don't they then send all the freight out of another airport. Why does everything have to be centered in one location? Many businesses have different locations for different divisions of their companies. That seems to work even when they are bi-coastal. Why can't the airport do the same?

We have tried never to complain about the airport because it was here before we arrived in 1967. However, we are speaking up now because the "ball game" has changed. This is getting to be excessive.

WE DO NOT WANT THE AIRPORT EXPANSION TO GO THROUGH

Robert and Marilyn Tardiff

By   
Marilyn Tardiff

401 E. Walnut Ave.  
El Segundo, CA 90245

PC03513

**Hui, Andy**

---

**From:** Hui, Andy  
**Sent:** Tuesday, June 26, 2001 7:03 AM  
**To:** 'jane.harman@mail.house.gov'; 'galanter@c06.ci.la.ca.us'  
**Subject:** FW: Letter to the Editor  
**Importance:** Low

Dear Congresswoman Harman and Councilwoman Galanter,

Thank you for continuing to fight airport expansion. I have attached a copy of my email letter to the Los Angeles Times. Please feel free to include my comments regarding the LAX Master Plan and its impact on our community.

Sincerely,

Andy Hui  
7900 Agnew Avenue  
Los Angeles, CA 90045

-----Original Message-----

**From:** Hui, Andy  
**Sent:** Tuesday, June 26, 2001 6:50 AM  
**To:** 'letters@latimes.com'  
**Subject:** Letter to the Editor  
**Importance:** Low

Re "No.1 in Airfield Close Calls, LAX finds solutions elusive," June 24:

Is it a surprise that LAX officials suggest that airport expansion will reduce future near-crash accidents? I doubt law enforcement officials would similarly argue that the only way to fight rising crime is to expand our jails. The solution to projected increases in air traffic will require a regional approach that shares the burden of airport-related impacts amongst all Southern California facilities.

A half-hearted attempt at exploring alternatives to LAX expansion is not only self-serving, but also a swipe at neighboring communities that will bear the brunt of increased noise, pollution and traffic. By the way, wouldn't fewer planes at LAX also reduce the number of near-crash incidents?

Andy Hui  
Westchester

(213) 217-8557


Ms. Harman:

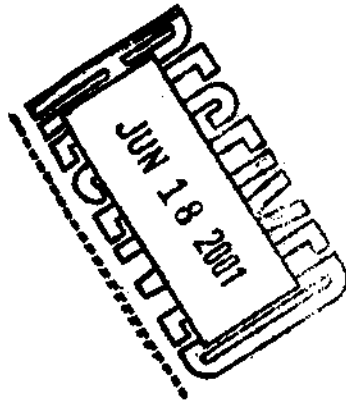
Have you ever tried to Drive the 405 freeway between Rosecrans and the 90 freeway? Any time during the day and into early evening it is bumper to bumper, going North or going South. Bring more traffic into the LAX area? Why?

Regional airports are the solution. I lived in Thousand Oaks three years ago. LAX is 45 miles away. It would make much more sense to have a regional airport in Ventura/Camarillo/Oxnard area. This would draw more passengers from the Conejo Valley, Simi Valley and the Western San Fernando Valley, as well as the immediate area. As it stands now, all these areas travel to LAX or Burbank. Both of which are brimming to capacity and near gridlock traffic at peak hours. Now add to that Orange County passengers heading to a bigger LAX. Why? Build another regional airport at El Toro.

We need you to be a forward-thinking, big picture leader with an eye towards the future and a long-term solution. We are paying the price from short-sided leadership from the 40' and 50's when mass transit for Los Angeles was ignored for short-term solutions. Please, as a leader for us today, do not make that mistake again.

Thank you.

  
Steve Luke  
3009 Highland Ave.  
Manhattan Beach, CA 90266  
310/545-7410



PC03515

# FACTS ABOUT LAX AND REGIONAL AIRPORTS

- A regional airport plan would generate \$98 billion in economic activity in the Los Angeles region, according to a study prepared for the Southern California Association of Governments (SCAG).
- U.S. census data and SCAG projections show that population is growing faster near proposed regional airports than near LAX.

Region	Pop. Growth 2000-2020	Region	Pop. Growth 2000-2020
North LA County	762,000	South Bay	106,000
San Bernardino County	1.2 million	West Side	26,000
Riverside County	1.4 million	Gateway Cities	386,000

- This comparison shows how Denver met growing aviation needs:

	Los Angeles International Airport	Vs.	International Airport
Millions of Annual Passengers (MAP)	67 MAP in 2000. Over 100 MAP capacity.		39 MAP in 2000. 55 MAP capacity.
Residents within planned 65 decibel noise boundary	82,928		0
Price Tag	\$12 billion (projected)		\$4.2 billion (actual)
Flights Per Day (average)	2,146		1,371
Size	3,425 acres		34,000 acres

Sources: Los Angeles World Airport, Denver International Airport, Alliance for a Regional Solution to Airport Congestion

### WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

Date: 1/2/2008

SEE ATTACHED

Signature

Print your name clearly

Your Name <u>JOHN W. HARRIS</u> Address <u>1507-19th STREET</u> <u>MANHATTAN BEACH, CA 90266-4032</u> Email <u>NONE</u> FAX: <u>(310) 545-6108</u>	Please Place Postage Here
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



JOHN W HARRIS  
1507 19TH ST  
MANHATTAN BEACH CA 90266

I have lived at this location in Manhattan Beach for 31 years. Because of the take-off and landing patterns, the noise very rarely affects me. The pollution factor I do not know but I know it could not be healthy. North on Sepulveda is always bad, traffic wise, and probably will always be regardless of the changes now under construction. My major comment about LAX is that it should not be expanded. An International Jetport should be built in the Lancaster/Palmdale area as envisioned years ago and LAX should be downgraded to short haul small jets only. There has been study after study completed on Lancaster/Palmdale and it always results in not feasible because of the inability to get rapid transit into the LA Basin. I think this is false and only represents the ideology of the people in power that do not want it to happen. I spent over 20 years in the United States Air Force, and watched billions spent needlessly for weapon systems because of the ideology of the people in power. It was especially painful to watch Manned Orbiting Laboratory (MOL) and Space Shuttle facilities built at Vandenberg AFB and never used. Why can't we use the same resolve and money and build an International Jetport in Palmdale/Lancaster and the necessary high-speed rapid transit. If the LAX expansion is approved, and I expect it will, is there anyone with enough fortitude to demand that it be approved only if there is a light rail station also? It is absolutely ridiculous that Los Angeles, with all its resources, allow special interest individuals/groups to deny light rail to and from LAX. Even the City of Baltimore, MD with its poor tax base provides rail service from BWI to downtown Baltimore.

I have included a card on another issue that really affects me and many others. I do not know when the SBP Annuity was reduced but, I know it was during a Republican presidency, probably as a rider to some other bill. As the card states, I was never told this would happen when I retired. The perception throughout the United States is the Republican Party is the only party that cares about the military, active or otherwise, that is just not true. Why doesn't someone speak up when things like this reduction happens and let him or her explain it to the millions of us that served? Maybe we can change this perception. I know I would have never bought into this program if I had been told that the 55% annuity for my surviving spouse would be reduced. Even bringing it back to 55% in 2011 is an injustice for those that will die before then. I have been contributing over \$200.00 monthly in this program since August 1973. I did so because I thought it was an equitable insurance program for my spouse. To see it gutted and downgraded is appalling. I could have put that money in my credit union and been better off. Before the program was gutted, why were enrolled members not given an opportunity to withdraw from the program taking a percentage of their contributions? Also, what is happening to the millions of dollars that will now not be received by surviving spouses?

Please reply to these issues. I hope you and other Democrats will fight for us. Remember this annuity, in some cases, is the only source of funds for some surviving spouses.

PC03516

**Dear Representative Harman:**

Your help is needed to provide fairer treatment to elderly uniformed services survivors. Unlike any other federal survivors, their Survivor Benefit Plan (SBP) annuity is reduced at age 62 from 55 percent to as little as 35 percent of SBP-covered retired pay. Federal civilian survivors receive 50 percent or 55 percent for life. Even worse, most older uniformed services retirees were never told of the age-62 reduction! S. 145 in the Senate and H.R. 548 in the House would balance equity and cost considerations by raising the minimum annuity to 40 percent now, to 45 percent by Oct. 1, 2004, and to 55 percent by Oct. 1, 2011.

If you already are a cosponsor, thank you, and please do all you can to ensure this initiative is enacted as soon as possible. If not, please support equity for military survivors by cosponsoring S. 145 (Senate) or H.R. 548 (House).

Sincerely,

  
Lt Col USAF (Ret)

PC03516

Your Name Joan & Wally Hudson  
Address 23701 S. Western #15  
Torrance, CA 90501  
Email \_\_\_\_\_

Please  
Place  
Postage  
Here

Congresswoman Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

June 11, 2001

Congresswomen Jane Harman  
811 N. Catalina, Suite 1302  
Redondo Beach, CA 90277

Dear Congresswomen Jane Harman:

We live in Torrance California, we do travel to visit our family and often have family members visit us.

Whenever we we have to go to LAX the traffic is just terrible, and almost impossible to pick up someone, or even to find a parking space. It is so dangerous to drive with all this congestion and your odds are very high that you could have a accident no matter how good of a driver you are!

We do travel a lot now that we are retired, so we fly into many States and to several large air ports such as Orlando, Miami, and many other large air ports, None of them seem to have the problem we have at the Los Angeles Air Port!

It has been impossible for Cal-Trans. to build roads fast enough to handle the traffic surrounding LAX, How are they going to handle the added traffic if they expand?

Shuttle buses and parking areas are very expensive and not the answer. We can not understand why they have not taken advantage of some of these military bases such as Norton Air Force Base. This base has potential, It has one of the finest landing strips around, It is just setting out there with weeds growing all around, with a freeway next to it.

There is also El Toro Air Base, also has great potential. Both are able to handle large aircraft, and lots of space to be able to handle traffic and are close to the freeway. We feel that using ether one of these bases would sure help our traffic problem that we have in the South Bay, West LA, and even the Valley.

Do we need to spend all this money in LAX to make our lives more miserable? We don't think so.

Sincerely Yours.  
Mr. and Mrs. W.M. Hudson

PC03517



## FACTS ABOUT LAX AND REGIONAL AIRPORTS

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Sources: Los Angeles World Airport; Denver International Airport, Alliance for a Regional Solution to Airport Congestion

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Signature \_\_\_\_\_

Print your name clearly \_\_\_\_\_

Your Name _____ Address _____ _____ Email _____	 
Congresswoman Jane Harman 811 N. Catalina, Suite 1302 Redondo Beach, CA 90277	



June 8, 2001

We moved from Inglewood to Torrance in 1956 to get away from LAX noise and traffic. It has been quiet until the last two years. We now have flights from LAX over our homes all day. The most annoying flights are 1AM--2 AM--4AM which have increased the last year. The planes are extremely large, very noisy and very low and still climbing. We are awakened and the whole house shakes. It sounds as if the planes are going to crash into our homes. We can't get back to sleep.

The planes used to take off and land over the ocean. No more. They take off going east and make a sharp U turn and fly over Torrance. Torrance is not the flight path and never has been.

When we contact the FAA, LAX or Noise Abatement we are given the same stupid answers trying to deny what they are doing.

Example: One day before noon in a 30 minute time frame 6 airlines went over our house. When I called to complain that Torrance is not the flight path the man said due to the very bad weather and high winds the planes were not able to take off to the west. I asked him if he had been outside because it was a very sunny day with not a hint of a breeze. He said, Oh, paused, and then changed his story to the fact that LAX was no longer taking off west, just east, as they had changed the flight paths and we would have to live with it.

Besides the noise LAX is a mess. The traffic, the crowds and the delays should be terminated. If LAX can only handle X amount of arrivals and departures in a safe, quiet and efficient manner and without all the noise then the airlines should only be allowed X amount of flights in or out of the airport daily.

We just received your letter today and cannot attend the meeting on Saturday. Hope this complaint will help you with your goals to put a halt on any expansion of the airport.

Thank you

Clara Delperdang  
21333 Mildred Avenue, Torrance CA 90503

PC03518

**Greenstein, Sami**

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**From:** Jim Westhoff [kwesthoff@socal.rr.com]  
**Sent:** Tuesday, June 12, 2001 4:07 PM  
**To:** Greenstein, Sami  
**Subject:** RE: LAX Expansion Comments

This is the letter that I sent. Thanks

Environmental Impact Study Commission

Mr. James Westhoff

6/6/2001

911 Cedar St

El Segundo, Ca 90245

Ms. Harman

The environmental impact of the LAX expansion cannot be over stated. The residents of this community have in most cases invested their lives working to develop a community that is safe for their families, healthy to live and retire in, and a wholesome town to walk the streets in safety. So much so, that it is now one of the most desirable areas in the LA area to raise a family. To ask us to quietly relinquish this to allow LAX to expand would be cheating our children of their future homes.

I would like to point out a few issues that I am not sure have been brought to the front but should be considered none the less.

1. The increase of traffic through our city will remove the quality of life that we are all working so hard to preserve. The proposed 105 extensions down Imperial Highway to Pershing will create a traffic snarl that will virtually remove the North Main Street Exit. This is a major thoroughfare for those of us that live on the west end of the city. The daily traffic jams on the 105 freeway that occur today, are just a precursor to what will happen when the 105 is extended and the traffic increased three fold. At present, CHP and the Airport Police, are not able to

06/12/2001

PC03519

control the people that consistently break the traffic laws trying to move to the front of the traffic jam and get to the airport in the most expedient manner, say nothing of the increased accident rate due to these traffic infractions. All the proposals will do is move this type of behavior and traffic directly into our community.

2. The traffic through El Segundo will increase down Imperial Highway and Highland to get to the West Terminal. This is because of the traffic diverting to get around the traffic jams. The removal of the Pershing access will also inhibit our movement through out our home area and the South Bay to the Marina. In order to move anywhere north of El Segundo it will require us to transit the Sepulveda Tunnel and to interact with the airport traffic. This virtually cuts El Segundo off from its northern neighbors.
  
3. With the increased traffic, we can also expect increased crime to move into our city. The immediate access to the 105 will only help to give quick access to a high speed though fare to evade the Police. This will also mean that our families will be subjected to an element that will place them in increased risk. The prospect of one of our children being killed by someone evading the police is a very real possibility. More in line with a certainty. Is the expansion of the airport worth the life of one of our family members? An example of what we face was recently brought to the forefront when local Police was chasing two men who had just gunned down an innocent high school student in a drive-by shooting in Culver City. The chase ended in front of the Southwest Terminal. One of the gunmen was shot to death in front of the terminal, and the other who recovered from his gunshot wounds was just sentenced to life without parole for his disregard for human life. This of course, was after one of the police was killed in the ensuing gunfire. With the extension of the 105 this is scenario a very real probability in our residential areas.
  
4. An additional tax burden on the communities surrounding LAX will occur due to increased use of our infrastructure. This will mean that we will need more Police, increased Fire and Hospital capability, and an increase in the maintenance costs on our roads and streets. These entire costs will be born by those of us that least want the airport to expand. Yet we are being asked to shoulder that burden to an already heavy tax levy.
  
5. The impact on our environmental situation goes far beyond our quality of life environment. It also moves to the quality of our air through the release of twice the pollutants that are now released by running aircraft, ground support equipment, automotive vehicles, and spilled hazardous materials. In addition, the spills that will result from the aircraft operations will allow a variety of petroleum and other chemicals into our water table, thereby further polluting our now fresh water supply. These elements are released as a normal part of doing business. Machinery leaks and the leakage will seep into our ground and migrate into our homes, food and water chain. Again those of us who least benefit pays the largest price.

6. The increase of flights from 2100 flights daily to 2700+ and beyond will mean that there will be a significant increase in ground handling personnel. This increases the ground traffic on the Airport. This ground traffic interfaces with the aircraft and all of the other operational traffic. Many of the airport problems are due to the present congestion. LAX now has one of the highest runway incursion incident rates of any major airport in the US. So much so that all people driving on the AOA have to take a test to answer the FAA on what they are doing to increase incursion safety. This was only eyewash for the FAA, but in fact as had little impact on the number of incursions. Increasing the traffic via normal operations and trying to move the 2700+ flights a day will only exacerbate this problem. How would any of us like to be a passenger on any aircraft taking off with a tug, car, truck or anything else racing across the runway to make another flight takeoff on time? It will happen. In the rush to make the takeoff or landing window, the ground and flight personnel will take risks. Sooner or later just due to the sheer congestion an accident is going to occur. Lives will be lost, and families and public safety destroyed.
  
7. Additional runway incursions present another problem for us in El Segundo. With the southern most take off flyway boundary to be Acacia in El Segundo. What happens if an aircraft must divert its take off heading to miss something on the runway? Our homes are now at risk of not just parts coming off the aircraft, but of the aircraft actually impacting our homes, because it is now in an emergency situation outside of its normal operating window. I live outside the Acacia limit, yet it is nearly a daily occurrence for an aircraft to fly directly over my home. This is due to a pilot that is in a hurry to get to their next destination, tower diversions, or just plain disoriented pilots. Not to mention pilots that just chooses to ignore the "fly runway heading to the water" requirements. Anytime an aircraft flies over a home the possibility of parts or the aircraft in its entirety hitting our homes and families is an inevitability. This is an example of how the airport cannot control the current air and ground traffic. What will happen if the flights are increased 30+>? Again the people of our community must endure the cost of the expansion with no impact or consideration on those trying to impose their will on us.
  
8. The noise from the airport is becoming unreasonable. I live in a 75db level area, and am held hostage to the dollars to quiet my home unless I sign a disclaimer releasing the airport from any further legal actions. They didn't ask me, the homeowner, if they could infringe on my home with their noise. It can be so bad that I cannot even sit and listen to a television program. The noise impact on our schools is such that the quality of our children's education is impaired. The reasons our schools do so well is because of the parent's involvement in the quality education we have built. Stage three will not remove this problem as like all studies performed by the airport. It will be slanted to make the numbers look favorable to the desired outcome. Here again, we of El Segundo are asked to endure the expansion with no recourse.
  
9. The airport has been expanding for years and only now due to the questions from our

Community has anything been brought to the front. The only reason El Segundo has brought suit is because of the negative impact already done to our quality of life, which has been noticeable. Again, demonstration of the honesty of the Airport Officials and their concern for those communities around them. Their attitude is "If I can get it done without anyone knowing then lets do it and get away with it". An honest corporate citizen would truly try to find out what the impact of their business is on their neighbors before moving forward and then adversely affecting the community. What does that say for the Airport Management? Our air is dirtier, our water less pure, and our families less secure. Expansion will do nothing but rob us of our quality of life, our homes, and our safety. It is a criminal offense to take someone's possessions and livelihood. Don't make a criminal act legal.

10. The Airport Police Department are so relaxed with the laws of our community that they seem to be able to do whatever they prefer. They park in the middle of our streets with their lights on and impede traffic just so they can pick up their lunch. They park in our congested parking lots and take two spots so they can pick up their laundry. They run red traffic lights with no emergency call or emergency lights. This is not to levy slander, but to point out that we cannot trust the Airport Authority. They act as if they are above the laws they are to enforce. Instead they use their office for privilege.
11. The main proposal allows for extension of the four (4) current runways. That is because safely, this is all the area will support for major aircraft. LAX is considered to be one of the most dangerous airports in the US to fly into and out of by all of the airline pilots I have spoken with. This is because LAX is so congested with aircraft traffic. The inbound and outbound aircraft separation is already at its minimum and will be reduced when they try to bring 30% more flights per day into the airport. Passenger and ground personnel safety again is at risk. There is technology coming onto the market place that is going to reduce landing separation. Once this is in place, are the LAX officials going to increase the passenger load to 120 million per year so they can jam additional passengers into the terminals?
12. The present proposals remove all aircraft maintenance capability from the airport property with the exception of the United area, which they cannot remove due to their long range agreements to get United to bring in the number of aircraft needed to make LAX a hub for that airline. This is fine for United, but what about the rest of the airlines? What does this mean for us? Well, with no maintenance support other than light line and turn support, it means that more aircraft will be required to leave LAX, flying over our homes, on "ferry tickets". This means that if the aircraft has a severe, non-airworthy deficiency, but can't be repaired on the airport, it must be flown to another location for maintenance. The requirements are a crew specially trained in emergencies, and no passengers or freight. Why? Because the aircraft is not airworthy. Again an increase in the possibility of an aircraft incident over our homes.
13. In order for the FAA to make sure the aircraft are safe, additional surveillance will need to be

done. Current inspectors will be diverted to airport operations and less on safety of our aircraft and the safety of the passengers. The FAA is already taxed as evidenced in the latest news reports on airport delays throughout the US and the significant increase in actual aircraft flying. To increase inspections will require more inspectors and again increased cost to the taxpayer while increasing the revenue to the airport. This is not to mention the increased number of already short air traffic controllers, which is an additional cost to the taxpayer.

14. The reason given by the Mayor of Los Angeles on why LAX must expand is "LAX needs to expand because we cannot control the fact that people just want to come to LAX." Well that is not entirely true. The reason most people fly into LAX is because the fares are lower than outlying airports. Flights into LAX are fuller because of the larger number of flights. If the outlying airports like El Toro were developed LAX would still be a viable and very active input to the LA Basin. But, with increased facilities at other airports the airlines would then increase the number of flights, which will lead to lower fares at those airports as well as the passenger loads increase. I cite John Wayne Airport as an example. Just a few years ago it was nothing more than a grass strip and a wooden hangar. It seems as if LAWA Management has lost sight of development of additional resources as LAX is full.
  
15. Moving air traffic to outlying airports will also remove flight delays due to ground congestion and landing and takeoff windows. Ground congestion will certainly be part of the increases proposed at LAX. You can only take off "X" number of aircraft from four (4) runways while allowing "X" number of aircraft to land. Also moving to outlying airports will allow for an increase well beyond the 80+ million-passenger numbers with more runways, more landing and takeoff slots, and safer operations in a more expanded area. It will also allow the passengers the ability to arrive and depart closer to their destinations. This will create for more hotels and business throughout the LA area. Resulting in an expanded tax base for those communities from the additional jobs. All of the communities will benefit from the increased revenue without asking a few surrounding communities to incur all of the costs and little of the benefit.
  
16. It should be noted that the closest residence impact to El Toro is approximately 5 miles. And the distance to downtown Los Angeles is nearly the same as LAX. Within El Segundo the closest residence is just across Imperial Highway.
  
17. The removal of all of the maintenance support from LAX is also planned. This will mean the removal of in excess of 3000 highly skilled taxpayers and replace them with hundreds of unskilled workers to handle the ground needs of the increased passenger loads. What will happen with those quality taxpayers? With a shortage of this skill do we want it to leave our community?

LAX is considering only one thing. Increase dollars to the airport. The development of outlying airport facilities to spread the traffic to other areas makes good business sense. Just some of the benefits follow as I am sure there are many more:

1. Less centralized congestion at only one airport to LA
2. Safer operations around LAX for the outlying communities
3. Retention of the current quality of life for the outlying areas
4. Cleaner air and water for the South Bay
5. Will prevent the increase of Crime in any central area
6. Retains skilled labor in the work force for LAX
7. Insures safer operating aircraft due to proper maintenance before flight
8. Places passengers closer to their final destinations within the Basin
9. Expands business opportunities near the other Airports
10. Removes the stresses on our current infrastructure
11. The use of LAWA funds generated can be used to develop other LAWA areas like Ontario and Van Nuys airports
12. Genuinely reduces incursions on LAX and improves the Airport Safety
13. Safer and quieter community that is desirable to raise our families.
14. Increased total revenue into the LA Basin and the City of Los Angeles

LAX expansion is unsafe, and negatively impacts approximately 60+ communities in the LA Basin. It is shortsighted management to try to develop an already over developed resource and ignore the surrounding options which will actually benefit the Los Angeles Basin more. It has no positive aspects for the public safety and the future operations within the Basin.

Our quality of life is valuable to us, as is our homes and our children. To deny the expansion will not negatively impact Los Angeles, as there are facilities in the Basin to develop without the negative public safety issues and the loss of current jobs. It would be a service to the residents of Los Angeles to deny the expansion and force LAWA management to develop its other resources for the good of



the City. Would you like to live next to LAX if it were expanded any further?



James Westhoff

Resident Homeowner

-----Original Message-----

**From:** Greenstein, Sami [mailto:Sami.Greenstein@mail.house.gov]

**Sent:** Tuesday, June 12, 2001 9:54 AM

**To:** kwesthoff@socal.rr.com

**Subject:** LAX Expansion Comments

As our e-mail system cannot receive attachments, I encourage you to please fax your comments to our district office at 310-372-1622 or cut and paste them into the text of an e-mail.

Thank you for being in touch and sharing your comments with the Congresswoman -

Sami Greenstein

Congresswoman Jane Harman

229 Cannon House Office Building

Phone: 202-225-8220

Fax: 202-226-7290

06/12/2001

PC03519

## WHAT DO YOU THINK?

Please use the space below for comments on the LAX Master Plan. How would you be affected by traffic, noise, and pollution resulting from the airport? What economic impact does the airport have on you and your community? You can mail this form back to my office by folding it so that the return address below is visible, or faxing it to 310-372.1622. If you need more room, feel free to enclose additional pages with your name and address.

In your Executive summary of the Master Plan- 2nd paragraph - it states

"To ensure that Los Angeles' air transportation infrastructure continues to facilitate the region's economic needs over the next 15 years, Los Angeles World Airports (LAWA) is developing a new long-range strategic master plan; such a plan has not been updated since 1981. The last major improvements at LAX were completed prior to the 1984 Olympics....." LAX should not facilitate the region's economic needs. Th region should facilitate those needs. Here it appears to me that LAWA is once again playing with words when you say the last major improvement was completed prior to 1984. You must have had a great many minor improvements to allow this airport to grow from 40 MAP IN 1986 to 67.6 MAP IN 2000. PLEASE INFORM THE PUBLIC OF ALL THE IMPROVEMENTS THAT WERE MADE IN THE LAST FIFTEEN YEARS at LAX.

One of your Guiding Principles, Goals and Objectives (on page 1) states

"Balance LAX modernization plans with local community concerns. In particular, potential environmental impacts such as aircraft noise." These are just words that in reality have little value. You are saying that more operations will not increase noise. Please keep in mind that LAX already has 100% compliance with the Airport Noise and Capacity Act. How are more operations going maintain or reduce the noise occurrences?

Another goal of yours is "Operate LAX in an environmentally sensitive, responsible manner." Please explain how you are going to operate LAX in an environmental sensitive and responsible manner when all aspects of noise and air pollution will increase with any and all proposals submitted in this report.

As you well know, the type of criticism I have brought forth in these two instances could be made many times throughout the Master Plan, EIS/EIR.

Congresswoman Jane Harman

I was planning to use this at  
Inglewood on June 9 2001, but couldn't make  
it.

Jack T. Wilson  
11957 Menlo Ave  
Hawthorne CA 90250  
Phone 310-970-1725

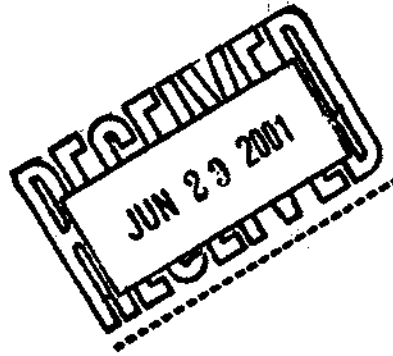
27 June 2001

US Representative Jane Harmon  
811 N Catalina Ave  
Redondo Beach, CA 90277

[jane.harmon@mail.house.gov](mailto:jane.harmon@mail.house.gov)

Subject: LAX Expansion

Dear Congresswoman Harmon,



At the Redondo Beach Round Table luncheon this noon at the Crown Plaza Hotel, I sat next to a fine young attorney, Mr. Jon Merchant, who happened to be the Chamber's Man of the Year. I mentioned to Jon that I was drafting a letter to you on the LAX expansion.

Jon said look at London and Paris. Both of these cities have two (2) International airports located outside the inner city. My, what an ideal arrangement if only it were possible for Los Angeles.

I was invited and attended the opening of Congressman Mel Levine's office on Century Blvd several years ago. At that social I talked to a lady from New York City who was in LA doing a study on the number of LAX Take Off and Landings (TO&L) each day. I suggested she read the recent issue of Aviation Week, an aviation trade magazine, that stated LAX had at that time 1600 TO&L each day.

Currently, LAX is pushing 2200 to 2500 TO&L each day. The proposed LAX expansion hopes to boost this to 3,000 TO&L each day.

Quite obviously, something has to give! The South Bay cities cannot tolerate the general disintegration of the Quality of Life with 3,000 TO&L each day.

One suggested approach is to breakout LAX aircraft operations into four categories and address each category. These would be (a) LAX International daily flights, (b) National flights, (c) West Coast flights and (d) all LAX cargo flights.

After obtaining the actual operational numbers, possible solutions in off-loading LAX flights could be determined. Certainly, all cargo flights are a prime candidate for relocation to the closed El Torro Marine Airfield. Then, after that, review the reduction of LAX flights. The goal being that the current 2500 TO&L per day be the max.

PC03521

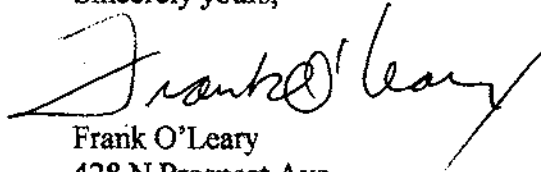
A matrix table should be created with the several options of the above four categories. Candidate air fields need to be identified, such as El Torro, Van Nuys air field, Long Beach airport, Orange County airport, etc.

Then, a trade off study should be conducted. The underlying success depends on a high-speed ground transportation monorail system to interconnect the regional airports.

It becomes quite evident; this is not solely a Los Angeles City problem but rather a State/Federal decision/resolution.

I hope these thoughts are helpful in sorting out this complex problem.

Sincerely yours,



Frank O'Leary  
428 N Prospect Ave  
Redondo Beach, CA 90277

310 372 3264

[folx33@aol.com](mailto:folx33@aol.com)

PS Congratulations on your reelection to Congress. I am still today super pleased by the meeting you chaired at the Aviation High School Auditorium on the Aerospace Corporation issue of changing to a "For Profit" corporation. It is ironic that (Aerospace Corporation President) Pete Aldridge is now in a DOD position to possible reverse that decision. Let's hope that does not happen.

PC03521

November 2, 2001

David B. Kessler, AICP,  
U.S. Department of Transportation,  
Federal Aviation Authority  
P.O. Box 92007 World Way Postal Center,  
Los Angeles, Ca 90009-2007

Dear Mr. Kessler:

I recently read about Mayor Hahn's proposal (Alternate 5) for expanding LAX.

I agree with capping the annual passengers at LAX to the current 78 MAP and cancellation of the Ring Road and Western Terminal. If removal of the parking lots in the Central Terminal Area and the construction of a new Check-in Facility will help with congestion and security, it would be a step in the right direction.

Why change the runway configuration and extend the North Runway over Sepulveda Blvd? Both would involve the removal of homes and businesses, as well as congesting Sepulveda Blvd. more than it is now. Beyond dispossessing families and some Westchester businesses, shutting down tax producing businesses vital to the economy and life of the Westchester Community will eliminate badly needed jobs provided by the newly established businesses and reduce the tax base that cannot be offset by short-term construction jobs.

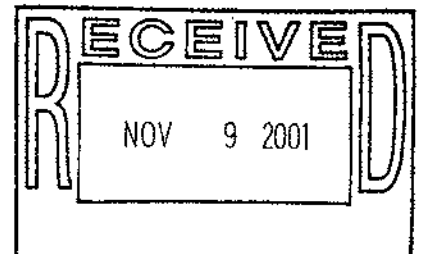
If LAX is overcrowded, let LAWA and FAA make a real effort to locate viable airport locations to serve the San Fernando Valley, Inland Empire and Orange County Communities. This would lessen traffic congestion on the freeways leading to LAX and reduce ground travel time. It now takes 1 1/2 hours minimum during rush hours to travel from SFV to LAX. Add that to the 2-3 hours before departure for passengers to be at the airport and the passenger must spend almost 4 hours before take-off.

Thank you for considering my thoughts.

Yours truly,

*Florence D. Levinson*  
Florence D. Levinson

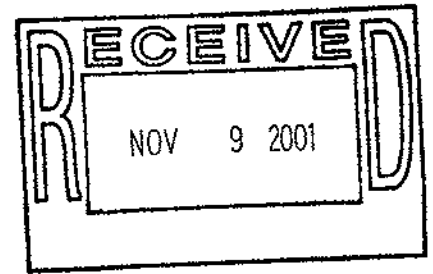
CC TO JIM RITCHIE



PC03522

November 8, 2001

Mr. Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216



Dear Mr. Ritchie:

Please accept this letter as my public comments in regards to Los Angeles World Airport's proposed Master Plan:

I would like to state that I am opposed to the LAX Master Plan and proposed expansion. I have provided the justification for my position below:

Figures 7, 9, and 11, corresponding to alternates A, B & C indicate that my home will be directly under departure track D6RW as well as approach tracks A6L7, A4R0, A4R1, A4R8, A4L0, A4L1, and A4L8. If the indicated departure tracks on the attached sheet are implemented as described in Appendix D, I believe the aircraft noise in my community and at my house will be significant as the aircraft will have only reached an elevation of a few thousand feet.

If my house ultimately ends up being directly underneath a low elevation departure track, its market value will be significantly reduced as will the quality of life for the entire community. In my opinion to reduce the value of my property, without a legal eminent domain proceeding and compensation, constitutes an unfair taking of private property. I am against any plan that places my home under a departure route. I am unwilling to agree to a plan under the assumption that aircraft will be quieter by the time the plan has been implemented.

My computation of aircraft elevation is as follows. Departure track D6RW passes over my house at about 20,000 feet (~4 miles from the end of the runway. Assuming a ground speed for the aircraft of 275 mph (~400 ft/sec), and a climb rate of 2000 ft/min, The aircraft will pass over my house about 60 seconds (one minute) after take off at an altitude of 2000 feet.

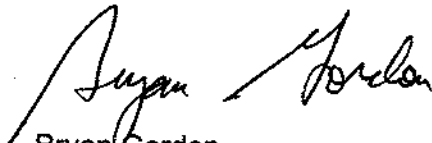
The reduction in air quality that will result from expanding air traffic is totally unacceptable for my wife, my children and me. The air quality of the Los Angeles basin has not yet attained a level of quality that could handle the burden of additional planes and cars. In fact, the EPA is particularly concerned with the projected NAAQS violations attributable to this project, lack of a detailed plan to avoid and/or mitigate disproportionately high, adverse impacts to minority and low-income populations, potential health effects, and the narrow range of alternatives that were fully evaluated. EPA believes there are serious deficiencies in the information presented in the DEIS/R, which leads to a high level of uncertainty about the magnitude of potential impacts associated with this project. The findings and recommendations of LAWA's air quality and source apportionment study are especially relevant to FAA's decision-making, and merit careful consideration in this NEPA process. The FEIS/R should include FAA's

general conformity determination and related mitigation commitments. No matter what alternative under NEPA is finally selected, including No Action, there are major regional air quality, environmental justice, and other issues needing resolution. Because of the complexity of issues involved in avoiding and/or mitigating the projected NAAQS violations attributable to this project, it is important that such issues be addressed with the involvement and cooperation of all parties (e.g., the public, industry, and Federal, State, regional and local governments), utilizing existing regulatory processes to protect air quality in the South Coast Air Basin. EPA looks forward to working with FAA, LAWA, and Secretary Mineta's Task Force to find an effective, comprehensive approach to air transportation in the region and to address the issues raised by the DEIS/R and the public comment process.

For the reasons above, I am opposed to the LAX Master Plan and the proposal to increase the passenger and cargo capacity of Los Angeles World Airports. The costs for the proposed expansion will come in the form of an unfair burden to the quality of life to all tax paying Los Angeles residents. Simply put, the number of people incrementally injured or hurt by the LAX Expansion scheme will far outweigh the benefits to the tax base and to the added jobs generated by the Expansion.

Thank you for considering my comments regarding this very important issue.

Sincerely,

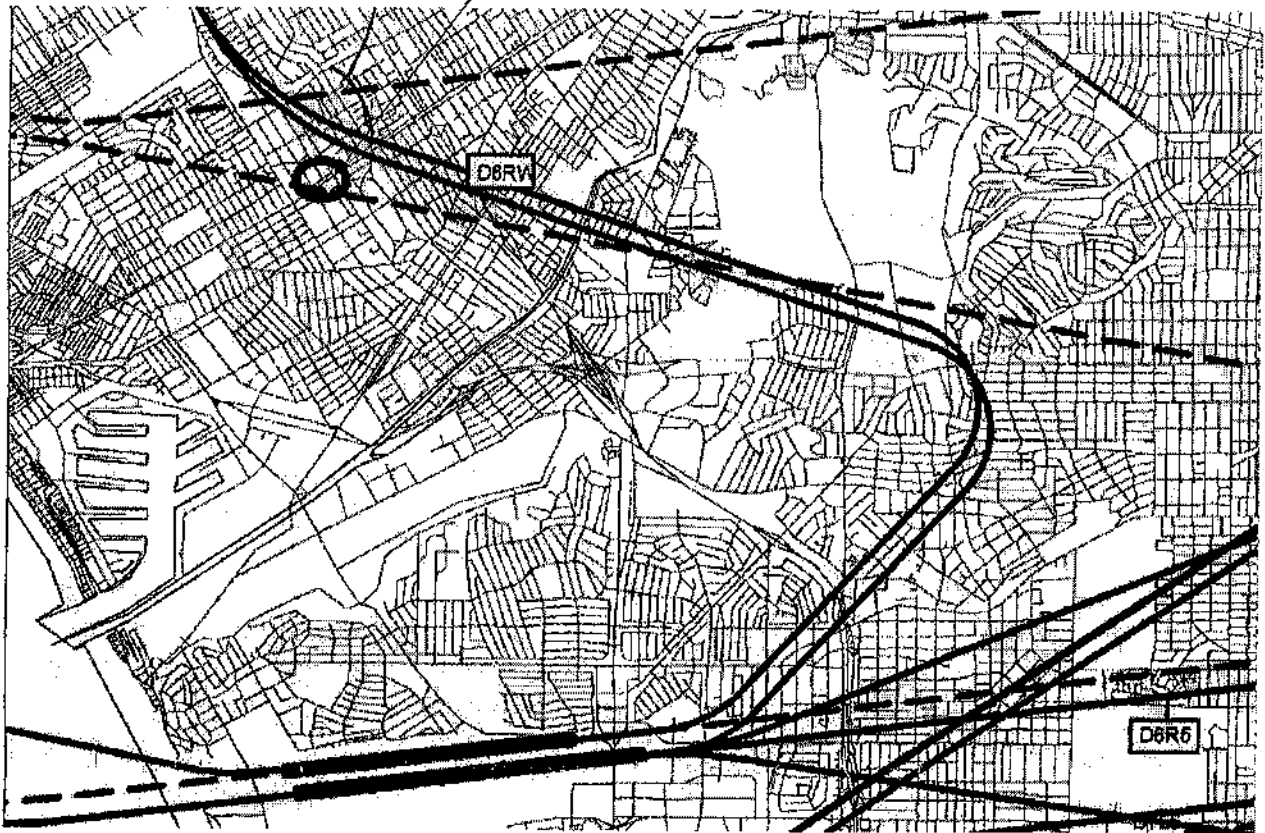


Bryan Gordon  
3650 S. Barrington Ave.  
Los Angeles, CA 90066  
310-390-2064

*Enc.*

*cc. David Kessler, AICP USDOT  
Councilmember Ruth Galanter*

# Mar Vista Bowling Alley



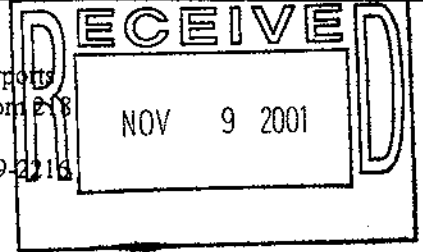


# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, AICP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697



Name (First, MI, Last or Organization):

Lisa M. Martin

Date:

11/8/01

Address:

8900 Wilentz Ave

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

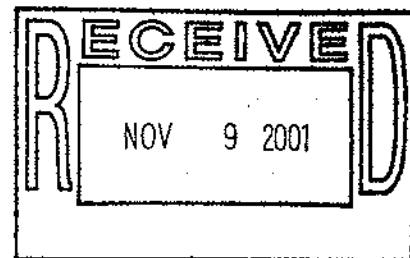
I object to any new plan (entered as an adjunct or modification to the existing one) that is not where DOCUMENTED and has had no environmental or other impact studies done to assess it. <sup>(playa vista, etc)</sup> Mayor <sup>Hahn's</sup> new ideas do not have the specificity to address my concerns over the fate of Nielsen fields, where many of our children play soccer, softball, and baseball. The extension of the northern runway, decimating the westchester community, will also continue to dump more pollutants and noise ever closer to our children and at ever more unacceptable levels.

Attach additional sheets if necessary.

# Councilmember Ruth Galanter

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization):		Date:	
Jozette B. McKie		11/7/01	
Address:			
11840 North Park Ave.			
City:	State:	Zip Code:	
Los Angeles	CA	90066	
Telephone (Optional):		E-Mail (Optional):	
Document:			
<input checked="" type="checkbox"/> Draft Master Plan		<input type="checkbox"/> Draft EIS/EIR	
Comments:			
<p>I oppose the dramatic expansion of both passenger and cargo activity at LAX. There are other airports in Southern California equipped to handle the expansion without the adverse effects on noise levels, air pollution and land use that will be felt if the proposed expansion of LAX goes through. The city of Los Angeles itself owns two key airports in the heart of the high growth areas of the region – Ontario and Palmdale airports. Rather than expand LAX, the smart thing would be to develop both of these airports and assist other airports in the region to do the same. Many of these other airports are fully capable of meeting our region's increasing demand for air travel. We do <u>not</u> need to expand LAX as proposed to maintain a vibrant Southern California economy.</p>			



TO: Jim Ritchie - Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216 Los Angeles CA 90009-2216

Dear Mr. Ritchie, 11-5-01

Enclosed, please find copy of my letter to LA Times regarding Airport Safety.

Basic Points are as follows:

- 1) Safety should involve not only Air Passengers, but also Hundreds of thousands of people living AROUND the Airport.
- 2) Airports are usually constructed outside Big Cities, not in the middle of densely populated areas. Reasons are too obvious to enumerate them.

Recently South Korea committed a new Airport in Incheon 20 miles West of Seoul with Capacity projected at 29 MAP first year.

- 3) LAX is surrounded by many highly vulnerable targets. See Letter enclosed.
- 4) Accidents may happen because of many reasons not only terrorists' actions.
- 5) The more planes, the greater congestion, the higher the chance of an accident
- 6) Increase Safety by reducing congestion.
- 7) Develop promptly Ontario, Palmdale & EL Toro to take extra traffic. This will increase Safety at and around LAX.

Sincerely  
Andrew Stefanski

Andrew Stefanski  
7296 W. 85th St.  
Los Angeles, CA 90045



c/o Jane Harman - Congresswoman 36th District.

Andrew F. Stefanski  
7296 W. 85th Street  
Los Angeles, CA 90045  
(310) 641-3372

October 30, 2001

Letters to the Editor  
*Los Angeles Times*  
202 W. 1st Street  
Los Angeles, CA 90012

RE: Airport Safety

Mayor Hahn and airport officials have recently started stressing the importance of airport safety and security. Unfortunately, these considerations focus mainly on the well-being of air passengers and not on the hundreds of thousands of people living in the vicinity of Los Angeles International Airport.

LAX is surrounded by several highly vulnerable targets: over a dozen schools (including four high schools and Loyola Marymount University), the Playa Vista Development, the Chevron refinery in El Segundo, L.A. City water works, the Inglewood Forum, and many other prominent and populous gathering places. The surrounding locales are home to billions of dollars in investments, in addition to numerous people residing in this densely populated area.

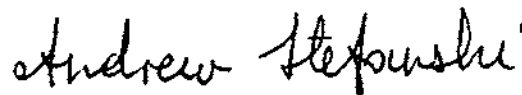
A plane can depart from its path not only due to a terrorist act, but also because of human error, mechanical defect, weather, and other variable causes. Most reasonable people can see that this is already shaky territory for a major airport, with so much at stake around, but we must make the best of the situation.

One of the best ways of improving airport safety is to lengthen the time and distance between airplane takeoffs and landings, as congestion in the air is often what causes accidents. Putting a fictitious cap on the number of passengers will do little good unless alternate facilities are provided somewhere else; otherwise, the planes will still keep coming if there is nowhere else to go.

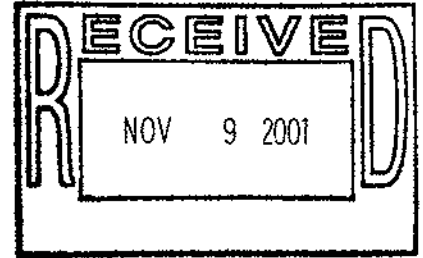
Now is an excellent time to promptly develop and market Ontario, Palmdale and El Toro as suitable backup air facilities. Establishing a pattern of balanced, uniformly distributed air traffic will automatically increase safety at and around LAX.

Sincerely,

Andrew Stefanski



Dawn Scott  
516 E. Ellis Avenue  
Inglewood, CA 90302



November 6, 2001

Mr. Jim Ritchie  
Los Angeles World Airports  
Room 218  
P.O. Box 99216  
Los Angeles, CA 90009-2216

RE: Proposed LAX Expansion

Mr. Ritchie:

To move forward on any of the proposed alternatives in the Master Plan would create unbelievable negative affects to the community of Inglewood, LAX's immediate neighbor.

The risks, to which everyone who takes the time to write you will point out, are increased pollution, traffic, both by automobiles and trucks carrying the major increase in cargo and let's not forget the adverse affects of noise. The massive EIR/EIS address these issues but in many cases not well enough. My concerns are as follows:

**Pollution:** The daily tonnage of pollution already created by current airport use is astounding. The black oily residue on my home and foliage cannot be a good thing, and most certainly is dangerous if breathed in its vaporous form. The increase of this by-product of commerce will take an even larger toll on the residents of Inglewood.

**Traffic:** Most certainly, the adage, "if you build it, they will come" would apply here. No matter how much you widen the major street corridors that flow into and around the airport, these so called improvements will not alleviate traffic. It shouldn't be lost on anyone who lives in the Los Angeles basin that there are far more cars/traffic than street capacity - no matter how many streets with extra lanes, there are just too many people driving. One answer here would be to require people to take mass transit of any form into and out of the airport. Off site parking could be provided. One could use Denver's DIA as an example for off site parking. This kind of parking situation could assist in your concern for security measures regarding unattended parked automobiles.

**Arbor Vitae:** By providing mass transit into the airport you remove the need for the multi-million dollar Arbor Vitae interchange and Airport Boulevard connector road projects. These two projects alone would dissect and destroy communities established long before LAX was created. Inglewood and Westchester would carry that burden.

**Flight Trajectories:** One of the more important items is the haphazard nature of aircraft flight trajectories flying over Inglewood since the September 11<sup>th</sup> disaster. Pre 9-11 there was some discernable order to incoming and outbound flights over Northwest Inglewood with the occasional variance from traditional flight paths. But since that date there are several flights a day from the north that turn over my home trying to catch the north runway by flying down La Brea Avenue or just east thereof.

PC03527

Mr. Jim Ritchie  
November 6, 2001  
Page two

That doesn't even count the number of flights that take off over the ocean and fly across my rooftop or use Slauson Avenue as a sight line to the east. Northwest Inglewood takes on this NEW burden.

**Security:** Increased flights coupled with the appearance of non-controlled airspace over North Inglewood creates several questions on the subject of air safety. Since the Master Plan proposes to increase the number of flights, in turn, it will increase the likelihood of a catastrophic error over Inglewood. Again, Inglewood bears this burden.

**Noise:** Lengthening the north runway to the 405 freeway and moving it north to accommodate all the new flights would mean certain madness by noise. As it is now the noise from incoming jets flying over my rooftop can be deafening and I'm not even in the designated noise contour. The outbound jet noise is annoying. Another aspect of the noise is the run-ups and maintenance that takes place on the tarmac. This noise rattles my floors and windows, and as I've said, I live in Northwest Inglewood, a place fairly distant from LAX. These tympanic vibrations are disquieting to say the least. And who at LAWA can assure me that the constant vibration to the earth from current airport activity now and from the additional proposed flights would not do damage to my home?

**Population base:** Demographic projections show that the population, out of need or desire, are choosing to move to places other than Los Angeles. Riverside, San Bernardino and Orange Counties due to the burst of anticipated population growth within the next 15 years, need easier access to airports. Why is it that the communities surrounding LAX have to pay such a severe price, take on an unprecedented burden to accommodate an airport facility that's day has passed it by? LAX is virtually locked into its present footprint. Why is it the powers that run this airport cannot and will not look forward to a truly regional plan? You at LAWA already own Ontario, have upgraded that facility but somehow you turn away from that airport's true potential, to serve the inland empire. LAWA will not acknowledge the possibilities of developing the Orange County El Toro airport. Perhaps a joint venture could be struck between Orange County and LAWA. It would appear that much money could be made at these two facilities if developed properly.

Mr. Ritchie, before this plan or any semblance of the plan were to commence, I request that LAWA and the City of Los Angeles rethink this expansion. That you provide new realistic alternatives that incorporate the entirety of Southern California versus just Los Angeles commerce. And these alternatives need to consider LAX's neighbors more thoroughly and incorporate the reality of LAX being constrained to it's current footprint by the surrounding communities and not the other way around.

I look forward to your response.

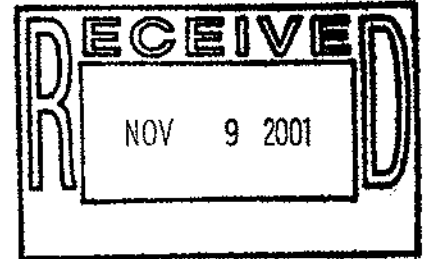
Sincerely,



Dawn Scott

November 7, 2001

Mr. Jim Ritchie  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009-2216



**RE: Master Plan and Draft EIR / EIS**

Dear Mr. Ritchie:

This correspondence will constitute the comments of the Westchester Vitalization Corporation to LAWA's proposed Master Plan and Draft Environmental Impact Statement / Report.

The Westchester Vitalization Corporation was founded in 1978 at the direction of Mayor Tom Bradley. Our original charter bears witness to the fact that the community of Westchester / Playa del Rey has been severely and negatively impacted by the expansion of facilities at LAX. Our mission, simply stated, is to do everything a community group can to mitigate the impact of LAX on one of Los Angeles' last true communities. We are proud of what we have accomplished despite the impact of LAX.

We strongly join the numerous groups and individuals who oppose the Master Plan and Draft EIR / EIS. For the reasons set forth below, we declare our belief that the LAWA has not studied the true alternatives and hence has failed to comply with California and federal law. Please note that this position is taken as the unanimous position of the Board of Directors, and that there is no reluctance, hesitation or lack of commitment in our action. Should it become necessary, we will join with other groups to compel LAWA to prepare a legally sufficient environmental document.

**LAWA'S PROPERLY ABANDONED ALTERNATIVES FOUND TO BE IMPRACTICAL, UNFEASIBLE AND UNAPPROVABLE ALTERNATIVES.**

More than five years ago when LAWA undertook the process of creating a master plan, it made the effort to put every possible alternative on the table for study. This includes runways in the Santa Monica Bay, use of Hawthorne Municipal Airport for commuter flights and adding two additional runways at LAX.

Whether in hindsight it was worth the time and money it took to study these alternatives is not for this group to say. However, it must be noted that LAWA correctly recognized that each of these alternatives were so impractical and unapprovable that they could not possibly be implemented and therefore could not be considered true alternatives. These alternatives were therefore abandoned and not moved forward for further study. They do not appear as alternatives in the environmental documents put before the public for comment.

As stated in both the Master Plan and the Draft EIR / EIS, the consideration of alternatives is the heart of both the NEPA, the federal environmental rules, as well as CEQA, its California counterpart. Environmental documents that only go through the motions of considering alternatives, or which use false alternatives in order to gain approval of an alternative preferred by the developer will be struck down by the courts.

**ADDING A FIFTH RUNWAY AT LAX IS NOT A TRUE ALTERNATIVE AND MUST BE ABANDONED.**

The three alternatives carried forward from the study stage to the public comment stage would either add a fifth runway adjacent to El Segundo, add a fifth runway adjacent to Westchester, or add no new runways but build a "new airport" adjacent to the Coastal Dunes at the west end of airport property. A no-built alternative is also studied as required by law.

In the years leading up to release of the Master Plan, it was commonly heard that the first El Segundo Fifth Runway and then the Westchester Fifth Runway was the "favored" alternative of LAWA or certain elected officials. Each was met with overwhelming opposition when presented to the community most impacted. That representatives of each community would sue to prevent an additional runway on their side of the airport was unquestionable.

Largely as a result of this opposition, LAWA retreated to a position of including the two five-runway schemes in the environmental documents circulated for comment, but the alternative that would add no new runways became the agency's officially "preferred" alternative.

The Westchester Vitalization Corporation calls upon LAWA to abandon any alternative based on the addition of a fifth runway. The five runway scenarios are just as unrealistic, unapprovable and unbuildable as were the six-runway, Hawthorne Airport or runway-in-the-Bay alternatives. As a result, it is our position that the five-runway scenarios do not constitute a true alternative for NEPA / CEQA purposes, and that the environmental documents now in circulation are legally insufficient for lack of consideration of true alternatives.

**LAWA MUST RESCOPE, STUDY AND RECIRCULATE FOR COMMENT NEW ENVIRONMENTAL DOCUMENTS WHICH CONSIDER ONLY VARIATIONS OF A FOUR-RUNWAY CONFIGURATION.**

As stated above, the Westchester Vitalization Corporation was founded by Mayor Bradley more than 20 years ago to seek solutions to the negative impacts of LAX expansion. As such, we have seen the homes of thousands of residents torn down for the benefit of LAX, and we have seen the resulting devastation to our business community.

In addition, we have seen that LAWA's statements regarding the "capacity" of any particular airport configurations are worthy of zero credibility. The current airport arrangement was said to be able to handle 40 million annual passengers, but at this time nearly 70 million annual passengers use the facility. General statements of intent by LAWA officials are worthless. Consideration can only be given to mitigation measures that are completely funded, explicitly required, specifically scheduled and that are legal prerequisites for subsequent projects.

The following points are noted as both deficiencies in the Master Plan and Draft EIR / EIS, as well as starting points for consideration of various four-runway configurations.

- (1) Safety must be the primary concern. Recent articles in the media indicate that LAX leads the nation in near-misses. The Master Plan does not include a complete air traffic study for all of Southern California air space, and this must be done. LAWA must demonstrate that it can handle increased air traffic safely both while planes are in the air and on the ground. Spreading air traffic to other airports to increase margins of error may turn out to be the most persuasive reason to seek a regional solution.
- (2) None of the final alternatives in the Master Plan consider options other than construction of terminals west of the Tom Bradley International Terminal. Other options that were not carried into the final study included terminals east of Sepulveda Boulevard. When LAWA is required to



consider only four-runway configurations, then it will be quite obvious that terminals east of the existing terminals is the logical alternative to building an entire new airport adjacent to the Coastal Dunes. The negative impacts of 50 million people per year driving past an environmentally sensitive zone are numerous, and will undoubtedly be commented upon by groups specializing in this important topic. Damage to endangered species and traffic gridlock on roads serving public beaches come immediately to mind.

- (3) None of the final alternatives in the Master Plan consider options other than construction of a massive, intrusive ring road through the Westchester / Playa del Rey community. It is access to this road that causes further devastation to the Westchester business district on Sepulveda Boulevard. The Westchester Vitalization Corporation stood as a lonely advocate for Westchester businesses for years and years. Now, with the first signs of commercial life being seen on Sepulveda, LAWA must consider every feasible alternative to a new round of negative impacts.
- (4) None of the final alternatives in the Master Plan consider options other than extending the in-board northern runway over Sepulveda Boulevard, and building a second tunnel. This tunnel will cut off access to a number of Westchester businesses and negatively impact an entire community. It will result in increased automobile speed through a neighborhood shopping district, and it will create additional massive structures where human scale buildings have been the norm since before the north runways were built. The second tunnel is being proposed despite the fact that the Master Plan itself reveals it to be unnecessary. At pages IV-1.3 and IV-3.36 it is stated that only one runway of 12,000 feet is necessary to handle the relatively unusual situation of a fully loaded 747 taking off in foul weather. There is already a 12,000-foot runway on the south airfield. An obvious alternative to the negative impact of a second tunnel is to have all fully loaded 747's taking off in foul weather use the south airfield.
- (5) None of the final alternatives in the Master Plan consider options that would take mass transit to the existing Central Terminal as the very first step in a program to improve ground access. Apparently, LAWA views gridlock like the weather: something to complain about, but as to which nothing can be done. The Westchester Vitalization Corporation begs to disagree. Community-generated plans have been discussed that would place a world-class intermodal transfer station at the corner of Imperial Highway and Aviation Boulevard which would conveniently connect the Green Line light rail to an Automated People Mover which would run roughly along Aviation and Century Boulevards to the Central Terminal. This system could be financed strictly with LAWA revenues and run on LAWA property. It would be flexible such that it could be modified at a later time to service new terminals either west or east of the existing terminals, should such terminals ever be built. Alternatives that begin, not conclude with connecting the regional transit system to the Central Terminals other than by use of automobiles must be studied and presented.
- (6) The Master Plan calls for the northernmost runway to be moved approximately 350 feet further north towards Westchester homes. This would have an extremely negative impact on thousands of Westchester residents. The Master Plan does not adequately consider alternatives to this move, and does not demonstrate that the same result cannot be achieved through other means that would have less negative impact on residents and businesses.

Far more examples than just these could be cited, but these stand as some of the most obvious failings of the Master Plan. As Mayor Hahn stated in his campaign, the Master Plan must be "scrapped." A regional

solution to air traffic must be embraced. Safety must be extensively studied. The mass transit system must be taken to the Central Terminals. Only after these things have been accomplished (not just promised) can LAWA staff be permitted to further changes on LAX property, and then the alternatives studied must be limited to four-runway configurations.

LAWA MUST INCLUDE ITS INTENTIONS FOR THE "NORTHSIDE / SOUTHSIDE" IN ITS ENVIRONMENTAL DOCUMENTS AND MASTER PLAN.

Just as the Westchester Vitalization Corporation has witnessed the damage to the Westchester residential and business community caused by LAX expansion for 20 years, so also it has followed LAWA twisting in the wind with its plan for the property owned by LAWA adjacent to Westchester Parkway that was once referred to as the "Northside" and now the "Southside."

LAWA administration has vacillated between favoring intense development, low-density development or deeding the entire property to the City and "getting rid" of it. While LAWA officials will not admit it, the Southside has always been a step-child to the larger airport mission of moving passengers and freight.

The Westchester Vitalization Corporation has been lead to believe that LAWA is once again planning a grand scheme for the Southside that the community will "love." Once again, this planning is being done from behind blackout curtains with the community having no input. Soon a new genie will pop out of the Southside bottle. Airport planners will proudly proclaim it to be wonderful for the community until local residents point out innumerable problems which LAWA did not think of. (Consider the current state of the linear part running from Vista del Mar to Pershing Avenue!)

LAWA staff might be invited to consider other major, privately built developments in the area that begin with meetings with community members and design charettes and workshops so that the local communities' superior local knowledge becomes a benefit and not a burden in the process.

#### CONCLUSION

For the reasons stated above, the Westchester Vitalization Corporation declares its opposition to the Master Plan and Draft EIR / EIS. It urges Mayor Hahn and the Board of Airport Commissioners to cease any efforts to secure its approval, and to begin the active pursuit of a regional solution giving high importance to safety, mass transit and the use of all the region's airports to absorb air traffic growth.

Sincerely,

  
Mary Lou Crockett  
President, Board of Directors

PC03528

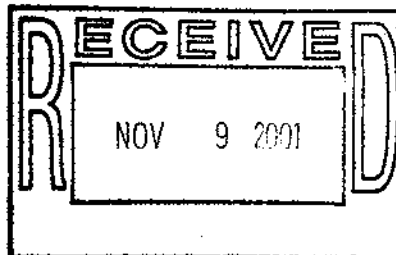
Mr. Jim Ritchie  
Los Angeles World Airports  
Master plan office  
P.O. Box 92216

Los Angeles, CA 90009-2216

## Public Comments

Name (First MI Last, or Organization): <i>Charles White - <sup>March Joint</sup> Powers Authority</i>		Date: <i>11-8-01</i>
Address: <i>City of Moreno Valley - 14177 Frederick Street</i>		
City: <i>Moreno Valley</i>	State: <i>CA</i>	Zip Code: <i>92553</i>
Telephone (Optional): <i>(909) 413-3007</i>	E-Mail (Optional):	
Document:	<input checked="" type="checkbox"/> Draft Master Plan	<input checked="" type="checkbox"/> Draft EIS/EIR
Subsection (if applicable):		
Number:	Title:	
Comments:		

"see attached"



**Los Angeles World Airports  
November 8, 2001**

**Good evening Ladies and Gentlemen,**

**My name is Charles White, Councilman, City of Moreno Valley and Vice-Chairman of the March Joint Powers Authority.**

**The March Joint Powers Authority jurisdictions consists of the County of Riverside, and the cities of Perris, Riverside and Moreno Valley.**

**In March, 1997 the USAF & the March Joint Powers Authority signed a Joint Use Airport Agreement. Our cargo airport is now open and ready to accept cargo aircraft flights.**

**The reason for my being here this evening is to recommend that any expansion of LAX be postponed until such time as Inland regional airports are used to their fullest extent, particularly March Inland Cargo Port because it is a viable alternative to LAX expansion:**

- **We have the longest runway in California (13,000 feet) with clear airspace and no flight restrictions.**
- **We are installing a new instrument landing system that will allow aircraft to land in all weather conditions.**
- **We are a joint use airport. Our runway, air traffic control, fire fighting and rescue are maintained by the Air Force.**
- **We are adjacent to I215 and we are constructing an interchange leading directly into the airport.**
- **We have an adjacent railway and several thousand acres for development of air cargo, distribution or manufacturing buildings.**
- **We have a local population and employment base of approximately 500,000.**


- **There are several hundred trucks that pass by our airport every day on their way across our region to make deliveries to LAX. By using March Inland Cargo Airport, traffic and air pollution could be dramatically reduced in addition to providing much needed local employment.**

**In the opinion of the March Joint Powers Authority, the environmental document being provided for the expansion of LAX cannot be considered adequate until there is a complete review and discussion of the regional airport approach.**

**We therefore add our voice to the many other voices of the Inland Empire that believe it is time to think on a regional airport basis rather than on a one airport basis for the benefit of one locale.**

**In closing, the March Joint Powers Authority urges that the expansion of LAX be rethought; that the EIR/EIS be rewritten to address a regional airport approach and that consideration be given to sending air cargo carriers to March Inland Cargo Port.**

**On behalf of the March Joint Powers Authority I thank you for allowing me to make this presentation and wish you all happy holidays.**



**Charles R. White, Vice-Chairman**

**March Joint Powers Authority**

## Calkin, Kelly

---

**From:** Greenstein, Sami  
**Sent:** Monday, July 16, 2001 10:40 AM  
**To:** Calkin, Kelly; Koehler, Joshua; Lu, Sunny  
**Subject:** LAX Letters

Just wanted to let you know there were quite a few errors on the data entry - which is **TOTALLY TOTALLY** fine considering it was everyone's first project. But since the errors were consistent, I wanted to let you know what they were so they can be corrected.

1. If a person has an initial for a first name.

First, check and see if there is someone else with that initial and last name already entered in db with same address. It is safe to assume it is the same person. i.e. we can assume that D. Grandpre and Doug Grandpre at the same address are the same person and go from there.

Otherwise, in the "Salutation 1" field on the People record screen (gray screen where all info is entered) put "Friend" so the letter will say Dear Friend, instead of Dear L or whatever.

Also along those lines, names like McWwhatever, need to be capitalized on the third letter.

2. A lot of incomplete addresses - no state, no city.

After entering street address, you should go to the zip code field and enter that. Then proceed to the ? button on the right, which will cause the complete address to pop up. If it is red you know there is an error, either a typo or something. If it is green, the address is correct, hit accept and the blanks will fill in themselves. This prevents spelling errors and ensures all the blanks are completed.

Otherwise, they were great and the corrections are all going out today - so thanks again. These are easy to correct and if you have any questions, please give me a call.

Sami Greenstein  
Congresswoman Jane Harman  
229 Cannon House Office Building  
Phone: 202-225-8220  
Fax: 202-226-7290

**Meryt McGindley - LAX Master Plan EIR/EIS**

---

**From:** Beverly Fredericks <bevewest@pacbell.net>  
**Date:** 11/9/2001 2:51 PM  
**Subject:** LAX Master Plan EIR/EIS  
**CC:** <mmcgindl@council.lacity.org>

---

Attn: Mr. Jim Ritchie

Deputy Executive Director

Los Angeles World Airports

LAX Master Plan / Room 218

P.O. Box 92216

Los Angeles, CA 90009-2216

November 9, 2001

Dear Jim Ritchie,

As longtime residents of Westchester, all of our families have put their hearts and souls into making this community comfortable to live in. With each one of the airport additions, we have tried to work them into our lives. But now, it seems like it is all going to be taken away from us, if the proposed expansion takes place. The future of Westchester and El Segundo and other heavily populated communities around us, all hang in the balance. Is there no end to it ?

Since the events of September 11<sup>th</sup>, we are even more concerned than ever. In the event of an attack on LAX, especially if there is added expansion or more air traffic, it could cost us and our nation, loss of life, even beyond that of the Twin Towers disaster in New York. Too large of an airport, with all the surrounding communities, makes us a 'sitting duck' for a terrorist attack.

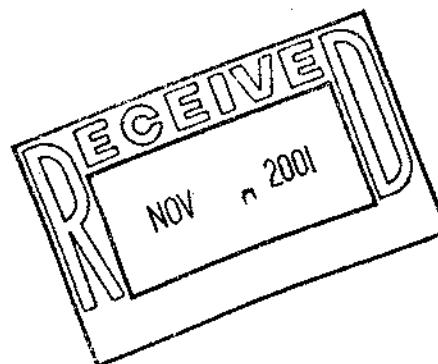
If any of us were able to survive, it would become almost impossible to start all over again. Many of us here, have been dedicated to helping each other for more than 50 years now. In recent years, we have been attracting numerous younger families with their children, who are also delighted with the sense of an untroubled community, as well. They are looking forward to a comfortable place to live and grow.

It seems like the wise thing to do, would be to follow the example of several other major airports in the United States that have limited their sizes or relocated their sites. Denver, Chicago and New York, all had similar problems, and they finally moved their major facilities about 20-30 miles outside of the city limits.

The ideal spot for a major Los Angeles airport for the city, could be in Palmdale, just to the north of us, which already has good runways. It will probably never out-grow itself there. It ought to be more convenient for dispersing cargo shipments too. A short rail system could be set up to transport people, through or over the mountains, where a central receiving station could be located on the city side to disperse passengers to all parts of the Los Angeles basin. Then so many passengers wouldn't have to drive so far to get to LAX.

The Los Angeles basin has enough other airports in other outlying areas of southern California that should help to

file:///C:/Documents%20and%20Settings/mmcgindl/Local%20Settings/Temp/GW}00008.H... 11/9/2001



PC03532

**ARTHUR I. SALMONSON**  
7510 West 83rd Street  
Playa del Rey, CA 90293  
Phone/Fax: 310-645-9015  
artsalmonson@mindspring.com

July 15, 2001

Mr. Jim Ritchie  
L.A. World Airports  
LAX Master Plan, Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

## **PUBLIC COMMENTS**

Dear Jim:

I am a retired commercial airline pilot and also an experienced real estate consultant and believe that I could help you create a plan for a partial expansion of LAX that would be far less disruptive and costly than your alternative plan. While some air traffic should be routed to other regional airports, particularly Long Beach Airport (which I am aware you have no control over), there still needs to be a small expansion of LAX to handle more capacity. As a homeowner in the area who will be impacted by any expansion, I propose the following ideas:

1. Create an Arbor Vitae exit/entry in both directions off the 405 Freeway, however do not build a new freeway route to the proposed west terminal. Instead, widen Arbor Vitae and the Westchester Parkway from the 405 Freeway right through Westchester into the new west terminal. If necessary, build an upper roadway along this route with car pool and bus lanes. Do not destroy any businesses or take any substantial amounts of land in Westchester to accomplish this.
2. Definitely bring the light rail line into LAX and install a station where needed.
3. Extend runways 24 Left and 24 Right westward into the sand dunes across Pershing Drive. Flatten the sand dunes where necessary. Tunnel Pershing Drive underneath the extended runways. Do not extend these runways eastward.
4. Build the new west terminal and parking as proposed with people mover between terminals.

PC03533



Mr. Jim Ritchie  
Page Two  
July 15, 2001

I believe my ideas could be supported by the Westchester and Playa del Rey communities since it would only be a partial disruption with fewer adverse impacts and it would add some additional capacity into LAX. I have extensive education into land use and studied this area while a graduate student at USC's Lusk Center for Real Estate Development. I have enclosed my resume and would be pleased to assist your team in developing these ideas as either an outside consultant or as an employed member of your staff.

Look forward to talking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "A. I. Salmonson". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Arthur I. Salmonson

**ARTHUR I. SALMONSON**

7510 West 83<sup>rd</sup> Street  
Playa del Rey, CA 90293  
310-645-9015  
artsalmonson@mindspring.com

***CAREER SUMMARY***

Extensive experience in commercial property leasing and asset management. Successfully closed 270 lease transactions ranging from 500 to 140,000 square feet. Team player with excellent negotiation, communication, people management and decision making skills. Negotiated telecommunication license agreements, resurrected troubled office buildings, planned and directed project marketing and leasing programs, negotiated leases, supervised leasing agents, tenant prospecting, tenant construction, renovation programs, contracted with vendors, conducted marketing research, project feasibility studies, financial reporting, financial analysis and project management.

***REAL ESTATE EXPERIENCE 1984 - 2001***

**WIRED ENVIRONMENTS**, Los Angeles, California. Western Real Estate Manager. Responsible for negotiating and securing telecommunication license agreements to install fiber-optic T-1 lines in office projects in the western United States. Company is a national Internet service provider and Internet technology company. Secured license agreements in 23 Los Angeles Wilshire Boulevard office buildings totaling 5,500,000 square feet

**TOTAL COMPANIES**, Los Angeles, California. Vice President of Leasing for Central Plaza and Metroplex Wilshire office projects. Repositioned non-performing projects to attract tenants with heavy telecommunication needs to utilize projects various fiber optic telecommunications carriers. Prospected for tenants and negotiated leases for five Class A high rise office buildings totaling 1,200,000 square feet in the Wilshire Center district that include 100,000 square feet of retail space.

**HUNT PACIFIC MANAGEMENT**, Downey, California. Leasing Manager for the Bank of America Building. Improved performance of a non-performing office building producing negative cash flow. Redefined the target market, prospected for tenants, negotiated leases and increased rental rates while reducing tenant acquisition expenses. Oversaw tenant construction and trained property manager in office leasing and tenant renewal procedures. Reduced vacancy from 50% to less than 10% within 24 months creating positive cash flow.

**E & S RING MANAGEMENT**, Irvine, California. Vice President of Leasing for the Airport Plaza at Skypark. Resurrected failed REO office complex for new ownership. Created and executed the marketing and leasing program while training new management personnel in property management duties. Developed project renovation plan and supervised tenant construction. Instituted new rental policy and reduced operating costs. Closed 41 office leases and reduced vacancy from 75% to under 10% in 12 months. In addition, performed business development activities and secured numerous third party fee management contracts from major financial institutions on large residential income properties.

## ARTHUR I. SALMONSON

**TAISEI AMERICA**, Long Beach, California. Director of Leasing for Shoreline Square. Planned and directed the marketing program for a 1988, 21 story, 400,000 square foot Class A office project with low occupancy in an overbuilt market by emphasizing out-of-town prospecting, international marketing and skillful lease negotiation. Reduced vacancy rate from 90% to 40% primarily by importing tenants into Long Beach. Executed twelve leases and increased gross income near break even point after sixteen months. Supervised tenant contractors, conducted marketing research, prepared budgets and operating expense reports.

**MANULIFE REAL ESTATE**, Los Angeles, California. Leasing Manager for four office projects totaling 1,380,000 square feet. Directed the pre-leasing efforts for a recently completed 35-story, 700,000 square foot building at 865 South Figueroa Street. Developed the project proforma and supervised leasing agents. Managed marketing research, tenant prospecting and lease negotiation activities. Supervised tenant construction, space planning and developed the project renovation program for 9171 Wilshire Boulevard while reducing vacancy from 50% to 5% in 1987. Prepared financial reports, yield analysis, operating budgets, income property appraisals and financial analysis on acquisitions and dispositions.

**11601 WILSHIRE ASSOCIATES**, Los Angeles, California. Director of Leasing for the World Savings Center, a 25-story, 480,000 square foot, Class A West Los Angeles office building developed by Realtech Development and Olympia & York. Preleased the building during construction. Instituted national tenant prospecting campaign and directly solicited major professional service firms from coast to coast as well as insuring broker cooperation. Conducted project presentations and negotiated leases. Secured the tenancy of IBM by creating a consolidation plan for six divisions which resulted in a 140,000 square foot lease.

### *EDUCATION*

**Master of Business Administration, 1984**

**Master of Science in Business Administration, 1985**

University of Southern California. Marshall School of Business

3.74 GPA. Major in real estate finance, investment analysis and entrepreneurship.

**Master of Real Estate Development, 1988 (Completed 75%)**

University of Southern California. Lusk Center for Real Estate Development.

### *ADDITIONAL INFORMATION*

Licensed California Real Estate Broker. UCLA Certificate in Real Estate Finance. Member of U.S.C. Real Estate Alumni Association and Los Angeles Commercial Realty Association. Beta Gamma Sigma - gold key for 3.74 GPA. Proficient in Excel, Lotus 123, Word and Wordperfect. Former commercial airline pilot with Captain ratings on the Boeing 737 and Cessna Citation jets.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): *Harriet B. Hashimoto* Date: *12-1-01*

Address: *781 Ridge Crest St.*

City: *Monterey Park* State: *CA.* Zip Code: *91754*

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):

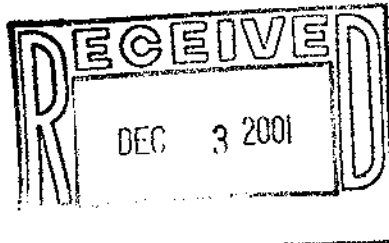
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

Office Use Only

*I live up in the hills of Monterey Park. We moved here for the peace and solitude it offers. Now we have airplanes flying very low at times & it seems to get worse. They even disturb one's sleep at times.*

*Stop it, please.*

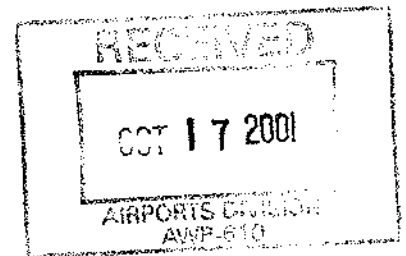


Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.

PC03534

October 16, 2001



Mayor James Hahn  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012

We are writing to express our extreme displeasure at the recent action by the City of Los Angeles and the Los Angeles World Airport's (LAWA) Commissioners.

We are outraged the City's officials and the Los Angeles World Airport's (LAWA) Commissioners have decided to put an abrupt halt to the Manchester Square Property Acquisition/Relocation program. We own property in the Manchester Square area of Los Angeles. We were participating in the Los Angeles World Airport's Property Acquisition/Relocation program. The consequence of their decision has had a devastating effect on the property owners of this neighborhood.

Never have we experienced such blatant disregard by a government official's decision. Never have we been so severely and ruthlessly affected by such a decision. As a result of that edict, the property owners of the Manchester Square have been left with empty, vacant lots spread throughout the neighborhood negatively affecting property values. Adding insult to injury our tenants indicated they felt uncomfortable with the vacant lots and have relocated to another neighborhood. We are left with an unoccupied house with little prospect of finding suitable tenants. We are incensed that elected officials of the City of Los Angeles along with the LAWA Commission appointees felt our community so unimportant.

The LAWA offered to purchase property from homeowners in this community, and in good faith, the homeowners agreed to sell. What has happened to the integrity of government? Since when is a city allowed to invade a community, knock down houses then abruptly walk away without a word, leaving the remaining neighborhood in such a condition? This scenario is reminiscent of a third world country's government.

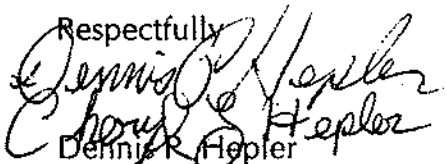
We as citizens of the United States have a responsibility to set a higher standard for other governments around the world. We realize the consequence of the World Trade Center has had a devastating effect on our Country. It has been a tremendous burden for all citizens of the United States and around the world. The results will be felt for years to come. It is important that our local government not contribute to an already appalling situation.

We believe that an effort by the City of Los Angeles and LAWA to honor the City's existing commitment to the community would be preferable to the current

PC03535

atmosphere of discontent and mistrust. We implore the City of Los Angeles and the Los Angeles World Airports to reconsider their position and reinstate the Acquisition Relocation Program. The only acceptable solution to this terrible situation is to resume immediately the LAWA Acquisition/Relocation Program.

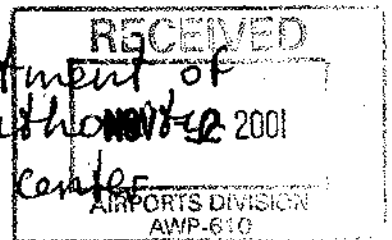
Respectfully



Dennis R. Hepler  
Cheryl L. Hepler  
4862 El Rancho Verde Dr  
La Palma, California 90623  
(562) 865-5690

cc Commissioner Ted Stein, Los Angeles World Airport  
Councilmember Ruth Galanter  
David B. Kessler, AICP, US Department of Transportation  
Federal Aviation Authority  
Jim Ritchie, Los Angeles World Airports  
Maxine Waters, U.S. Congresswoman  
Senator Debra Bowen, California State Senate  
Senator Edward Vincent, California State Senate  
Assemblyman George Nakano, California State Assembly  
Assemblyman Jerome Horton, California State Assembly  
Governor Gray Davis  
Lieutenant Governor Cruz M. Bustamante  
Senator Barbara Boxer  
Senator Dianne Feinstein  
John Puerner, Editor, Los Angeles Times  
Howard Fine, Reporter, Los Angeles Business Journal

TO: David B. Kessler, ATCP, US Department of  
Transportation Federal Aviation Authority  
P.O. Box 92007, World Way Postal Center  
L.A. Cal. 90009-2007



10.30.01

RE: LAX - Master Plan.

Mayor Hahn and Airport officials started recently stressing Airport Safety & Security. Unfortunately, these considerations are pertaining mainly to Air Passengers and not to the hundreds of thousands of people living in the vicinity of the Airport.

LAX is surrounded by several highly vulnerable targets: over a dozen of schools, including four High Schools, Loyola University, Playa Vista Development, Major Chevron Refinery in El Segundo, Los Angeles Water Works, Inglewood Forum and many others. Billions of Dollars in Investments, plus life of people in densely populated Areas.

A plane can depart from its path not only because of a terrorist act, but because of human error, mechanical defect, weather, earthquake and other causes. Most reasonable people can see that this is not a place for a Major Airport; there is too much at stake around. However, since we are stuck with it, we must make the best from a bad deal.

One of the best ways of improving safety is to lengthen the distances between landing and taking off planes. Congestion in the Air causes accidents. Putting a fictitious cap upon the number of passengers, will do little good, unless alternative facilities, somewhere else are provided. Otherwise planes will still be coming if there is nowhere else to go.

Now is an excellent time to promptly develop and market Ontario, Palmdale and El Toro. Balanced uniformly distributed air traffic will automatically increase safety out and around LAX

sincerely Andrew F. Stefanski

Mr. Andrew F. Stefanski  
7296 W. 85th St.  
Los Angeles, CA 90045

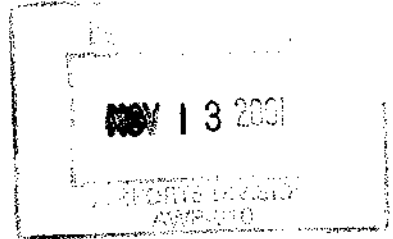
c/c: Jone Hartman, Congresswoman, 36th District

PC03536

# Councilmember Ruth Galanter Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, AiCP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697



Name (First, MI, Last or Organization):

LINDA COPPIN

Date:

11-9-01

Address:

6415 W. 85th St

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

In light of the terrorist attack's, we need additional international airports. Ontario, Palmdale and El Toro need to be developed. I live near LAX and I am concerned with safety. Many of the problems associated with LAX will become much worse

- extreme traffic congestion
- high noise pollution

Attach additional sheets if necessary.

- Air pollution

**NO LAX EXPANSION**  
PC03537



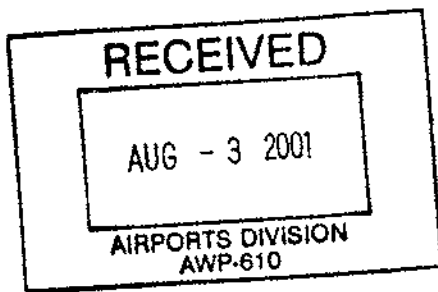
July 31, 2001

Dear Mr. David Kessler,

Mayer Jim Hahn seems fair in requesting additional hearings regarding LAX airport expansion. But the locations chosen are close enough to enjoy a short drive to the airport and not be hurt by the foul air from traffic and airplanes. San Pedro, downtown Los Angeles and Monterey Park do not put up with gridlock on 405 near the LAX airport. Neighboring communities do not have soot on their homes, trees or in their lungs.

The impact of expansion at LAX airport will be borne by those already affected.

Let's have regional airports so all people need to travel less to catch a flight.



Sincerely,  
Mrs. Charles Heath

PC03538

RECEIVED

NOV 13 2001

November 8, 2001

Mr. David B. Kessler, AICP  
U.S. Dept. of Transportation, FAA

Dear Sir,

In light of heightened security concerns for LAX after Sept. 11th's events, I support a combination of Mayor Hahn's Alternative 5 Proposal & a regional airport expansion plan for the LAX Master Plan.

The features I support in Mayor Hahn's ~~Prop~~ Proposal include:

1. Caping LAX at 78 million annual passengers
2. No ring road
3. No Western Terminal
4. Removing parking lots in the Central Termi<sup>(CTA)</sup> area.
5. Constructing a new "check-in" bldg. with parking east of CTA
6. Moving runways further apart

I do NOT support the extension of the No. runway over Sepulveda Blvd., causing the loss of some Neilson Park homes and partial loss of Westchester's Central Business district.

Secondly, <sup>since</sup> the population is growing faster near proposed regional airports (Ontario, Palmdale, Orange Cty., etc.) than near LAX (according to U.S. Census Bureau & So CA Assoc. of Governments data), it would be very sensible to have airports in these areas absorb some of the expansion proposed for LAX.

Please do your best when discussing the  
Alternative 5 Proposal & the LAX Master Plan to  
delete expansion of the No. Runway over  
Sepulveda and to promote a plan of regional  
expansion instead of a mammoth LAX expansion.

As a homeowner and voter here in  
Westchester, I want our community  
not to be spoiled with additional  
traffic and noise & air pollution  
resulting from an unwise  
LAX expansion.

Thank you for your help.

Sincerely yours,  
Jeanine K. Sheehan  
7948 Agnew Ave.  
L.A. CA 90045

# DISTRICT OFFICE

AUG 22 2001

## COUNCIL DISTRICT 6

LAX face-lift or beautification project started in summer of Democratic National Convention. The face-lift or beautification still \$12 million was spent which included 15 pylons and 3 40ft. tall letter

Since last 6-8 months, no week is passed without news about \$12 billion expansion master plan or LAX safety or LAX conq

\$82 million budgeted for developing and promoting LA against which 60 million already spent. \$65 million spent on LA contains 12000 pages and took 5 years in making. \$12 million spent on public relations, etc. \$315 million spent for sound proofing in the area. \$70,000 plus spent on ads announcing the hearings in newspaper expansion plan.

\$485,000 study, conducted by NASA as part of a continuing miss (crashes) at LAX. \$5 million spent since 1999 to install more taxiways and runways and distributed posters showing problem spots

LAX was built to accommodate 40 million annual passenger passengers traveled in 2000 and in 2001 it will be more. Studio demand at LAX will reach 92-98 M.A.P. by 2015.

Against above facts and figures, one should ponder how many computer systems which operates and controls entrance and exit computer system is 20 years old and totally worn out resulting Exit booths are in depleted condition, Due to frequent faulty performance system, lanes are closed, customers' problems arise and employees rude behavior. No proper communication from exit area to office capacity, employees are over burdened and customers are frustrated space and cannot make fast airport exit. Planes jam taxiways and to terminals and parking lots.

Is there any plan for immediate implementation to re customers/employees will have to wait till 2015 when so called completed or the present entrance/exit system of cars will

1. I have been a resident of Playa del Rey and Westchester for 34 yrs.
2. I have already lost one house to the airport and do not intend to lose another.
3. I feel the airport has lied to us the entire time I have lived in the area.
4. My perception is that this entire plan is fueled by GREED with absolutely no regard for people of this neighborhood or the environment
5. If the commissioners are so damned smart they should know that you cant put 5 lbs into a 3lb bag.
6. And finally, my sympathy goes out to the families of those who are going to lose their lives if this insane plan succeeds.

6/9 B. McGintley comments  
LAXEIR hearing

PC03540

To: Jim Ritchie, LAWA  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

## Public Comments

Name (First MI Last, or Organization):  
Margaret U. Farnum

Date 9/24/01

Address: 7407 Naylor Avenue

City: Los Angeles (Westchester)

State: CA

Zip Code: 90045

Telephone (optional)

E-mail: (optional) mufarnum@aol.com

Document:  Draft Master Plan

Draft EIS/EIR

Subsection (if applicable)  
Number:

Title:

Comments:

Office Use Only

NOW IS THE TIME for all good men and women to come to the aid of their country, their cities and their airports. More than ever, we must look at a Regional Airports solution for our growing air transportation.

The devastating terrorists strikes illustrate the wisdom of not putting all our eggs in one basket. . . borrow an old cliché. To funnel the major portion of air travel through LAX is not only foolhardy, but tempting to terrorists.

The environmental impact of an expanded LAX upon our city may now be overshadowed by the need to downsize for the safety of all of Southern California. The recent terrorists attack should be an ultimatum for the FAA to refocus upon a regional airport master plan.

Attach additional sheets if necessary.

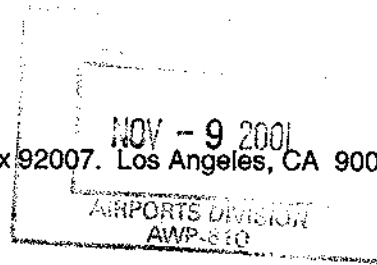
Comments are due by 7/25/01

Form Courtesy of Mina Bharadwa of Re/Max Beach Cities Realty  
(310) 649- MINA

PC03541

Re. LAX Master Plan Views

David Kessler, AICP, US DOT, FAA, AWP-611.2: P.O. Box 92007, Los Angeles, CA 90009-2007



6 November 2001

Dear Mr. Kessler:

The following correspondence re. Sepulveda Blvd. Expansion has some key points about LAX expansion and problem alleviation as well (**Shown in bold**). Please factor them into your plans.

From: Hobart, Jack Sent: Tuesday, November 06, 2001 12:09 AM  
To: 'mbonin@council.lacity.org'  
Subject: KEY ARGUMENTS AGAINST SEPULVEDA EXPANSION

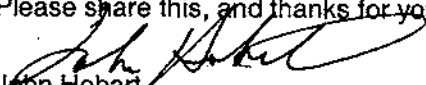
Dear Mr. Bonin (and Councilwoman Galanter).

I heard the good response to the 1985-based DOT plan for Sepulveda expansion in Westchester last week. Here are some key arguments that I didn't hear, plus several others. Please bring them up in the Council meeting this week.

- (1) Expanding from 3 to 4 lanes each way will actually create gridlock. The current 3 lanes works well without left turn lights. All 4 lane roads use left turn lights exclusively, lowering the amount of green light time in both directions a lot. **THIS IS KEY!**
- (2) The Sepulveda tunnel currently chokes traffic to 3 lanes each way. Four lanes can only serve to bring more traffic to the airport, not let more traffic go thru on Sepulveda. There is a better way to get traffic to the airport (see the following)
- (3) **The 405 and 105 freeways already meet nearby, Sepulveda doesn't connect them as DOT stated. Have the US DOT alleviate the problems by extending the 105 to dump off traffic near Pershing for entering the terminal from the west (no local access to mess up Manchester, etc.). Have them add a northbound lane at the bottleneck near La Tijera.**
- (4) **If LA DOT wants to expand a street, the one that would help Sepulveda is actually widening La Cienega Blvd between the 405 and 10, the Santa Monica Freeway. This would relieve the need to increase Sepulveda traffic and would impact far fewer residents, plus helping alleviate traffic for 10 times more people.**
- (5) **Insist that dedicated cargo aircraft traffic be moved to the outlying airports near the shippers, mainly Ontario, Long Beach, Orange County and Burbank.**
- (7) **Recommend that the government mandate that any county with an international airport carry approximately its own air traffic, not send it to another county (Orange County vs. LA County).**
- (8) **Currently, most busses and HOV's going to and from the airport are nearly empty. LA DOT is also sending busses by my side street in Westchester, even up to midnite on weekends, with 1 or 2 occupants, except when schools let out. No private business not spending our lavish sales tax dollars could ever run a business this way.**

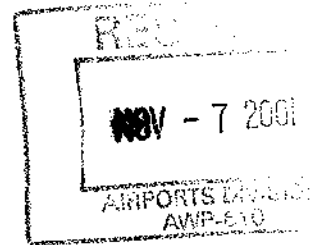
**I live north of LAX and work just south of LAX. I wish the sidewalks were 3 feet wider so that I could travel Sepulveda to work. I wouldn't dream of sharing a high speed traffic lane with HOV's, busses, cabs and limos, even to go to a decimated Westchester shopping center. Has DOT even looked at the current race track of HOV's and cabs vying to beat each other to the Airport on side streets now? As the old adage says, Would they send their daughters on bicycles down Sepulveda? Let them cast the first stone (or bury their first heir).**

Please share this, and thanks for your attention.

  
John Hobart  
8005 Dunbarton Ave.  
Los Angeles, CA 90045  
310.645.5419 eves. 310.426.4226 days.

PC03542

November 6, 2001



✓ David B. Kessler, AICP  
U. S. Dept. of Transportation.  
Federal Aviation Administration  
P.O. Box 92007 - World Way Postal Center  
Los Angeles, CA 90009-3615

and

LAX Master Plan  
Los Angeles World Airport - Room 218  
Attention: Jim Ritchie  
P. O. Box 92216  
Los Angeles, CA 90009-2216

REFERENCE: LAX Draft Master Plan and Draft EIS/EIR

The following comments are submitted to be included in the public record of the captioned proposals.

Although Alternative 5 is too nebulous to be seriously considered as a viable plan, the proposed extension of the North Runway is specifically unacceptable. This would make an entire residential neighborhood uninhabitable, and wipe out half of the shopping district of Westchester.

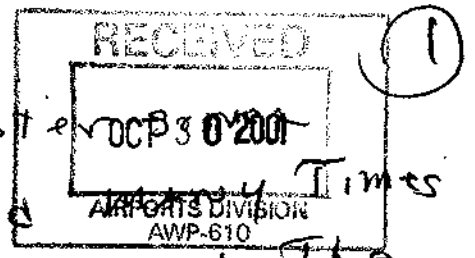
Now is the time to delete the referenced Los Angeles World Airports plan and all its options: Alternative A, B, C, 5 and No Action/No Project. LAWA needs to present a completely new plan that deals effectively and humanely with the realities of the 21<sup>st</sup> century.

*Barbara G. Burns*

Barbara G. Burns  
7314 Kentwood Avenue  
Westchester, CA 90045-1224

cc: U. S. Senator Barbara Boxer  
U. S. Senator Diane Feinstein  
U. S. Representative Jane Harman  
Los Angeles County Board of Supervisors:  
Michael Antonovich, Yvonne B. Burke, Gloria Molina, Donald Knabe, Zev Yaroslavsky  
Los Angeles Mayor James Hahn  
Los Angeles City Councilwoman Ruth Galanter

PC03543



TO DAVID KESSLER

I have lived here in Westchester  
1951. I have seen L.A. LAX expand  
Each time many homes have been removed, the  
land has not been used to solve the main  
problem. The main problem as I see it is that  
the design of LAX is bad creating a total  
bottle neck. You can't solve a problem by adding  
to the bottle neck. buying land and not using  
it to the best advantage.

Why not totally rebuild the layout of  
L.A. LAX. You can do this without destroy-  
ing a neighborhood

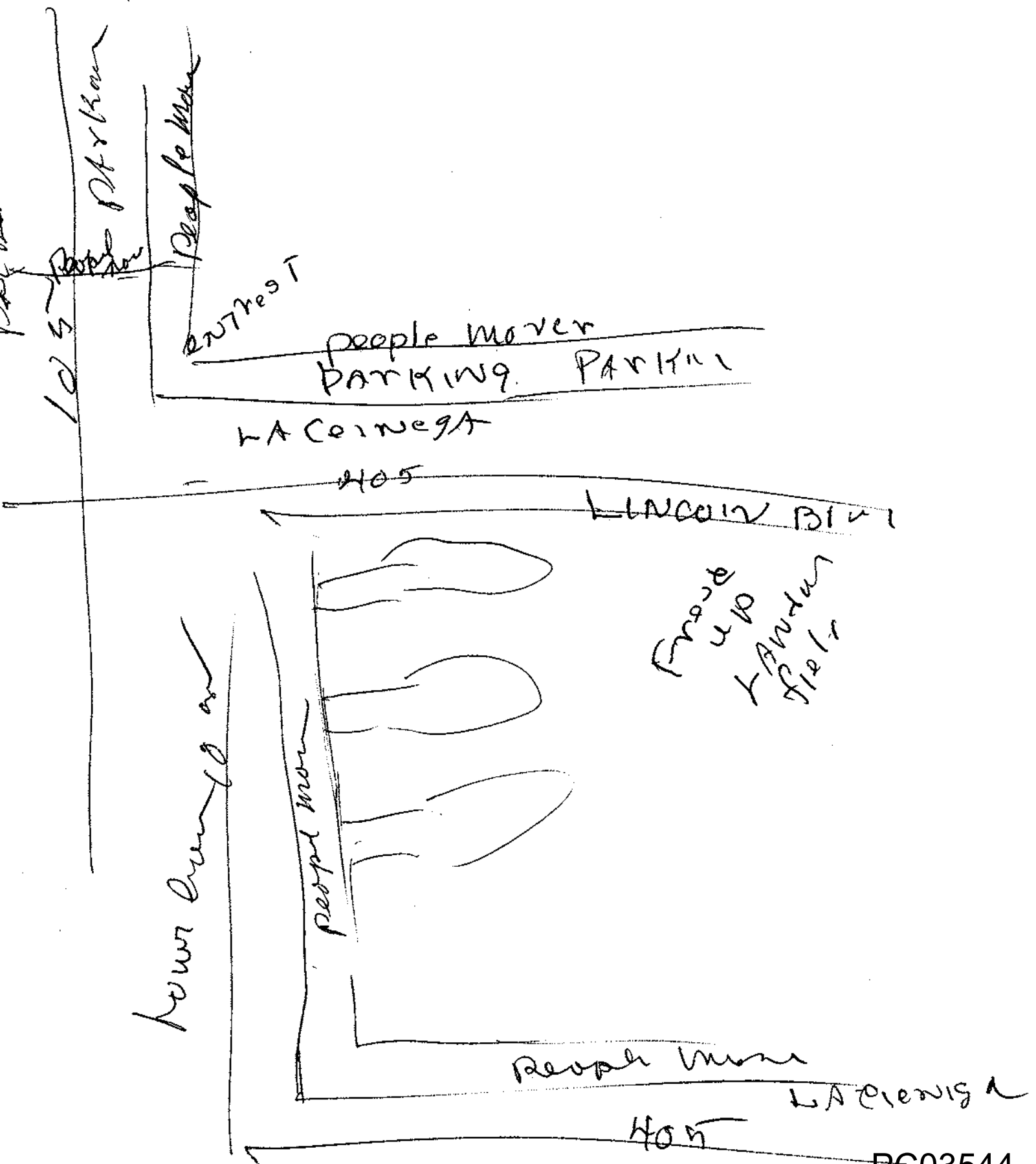
My suggestion is to use LA Clearex Blvd  
I could be the main street a better choice  
is to widen it and extend it north.

By putting the main entrance on the  
southeast corner between 105 and 405  
or LA Clearex widened, you could have the  
entrance over people moving something  
like Las Vegas. Parking could be here  
also with connection to main entrance  
cars could come off freeways by

the many existing exit & entrance  
This would take traffic totally out  
of this neighborhood, creating also  
a direct route to entrance & leaving room



for more LANDING SPACE. Also There (2)  
would NOT need to change other STREETS  
IT would be something like this



3

MARSHES

BANKS

105

Selveda

EL SEGUNDA

N

AVIATION

LA CENIZA

105

E

EL SEGUNDA

It could be designed, ~~not by~~ ~~A~~ 4  
Really nice. A pleasant place to go to  
A proud place to live by.

Martha Cuddeback  
7776 ISIS AVENUE  
L. A. CA 90045  
310 649-6092

OCT 18 2001

AIRPORTS DIVISION  
AWP-ETG

Anthony Edward Mazza  
2654 Joshua Hills Dr.  
Palmdale ,calf. 93550  
October 11,2001

Mr.David Kessler US. Dept. of Transportation

Sir:

As A long time resident of the ANtelope Valley and a Retired Postal Police officer That worked at Los ANgeles International Airport area durings its growth period from the 1970sthru 1980s. I always maintained that LaX. would do everything in its power to insure that no other decent sized airport be allowed to compete , simple as that.

I moved to Antelope Valley in 1978 and com<sup>m</sup>uted to work at World Way Postal Center for years before the big Boom. I was told by someone that was in the know up here that we would never see a decent sized Airport up here for another (30) thirty yaers, and He was correct. There is always some reason to delay and this has been going on for over thirty years. All we get is political wind every once in a while and then it dies down to the next time and the next excuse.

From a logical standpoint due to the Security problems that will always haunt air service at LAX. it would seem logical to move some passenger service up here since access to the Public is far superior than crowded LAX., Also maintaining better Security would not only be cheaper but more efficient! But like I said this is not governed by logic, its politics that controls the situation and money!

The Postal Service used to have a Mail Service from LAX. to Palmdale years ago with private planes. This was eliminated and then we had a Sectional Center built in MOjave to expidite Mail so our mail then began to come a day later, NOW thats real efficie ncy?

After After almost twenty four years of hearing all the stories and arguements PRO and CON, I get the feeling its the same old whoeey the public gets from its commisions and Politicians all over again, Its the same LAX. doesnt want to loes any money to outlying areas if it can help it, despite the logic of expanding outlying air ports.

The only way it seems that we will get some action up here is for the City of Palmdale to by the Airport and whatever surround- ing are belongs to L.A.W.A. and then there will be progress in this area any other way will bring the same old Hot air every so Often.

Thank You

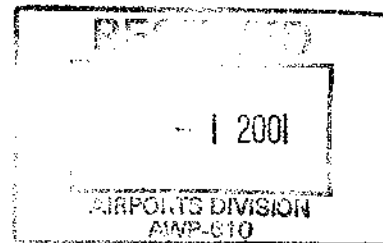
Anthony Edward Mazza

*Anthony E. Mazza*

PC03546

**NORTH WESTDALE NEIGHBORHOOD ASSOCIATION**

September 23, 2001



Mr. David Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
P.O. Box 90027  
Los Angeles, CA 90009-2007

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Update  
P.O. Box 92216  
Los Angeles, CA 90009-2216

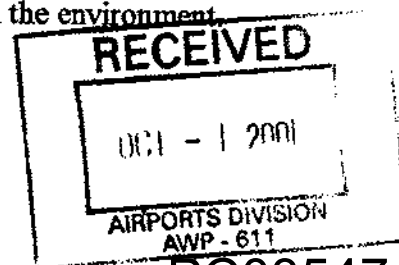
REF: LAX MASTER PLAN AND DEIS/DEIR

Dear Mr. Kessler and Mr. Ritchie:

The North Westdale Neighborhood Association (NWN) is an Association that is made up of approximately 550 homes which are directly under the flight approach to Santa Monica Airport. Two schools in our community, Richland Elementary School and Daniel Webster Middle School, are also directly under the flight path.

The North Westdale Neighborhood Association's comments on the LAX Master Plan and Draft Environmental Impact Statement/Draft Environmental Impact Report follow:

- The LAX DEIS/DEIR is inadequate and should be withdrawn. A new regional air transportation master plan should be developed to include the 11 other southern California commercial airports along with LAX.
- Population and job growth in southern California is projected to occur primarily in areas distant from LAX. Airport capacity in those areas should be expanded to meet local needs. This would have the added benefit of reducing the traffic and air pollution created by travelers and freight from all over southern California using already congested surface transportation to get to LAX. This must be addressed in the Final EIS/EIR.
- The Master Plan and Final EIS/EIR must look at the combined effects of LAX expansion and development of the Playa Vista project.
- The LAX Master Plan is not consistent with the regional transportation plan developed by the Southern California Association of Governments (SCAG).
- The Final EIS/EIR must thoroughly study and address the effects of jet fumes (non-combusted and combusted) on the health of the people who are exposed to jet exhaust.
- The Final EIS/EIR must thoroughly address the effects of jet exhaust on the environment.



PC03547

- Reliever Airports must be addressed in the LAX Master Plan. Comprehensive studies must be done on current air quality, noise levels, and safety in the communities and schools surrounding the reliever airports. Projections of the effects of implementation of the LAX Master Plan must be made to address the effects on these communities and schools. Mitigation measures must be proposed for negative impacts on these areas.

NWNA requests that the Final LAX EIS/EIR look at the impact that Richland Elementary School and Daniel Webster Middle School would be exposed to in regards to safety, air pollution and noise pollution.

The NWNA also requests that adequate noise monitors be installed to more accurately compile data in order to give a true picture of the noise impact on the schools and homes in our community.

- The four future LAX improvement concept plans (including the "No Project" alternative) currently being considered do not include the development and enhancement of general aviation Fixed Base Operator (FBO) Facilities at LAX. If Fixed Base Operator Facilities are diminished in the LAX Master Plan, SMO will experience an increase in corporate jet aircraft activity creating additional noise and pollution adversely affecting the neighbors living in West Los Angeles and Santa Monica. Corporate and business aircraft operators frustrated by the lack of facilities at LAX will search out alternative airports such as Santa Monica, Hawthorne and Torrance. Santa Monica Airport currently bears an unwarranted burden of relocation jet traffic due to its proximity to downtown Los Angeles, Century City, and the West Side.

The LAX Master Plan needs to increase facilities and services for non-commercial small jets (private jets and business jets, including those under fractional ownership) and helicopters. We would like to see 3 fixed base operator facilities (FBO's) at LAX. Use of small jets is increasing at a dramatic rate. Without facilities at LAX to service these jets, they will be forced to use Santa Monica Airport and other surrounding airports.

The Los Angeles Department of Airports should include, maintain, and expand facilities for General Aviation aircraft (jets and helicopters) in addition to providing for expansion of full service Fixed Based Operator(s) in the LAX Master Plan. If that is not provided for, a full analysis must be made of the impact the exclusion of such facility enhancements would have on SMO and the surrounding general aviation airports and the surrounding communities, and appropriate mitigation measures recommended.

- LAX should not be allowed to grow beyond the capacity of its existing facility.
- Due to the recent events in New York and Washington, DC, we strongly recommend that all general aviation business and private jets (including those under fractional ownership) use LAX and other airports which have adequate security procedures in place.

- Another important advantage to developing a truly regional airport expansion plan is the decentralization of airport facilities. With several airports in the region, disruption of services due to a catastrophic event at one will not have as devastating an affect on air transportation to the region.
- What is the IFR (Instrument Flight Rules) Clearance Capacity at the Reliever Airports of Santa Monica Airport (SMO), Hawthorne Airport (HHR), Torrance Airport, and Long Beach Airport?
- A full and complete analysis must be made of the impact on Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) of aircraft arrivals and departures at Santa Monica Airport (SMO) as a result of the projected increase in flight operations that occur in the course of the full build out of LAX and appropriate mitigation measures to negate negative impacts must be recommended.
- The residents who live in North Westdale and other areas surrounding Santa Monica Airport (SMO) believe that any increase in air traffic at LAX will lengthen delays of IFR and VFR operations at SMO due to an increase in air space congestion. These delays will adversely affect the residential areas of West Los Angeles and Santa Monica surrounding the airport by subjecting them to an inordinate amount of air and noise pollution, as aircraft await departure release.

Santa Monica Airport has already experienced a tremendous increase in IFR (instrument flight rules) departure delays as a direct result of the severely congested air space at LAX. These delays affect homes in WLA which are within one-half mile of the end of the runway on takeoffs. These residents and residents further to the east including the two previously mentioned schools are exposed to jet fumes on a daily basis. Some residents can not have their windows or doors open and can not even sit in their yards because of the noise and air pollution. These problems must be addressed in the Final EIS/EIR.

- The LAX Master Plan EIS/EIR analysis must fully explore the impact of developing El Toro Marine Corps Air Station in Orange County, and Point Magu Naval Air Station in Ventura County, into fully operational air-carrier airports capable of serving domestic and international flights. The EIS/EIR must also justify why developing these valuable airports should or should not occur and quantify the impacts accordingly.

The development of Point Magu and El Toro will reduce traffic congestion on Los Angeles freeways, reduce air pollution and noise impact in and around LAX, reduce air traffic and improve air safety within the LAX airspace, and provide improved and expanded air service to the people living in Ventura and Orange County. Enhanced air carrier service at these airports will also diminish the need to expand LAX by developing capacity at airports within the region to accommodate the projected future growth in passenger activity.

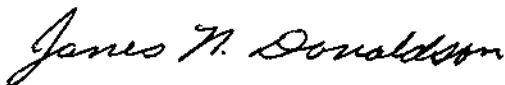
- Any expansion of LAX will negatively affect the quality of life in our community, either directly or indirectly. The 405, 105 and the 10 freeways are near capacity and additional traffic will force people off the freeways and onto the surface streets, thereby severely impacting the surrounding communities. It is because of this that we request that these concerns be addressed in the Final EIS/EIR.

We also request that various types of transportation be looked at, such as a Monorail or Green Line for people to use when arriving or departing LAX instead of driving by car.

- The LAX Master Plan does not include funding or assurances for funding for infrastructure improvements (freeways, surface streets, etc.) that are required to transport passengers and freight to and from the expanded airport. Funding for these projects is not guaranteed. No airport expansion construction should begin until infrastructure improvements are completed.

Thank you for this opportunity to comment on the LAX Master Plan and DEIS/DEIR.

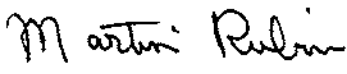
Sincerely,



James N. Donaldson, Vice President  
North Westdale Neighborhood Association  
2666 Barry Avenue  
Los Angeles, CA 90064  
(310) 479-1322

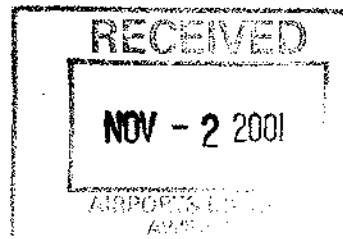


Stacy Brown  
2727 Butler Avenue, Los Angeles, CA 90064  
(310) 478-3371

Martin Rubin   
2822 Barry Avenue, Los Angeles, CA 90064  
(310) 479-2529

cc: Mayor James Hahn  
Councilmember Cindy Miscikowski  
Councilmember Ruth Galanter





October 28, 2001

8306 Regis Way  
Los Angeles, CA 90045

Mr. David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007 World Way Postal Center  
Los Angeles, CA 90009-2007

RE: LAX Expansion of the North Runway Opposition

Dear Mr. Kessler,

I am opposed to extending the North Runway over Sepulveda Boulevard. I am not directly affected by the proposal, however, I do not now see the need to continue with this plan.

If 78 million is LAX's current maximum capacity, there is no need to alter the runway to accommodate more aircraft landings and takeoffs.

I grew up in Inglewood during the '50's and '60's, so I am aware of the attrition of housing and business in Westchester over the past 40 years. I have been living here in Westchester since 1974 and have seen housing removed during the late '70's to make way for a business/industrial complex between Sepulveda Westway and Emerson Avenue that never materialized.

The Westchester business district has been suffering an economic depression since the closing of J.C. Penney's in the '80s. Now that the area is finally being revitalized with a new Ralph's, Blockbuster, Petco and now a remodeled Trader Joe's and Sav-on's and a brand new Home Town Buffet, it would be another economic blow to take out some more businesses and doctor's offices.

If LAX cannot handle an increased passenger load, perhaps it is time to start expanding at John Wayne, Burbank and Ontario. People favor life going on, not being taken away.

Sincerely,

Mrs. Linda Murata

PC03548

Author: "Denny Schneider" <DennySchneider@WeLiveFree.com> at internet  
Date: 11/02/2001 11:57 AM  
Normal  
TO: Dave Kessler at AWP600  
Subject: Fw: No Arbor Vitae Exit

----- Message Contents

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FYI Good speaking last night...  
Denny

----- Original Message -----=20  
From: Denny Schneider=20  
To: Michelle Kirckhoff=20  
Sent: Thursday, October 25, 2001 12:54 PM  
Subject: No Arbor Vitae Exit

Living in San Bernardino, I assume that you are not a native of this = area so I would like to provide a piece of history for your benefit. LAX = has been a part of our community for years. Each expansion removes = hundreds more homes and impacts thousands of lives. Our community is = already descimated by this overdevelopment but it is a condition that = exists--we will never turn back the clock and make our town "Mayberry." = Most of us accept that LAX is an important part of our community. We do = not oppose LAX, but it's time to spread the impact throughout Southern = California to the areas that need (and use) the service. =20

There was a time when the Arbor Vitae interchange activities was = practical and maybe even desirable to mitigate local traffic. That time = is LONG PAST. The LAX situation is in total flux and I would venture to = say that NO ONE can state with any assurance what is in store for = us--even Mayor Hahn or the LAWA Airport Commissioners. =20

The environmental (and social) impacts of concentrating the airport = activity is unprudent at best. A regional solution is essential! =20

WHO KNOWS HOW LAX WOULD LIKE TO DIVERT TRAFFIC UNDER ITS NEW "SAFETY" = THEME ... IT APPEARS, HOWEVER, IT WANTS TO DIVERT SIGNIFICANT AMOUNTS = THROUGH OUR COMMUNITY. WE NEED YOUR HELP TO PRECLUDE IT.

The big arguement in favor of this AV project was traffic mitigation of = the local streets in our area to justify LAX expansion. We are told = that LAX expansion plans are dead. The expansion master plan, however, = is still holding six hearings over the next two weeks! =20

Long ago it was recognized that our steets are overburdened. Make no = mistake--they still are! BUT the real constraint in the area is the San = Diego Freeway and this activity DOES NOTHING TO HELP IT! It only works = for future LAX expansion.

I am enclosing an analysis from the LAX North Side Development Project = Final EIR Report. This already approved project is above and beyond the = present Master Plan. =20

PC03549

The attached EIR pages cast doubt in my mind as to the degree of traffic = improvement (if any) on the San Diego Freeway that would be achieved by = this project. Table 15 shows no anticipated improvement north of = LaTijera where we presently endure almost constant bottlenecks. =20

The report also states "If the Arbor Vitae interchange is constructed, = future use of the I-405 would be slightly increased by both project = traffic and total traffic as noted in the table. In general, total = future traffic demands on this important north-south regional = transportation facility would be about 40 percent greater than existing = traffic volumes. This section of the San Diego Freeway is operating = presently in excess of design capacity during peak usage periods. The = future site volumes will add incrementally to congestion to the north = and south of this section but not in a significant manner..."

Thank you for your time and efforts. Feel free to call on me at any = time if I may be of assistance.

Sincerely,

Denny Schneider  
7929 Breen Ave.  
Los Angeles, CA 90045  
310-641-4199 or 310-338-1550

P.S. This opinion is based on information gathered in my capacities as = LAX/Community Noise Roundtable Subcommittee Chair for the North and East = Sectors, Westchester-Playa del Rey Neighborhood Council Airport Affairs = Chair, Member of the Board of the Osage Neighbors Association and Member = of the LA City District 6 Community Plan Update Advisory Committee.


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<BODY bgColor=3D#ffffff>
<DIV><FONT face=3DArial size=3D2>FYI&nbsp; Good speaking last =
night...</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>Denny</FONT></DIV>
<DIV style=3D"FONT: 10pt arial">----- Original Message -----=20
<DIV style=3D"BACKGROUND: #e4e4e4; font-color: black"><B>From:</B> <A=20
title=3DDennySchneider@WeLiveFree.com=20
href=3D"mailto:DennySchneider@WeLiveFree.com">Denny Schneider</A> </DIV>
<DIV><B>To:</B> <A title=3Dkir_mi@sanbag.ca.gov=20
href=3D"mailto:kir_mi@sanbag.ca.gov">Michelle Kirckhoff</A> </DIV>
<DIV><B>Sent:</B> Thursday, October 25, 2001 12:54 PM</DIV>
<DIV><B>Subject:</B> No Arbor Vitae Exit</DIV></DIV>
<DIV><BR></DIV>
<DIV><FONT face=3DArial size=3D2><FONT face=3DArial size=3D2>Living in =
San Bernardino, I=20
assume that you are not a native of this area so I would like to provide =
a piece=20
of history for your benefit. LAX has been a part of our community for=20
years.&nbsp; Each expansion removes hundreds more homes and impacts =
```

thousands of=20  
lives.&nbsp; Our community is already descimated by this overdevelopment =  
but it=20  
is a condition that exists--we will never turn back the clock and make =  
our town=20  
"Mayberry."&nbsp; Most of us accept that LAX is an important part of our =  
  
community.&nbsp; We do not oppose LAX, but it's time to spread the =  
impact=20  
throughout Southern California to the areas that need (and use) the=20  
service.&nbsp; </FONT></DIV>  
<DIV>&nbsp;</DIV>  
<DIV>There was a time when the Arbor Vitae interchange activities was =  
practical=20  
and maybe even desirable to mitigate local traffic.&nbsp; That time is =  
LONG=20  
PAST.&nbsp; The LAX situation is in total flux and I would venture to =  
say that=20  
NO ONE&nbsp;can state with any assurance what is in store for us--even =  
Mayor=20  
Hahn or the LAWA Airport Commissioners.&nbsp; </DIV>  
<DIV>&nbsp;</DIV>  
<DIV>  
<DIV><FONT face=3Darial size=3D2>The environmental (and social) impacts =  
of=20  
concentrating the airport activity is unprudent at best.&nbsp; A =  
regional=20  
solution is essential!&nbsp; </FONT></DIV>  
<DIV><FONT face=3Darial size=3D2></FONT>&nbsp;</DIV>WHO KNOWS HOW LAX =  
WOULD LIKE TO=20  
DIVERT TRAFFIC UNDER ITS NEW "SAFETY" THEME ...&nbsp; IT APPEARS, =  
HOWEVER, IT=20  
WANTS TO DIVERT SIGNIFICANT AMOUNTS THROUGH OUR COMMUNITY.&nbsp; WE NEED =  
YOUR=20  
HELP TO PRECLUDE IT.</FONT></DIV>  
<DIV><FONT face=3Darial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3Darial size=3D2>The big arguement in favor of this AV =  
project was=20  
traffic mitigation of the local streets in our area to justify LAX=20  
expansion.&nbsp; We are told that LAX expansion plans are dead.&nbsp; =  
The=20  
expansion master plan, however,&nbsp;is still holding six hearings over =  
the next=20  
two weeks!&nbsp; </FONT></DIV>  
<DIV><FONT face=3Darial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3Darial size=3D2>Long ago it was recognized that our =  
steets are=20  
overburdened.&nbsp; Make no mistake--they still are!&nbsp; BUT the real=20  
constraint in the area is the San Diego Freeway and this activity DOES =  
NOTHING=20  
TO HELP IT!&nbsp; It only works for future LAX expansion.</FONT></DIV>  
<DIV><FONT face=3Darial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT size=3D2><FONT face=3Darial>I am enclosing an analysis from =  
</FONT><FONT=20  
face=3Darial>the&nbsp;LAX North Side Development Project Final EIR =  
Report.=20  
This&nbsp;already approved project is above and beyond the present =  
Master=20  
Plan.&nbsp;&nbsp;</FONT><FONT face=3Darial></FONT></FONT></DIV>  
<DIV>  
<DIV><FONT face=3Darial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3Darial size=3D2>The attached EIR pages cast doubt in my =

mind as to=20  
the degree of traffic improvement (if any) on the San Diego Freeway that =  
would=20  
be achieved by this project.&nbsp; Table 15 shows no anticipated =  
improvement=20  
north of LaTijera where we presently endure almost constant =  
bottlenecks.&nbsp;=20  
</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3DArial size=3D2>The report also states "If&nbsp;the =  
Arbor Vitae=20  
interchange is constructed, future use of the I-405 would be slightly =  
increased=20  
by both project traffic and total traffic as noted in the table.&nbsp; =  
In=20  
general, total future traffic demands on this important north-south =  
regional=20  
transportation facitliy would be about 40 percent greater than existing =  
traffic=20  
volumes.&nbsp; This section of the San Diego Freeway is operating =  
presently in=20  
excess of design capacity during peak usage periods.&nbsp; The future =  
site=20  
volumes will add incrementally to congestion to the north and south of =  
this=20  
section but not in a significant manner..."</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3DArial size=3D2>Thank you for your time and =  
efforts.&nbsp; Feel=20  
free to call on me at any time if I may be of assistance.</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3DArial size=3D2>Sincerely,</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3DArial size=3D2>Denny Schneider</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2>7929 Breen Ave.</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2>Los Angeles, CA 90045</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2>310-641-4199 or =  
310-338-1550</FONT></DIV>  
<DIV><FONT face=3DArial size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT face=3DArial size=3D2>P.S. This opinion is based on =  
information gathered=20  
in my capacities as LAX/Community Noise Roundtable Subcommittee Chair =  
for the=20  
North and East Sectors, Westchester-Playa del Rey Neighborhood Council =  
Airport=20  
Affairs Chair, Member of the Board of the Osage Neighbors Association =  
and Member=20  
of the LA City District 6 Community Plan Update Advisory=20  
Committee.</FONT></DIV></DIV></BODY></HTML>

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LOS ANGELES INTERNATIONAL AIRPORT  
FINAL  
ENVIRONMENTAL IMPACT REPORT  
LAX NORTH SIDE DEVELOPMENT PROJECT

Prepared for:

City of Los Angeles  
Department of Airports

by

WILLIAMS-KUEBELBECK AND ASSOCIATES, INC.  
330 Washington Street Suite 710  
Marina Del Rey, California 90291

APRIL 1983

PC03549

TABLE 14

FUTURE PM PEAK HOUR VOLUME/CAPACITY COMPARISONS

INTERSECTION	FUTURE ICU/LOS VALUES(a)		% Increase In ICU Values (LADOT v. RC&A)
	RC&A Study	LADOT Study	
Lincoln/Manchester	1.29/F	1.62/F	+25.6%
Sepulveda/Manchester	1.03/F	1.29/F	+25.2
Sepulveda/LaTijera	1.19/F	1.33/F	+11.8
Sepulveda/Lincoln	1.42/F	1.39/F	- 2.1%

(a) Based upon future traffic condition with site traffic but without Arbor Vitae interchange

of service F in the future, with Lincoln/Manchester receiving the greatest impact according to the LADOT study. Principle contributors of additional traffic to that intersection would be the Playa Vista project and the Marina Del Rey expansion.

(8) San Diego Freeway Impacts

Displayed in Table 15 are the estimated existing and future design year site/total daily traffic demands for the San Diego Freeway (Interstate route 405) from north of La Tijera Boulevard to Imperial Highway. The existing average daily traffic volumes (ADT's) were estimated based upon traffic count data obtained from CalTrans. The design year daily traffic demands shown are for the projected traffic conditions with/without a new interchange on I-405 at Arbor Vitae Street.

TABLE 15

SAN DIEGO FREEWAY TRAFFIC DEMAND PROJECTIONS

I-405 LOCATION	AVERAGE DAILY TRAFFIC VOLUMES W/ AND W/O ARBOR VITAE I/C (a)			PERCENT OF SITE TO TOTAL FUTURE TRAFFIC DEMANDS
	EXISTING	FUTURE DESIGN YEAR (b)		
		Site	Total	
N/O La Tijera Interchange	183	12.0/12.0	295/295	4.1/4.1
Between La Tijera and Manchester	178	8.2/3.0	283/278	2.9/1.1
Between Manchester and Arbor Vitae	221	7.7/0	298/290	2.6/0.0
Between Arbor Vitae and Century	221	4.3/0	294/290	1.5/0.0
Between Century and Imperial	224	7.0/2.6	282/278	2.5/0.9

(a) All ADT's listed are in 1,000's of vehicles per day

(b) Future ADT's shown (000/000) are those projected with/without the construction of a new interchange at Arbor Vitae Street

If the Arbor Vitae interchange is constructed, future use of the I-405 would be slightly increased by both project traffic and total traffic, as noted in the table. In general, total future traffic demands on this important north-south regional transportation facility would be about 40 percent greater than existing traffic volumes. This section of the San Diego Freeway is operating presently in excess of design capacity during peak usage periods. The future site volumes will add incrementally to congestion to the north and south of this section but not in a significant manner.

(9) Impact on City of Inglewood Streets

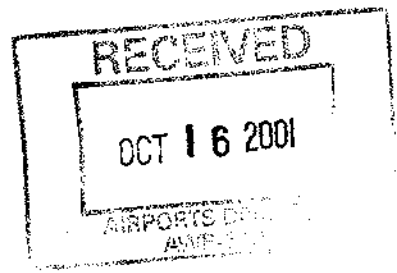
In addition to the volume/capacity analysis of existing and future traffic conditions on Manchester Avenue at Airport Boulevard-Florence Avenue and at La Cienega Boulevard, site traffic impacts on the Inglewood street system were evaluated.

As noted in Table 10, the principle impact of site traffic on Inglewood streets involves about 10 percent of the total project volume oriented to and from the east. It was estimated that Manchester Avenue would carry about 4 percent of the total, Arbor Vitae Street 2 percent and Century Boulevard 4 percent. This represents a total site volume east of the San Diego Freeway of about 6,000 vehicles per day. Such a traffic volume spread over three streets such as those noted would not have a significant impact upon Inglewood streets. When the Century Freeway (I-105) is constructed, it will reduce traffic volumes along these streets and correspondingly reduce the volume of site traffic which would be using local streets oriented to and from the east. Thus, it is concluded that the project will not have a significant impact upon Inglewood City streets.

The volume of site traffic attracted to Inglewood streets east of I-405 would be relatively unaffected whether or not a new interchange is provided at Arbor Vitae Street. If the additional access to I-405 is provided, approximately 20 percent of the site volume (12,000 vpd) would use Arbor Vitae Street west of I-405 for freeway access rather than the La Tijera and Century Boulevard interchanges. As noted previously, the construction of I-105 (Century Freeway) also would reduce east-west volumes on Inglewood streets.

A detailed analysis of the future traffic impact of constructing a new interchange on the San Diego Freeway at Arbor Vitae Street is well beyond the scope of this analysis. Such a study would be conducted as part of an environmental assessment of that specific project.





October 12,2001

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

Dear Mr. Kessler:

I am writing this letter to support the acquisition of the West Bluff of the Ballona wetland ecosystem as mitigation for any loss of habitat for the endangered Riverside Fairy Shrimp recently found at LAX. It is my understanding that the United States Fish and Wildlife Service has approved this mitigation.

The West Bluff has what is probably the very last vernal pool left in the City of Los Angeles. It is shown on the historical maps, and in recent photographs. It is also a critical component of the last large coastal wetland system left in Los Angeles County.

In writing this letter, I am not supporting the expansion of LAX. I am supporting the acquisition of the West Bluff in regards to the impacts of the current operations of LAX.

Thank you very much,

*Patricia K. Dey*

Patricia K. Dey

This is a message from Bobrow Warren.

Name: Bobrow Warren  
 Organization: Individual  
 Email: warrenb@contextgroup.com  
 Address: 5812 W. 76th St.  
 City: LA Zip: 90045  
 Phone: 310 670-4175 Fax: 810 277-5045

Comments:  
 Councilwoman Galanter,

I am writing this in response to the draft environmental impact statement/environmental impact report (EIR/EIS) regarding the expansion of Los Angeles International Airport (LAX). I believe that the needs of the airlines and not those of the people in Los Angeles drive the entire project. The report is based on many rosy and faulty assumptions that will lead to more noise and traffic in the local area than the EIR/EIS admits to. Finally, the plans outlined do nothing to address the regional travel issues in Southern California. Rather, it represents a band-aid approach. In sum, I strongly urge you to reject the LAX expansion plans outright and choose the No Action/No Project Alternative.

In reading the EIS/EIR one thing becomes clear: LAWA and the FAA are more concerned about airlines profits than the quality of life of people in Los Angeles. Just because the airlines want to fly more into LAX does not mean that they have the right to. The airlines' legitimate desire and ability to make a profit must be balanced with the rights of the people who live in the LAX area. We have a free-market economy of supply and demand. If LAX demand exceeds the projected supply then the airlines can make their money at the under utilized airports in the region, such as Ontario and Palmdale. The citizens of Los Angeles should not have to sacrifice their quality of life to expand LAX when the airlines have existing alternatives. If LAWA and the FAA were truly concerned about the citizens of Los Angeles (note that all of the supporters of the expansion plan listed on the LAWA only includes groups that will profit from the plan and not any citizen groups) they would have supported!

! the No Action/No Project Alternative that tells the airlines that LAX is "full" and the airlines will have to change their schedules (e.g., more flights in/out of Ontario, Long Beach, Palmdale, SFO, etc.). Table 1-10 in the report shows that the percentage of airport use will go down in LA County, but rise in Orange and Riverside counties. Doesn't it make sense (for the City and the airlines) to increase capacity where the demand is rather than at LAX?

The report seems to think that if LAX doesn't expand that the Southern California economy will wilt away. This is clearly preposterous. However, after this assumption is accepted, then it is easy for the FAA and LAWA to insist that the airlines have the right to use LAX to meet their needs, then the expansion plan becomes a fait accompli. All LAWA has done in this document is provide a set of false choices as to how the people living near LAX have to take their medicine.

Of these false choices the report suggests that Alternative C is the best one. However, it is based on the overly optimistic projection that only 5% more aircraft will be needed to service 40% more passengers. One example of how this assumption is clearly absurd when one considers how many 737 aircraft are used by Southwest and Shuttle by United. Their business models (quick turnarounds, standard maintenance, etc.) rest on being able to use an entire fleet these (or similar) aircraft. I doubt that they will replace so many aircraft with larger ones in such a short period of time to handle more passengers with the same number of planes. The reality is that they will fly more of the same sized planes if given the gate space, hence increasing the number of takeoffs and landings. Basic algebra and economics tells you that the percentage of new generation planes designed for transcontinental flight will not be enough to offset the increase in passengers LAWA wants to fit into!

the airport. A more than 5% increase will be required.

Even if we take LAWA's recommendation, the EIR/EIS says, "However, by 2015, the lowest total exposure levels would be achieved by the No Action/No Project Alternative followed by either Alternative A or C." So, even by LAWA's estimates, even the "best" alternative will have negative effects on the surrounding areas. Imagine the negative effects if the projections of the number of flights are wrong! It is not as if the airport will be contracted to fit the noise and pollution estimates. Once the expansion is built those in the LAX area will have to live with the consequences. Why do these need to have their quality of life compromised so the airlines can make more money? Also, many of the supposed noise reductions are based on the phasing out of noisier jets. What's the point of making planes quieter if LAWA wants to add flights and more noise?

It is important to consider that LAX does not need these changes to improve safety. Rather, the EIR/EIS states, "...these [current] conditions do not create an unsafe environment..." Additionally, the FAA resources allocated to improved air traffic control systems will improve the efficiency of the airport without the proposed changes. These improved efficiencies will also reduce the pollution generated at the airport (unlike Alternative C, which the report says will lead to significant emissions of CO, VOC, NOx, SO2, and PM10 in 2015.).

I would also like to respond to two of the issues presented by those who support the expansion:

1. The region needs to expand the airport to maintain the economy. If passenger traffic is spread among the region's airports there will be no effect on the economy. In fact, given more choices people may find it more convenient to come to Southern California. Spreading more traffic to Ontario, Palmdale and Riverside airports will help those regions develop...that's why they want their airports to expand rather than LAX. The unions and construction companies will get their jobs no matter where airport construction occurs.

2. The Green Line extension and other highway improvements will mitigate the increased traffic near LAX. When you consider this argument think about how much traffic on the Harbor Freeway has improved since the introduction of the Blue Line and carpool lanes. While the number of Blue Lines riders is significant it is only a drop in the bucket compared the number of people who drive so the traffic is just as bad. There's no possible way that the extension of the Green Line and/or building the airport ring will handle the additional number of LAX users proposed in the EIS/EIR. The report claims a traffic reduction based on the expansion alternatives and traffic mitigation efforts unrelated to the expansion. Why not just implement the non-expansion related improvements (e.g., expand the Green Line, reduce Century Boulevard closures, etc.) to help reduce pollution and noise in the LAX area?

In sum, I strongly recommend that the proposed LAX plans be rejected in favor the No Action/No Project Alternative. Doing so will protect the quality of life in Los Angeles without having a significant impact on the economy. So doing will also force the FAA and the airlines to consider regional solutions to Southern California's transportation needs.

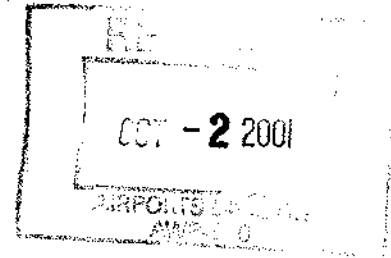
The voters of the LAX area are depending on you to stand up to the federal government and the airlines. We need you to protect our quality of life.

Sincerely,

Warren Bobrow  
5812 W. 76th St.  
Los Angeles, CA 90045

Cc: Representative Jane Harman  
Senator Diane Feinstein  
Senator Barbara Boxer  
Mayor James Kenneth Hahn  
Supervisor Don Knabe

U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2, P.O. BOX 92007  
Los Angeles, CA 90009-2007



October 1, 2001

Dear David Kessler,

Without a doubt the Master Plan for LAX needs a total rework, with passenger safety and security being priority number one. The large decrease in air traffic will continue, unless people can be guaranteed that they will be safe from terrorist actions, or from the danger of being shot down by our military forces. Denying passengers penknives, manicure implements, tweezers, and hair spray just won't get the job done. Police, bomb-sniffing dogs, National Guardsmen, can handle ground problems. Air Marshalls are a good idea, but could one Air Marshall have subdued four or five terrorists?

The threat of terrorism needs to be kept off the planes, and out of the airport. One suggestion would be to rebuild the interior parking structures into customs-like facilities. No one gets on the plane without a background check, or previous background clearance. Anyone smelling of alcohol, or appearing impaired by any substance, must undergo testing: either breathalyzer, or urine screening. (These testing methods are non-invasive.) Anyone under the influence is a potential danger to other passengers, and possibly to the aircraft.

Passenger drop-off, pick-up, and parking should be off-site, with shuttles, or people-movers for interior transportation. In addition clean, high-speed efficient transportation is needed, rather than building more freeways, or widening the existing routes. Bullet trains to Orange County, San Diego, Ontario Airport, Palmdale, San Fernando Valley, San Francisco, Seattle, and Las Vegas, would greatly supplement airport operations.

The expansion of LAX would increase security problems exponentially. More vehicular traffic, more passengers, more cargo, would demand more security expense. The logical solution is to make existing facilities more efficient, and more secure. Streamline operations with safety first, and the public will fly again. From a personal point of view, I have flown to Anchorage, Dallas, Little Rock, Newark, JFK, La Guardia, and Mc Carran, feeling safer in the air than on our crowded freeways. Now I would think about taking three hours waiting for a 30-40 minute flight to Las Vegas, a 2 ½ hour flight to Dallas, or boarding a fuel-loaded 767 for the East Coast. I'm SCARED!!!

Very truly yours,  
Lucille Mashburn  
7300 West 88<sup>th</sup> Street  
Los Angeles, CA 90045-3466

Ph 310 641 7576

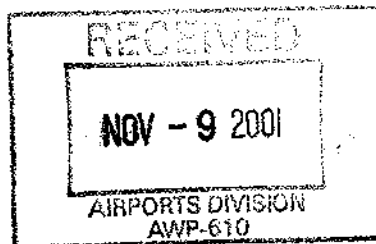


PC03553

EDGAR H. FICKENSCHER

November 7, 2001

Mr. Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216



Dear Mr. Ritchie:

We wish to reiterate our objection to the expansion of LAX. Not only would it destroy more of Westchester's business district and homes, but also the additional traffic and air pollution would affect the quality of life and health for Westchester residents.

Since the terrible events of September 11, 2001 led to the closing of the airport and subsequent increased security needs, we feel "all the eggs should not be in one basket." Make better use of Palmdale and Ontario airports. We also believe Orange County should carry its share at El Toro perhaps, instead of adding to the traffic at LAX.

Our city has done its share already and we should not be expected to sacrifice more.

Thank you for your consideration.

Sincerely,

Katharine E. Fickenschner

*Edgar H. Fickenschner*

7416 Stewart Ave.  
Westchester, CA 90045



RUTH GALANTER  
COUNCILMEMBER, SIXTH DISTRICT

**City Council**  
of the  
**City of Los Angeles**  
**City Hall**  
90012

200 N. SPRING STREET  
ROOM 475, CITY HALL  
LOS ANGELES, CA 90012  
(213) 485-3357  
FAX (213) 847-0549  
E-mail: galanter@council.city.org

DISTRICT OFFICE  
7166 W. MANCHESTER AVE  
LOS ANGELES, CA 90045  
(310) 568-8772  
FAX (213) 847-0553

September 20, 2001

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

Dear Mr. Kessler:

I am forwarding comments provided by my constituents in response to the Environmental Impact Report and Statement prepared for the proposed LAX Master Plan. Please ensure that the enclosed comments become part of the official public record on this project.

Sincerely,

**RUTH GALANTER**

*Los Angeles City Councilmember, Sixth District*

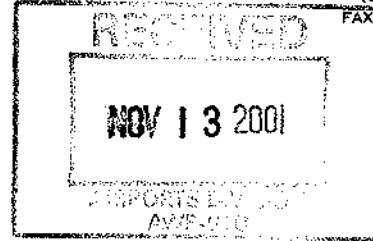


RUTH GALANTER  
COUNCILMEMBER, SIXTH DISTRICT

**City Council**  
of the  
**City of Los Angeles**  
**City Hall**  
90012

200 N. SPRING STREET  
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DISTRICT OFFICE  
7166 W. MANCHESTER AVE  
LOS ANGELES, CA 90045  
(310) 568-8772  
FAX (213) 847-0553



November 9, 2001

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

Dear Mr. Kessler:

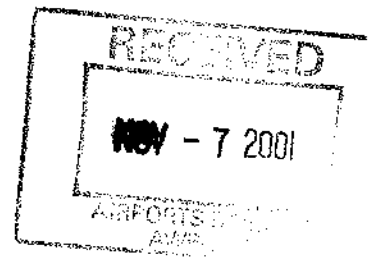
I am forwarding comments provided by my constituents in response to the Environmental Impact Report and Statement prepared for the proposed LAX Master Plan. Please ensure that the enclosed comments become part of the official public record on this project.

Sincerely,

**RUTH GALANTER**  
*Los Angeles City Councilmember, Sixth District*

cc: Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports

Dawn Scott  
516 E. Ellis Avenue  
Inglewood, CA 90302



November 6, 2001

Mr. David B. Kessler  
AICP  
US Department of Transportation Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

RE: Proposed LAX Expansion

Mr. Kessler:

To move forward on any of the proposed alternatives in the Master Plan would create unbelievable negative affects to the community of Inglewood, LAX's immediate neighbor.

The risks, to which everyone who takes the time to write you will point out, are increased pollution, traffic, both by automobiles and trucks carrying the major increase in cargo and let's not forget the adverse affects of noise. The massive EIR/EIS address these issues but in many cases not well enough. My concerns are as follows:

**Pollution:** The daily tonnage of pollution already created by current airport use is astounding. The black oily residue on my home and foliage cannot be a good thing, and most certainly is dangerous if breathed in its vaporous form. The increase of this by-product of commerce will take an even larger toll on the residents of Inglewood.

**Traffic:** Most certainly, the adage, "if you build it, they will come" would apply here. No matter how much you widen the major street corridors that flow into and around the airport, these so called improvements will not alleviate traffic. It shouldn't be lost on anyone who lives in the Los Angeles basin that there are far more cars/traffic than street capacity - no matter how many streets with extra lanes, there are just too many people driving. One answer here would be to require people to take mass transit of any form into and out of the airport. Off site parking could be provided. One could use Denver's DIA as an example for off site parking. This kind of parking situation could assist in your concern for security measures regarding unattended parked automobiles.

**Arbor Vitae:** By providing mass transit into the airport it removes the need for the multi-million dollar Arbor Vitae interchange and Airport Boulevard connector road projects. These two projects alone would dissect and destroy communities established long before LAX was created. Inglewood and Westchester would carry that burden.

**Flight Trajectories:** One of the more important items is the haphazard nature of aircraft flight trajectories flying over Inglewood since the September 11<sup>th</sup> disaster. Pre 9-11 there was some discernable order to incoming and outbound flights over Northwest Inglewood with the occasional variance from traditional flight paths. But since that date there are several flights a day from the north that turn over my home trying to catch the north runway by flying down La Brea Avenue or just east thereof.

PC03557



Mr. David B. Kessler  
November 6, 2001  
Page two

That doesn't even count the number of flights that take off over the ocean and fly across my rooftop or use Slauson Avenue as a sight line to the east. Northwest Inglewood takes on this NEW burden.

**Security:** Increased flights coupled with the appearance of non-controlled airspace over North Inglewood creates several questions on the subject of air safety. Since the Master Plan proposes to increase the number of flights, in turn, it will increase the likelihood of a catastrophic error over Inglewood. Again, Inglewood bears this burden.

**Noise:** Lengthening the north runway to the 405 freeway and moving it north to accommodate all the new flights would mean certain madness by noise. As it is now the noise from incoming jets flying over my rooftop can be deafening and I'm not even in the designated noise contour. The outbound jet noise is annoying. Another aspect of the noise is the run-ups and maintenance that takes place on the tarmac. This noise rattles my floors and windows, and as I've said, I live in Northwest Inglewood, a place fairly distant from LAX. These tympanic vibrations are disquieting to say the least. And who at LAWA or the FAA can assure me that the constant vibration to the earth from current airport activity now and from the additional proposed flights from bigger, heavier jets would not do damage to my home?

**Population base:** Demographic projections show that the population, out of need or desire, are choosing to move to places other than Los Angeles. Riverside, San Bernardino and Orange Counties due to the burst of anticipated population growth within the next 15 years, need easier access to airports. Why is it that the communities surrounding LAX have to pay such a severe price, take on an unprecedented burden to accommodate an airport facility that's day has passed it by? LAX is virtually locked into its present footprint. Why is it the powers that run this airport cannot and will not look forward to a truly regional plan? The people of LAWA already own Ontario and have upgraded that facility but somehow they turn away from that airport's true potential, to serve the inland empire. LAWA will not acknowledge the possibilities of developing the Orange County El Toro airport. Perhaps a joint venture could be struck between Orange County and LAWA. It would appear that much money could be made at these two facilities if developed properly.

Mr. Kessler, before this plan or any semblance of the plan were to commence, I request that LAWA, the FAA and the City of Los Angeles rethink this expansion. That you provide new realistic alternatives that incorporate the entirety of Southern California versus just Los Angeles commerce. And these alternatives need to consider LAX's neighbors more thoroughly and incorporate the reality of LAX being constrained to its current footprint by the surrounding communities and not the other way around.

I look forward to your response.

Sincerely,



Dawn Scott



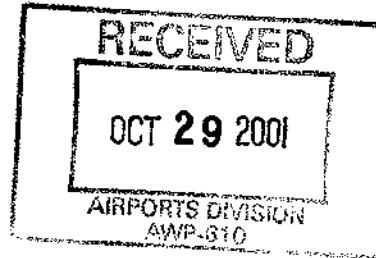
RUTH GALANTER  
COUNCILMEMBER, SIXTH DISTRICT

City Council  
of the  
City of Los Angeles  
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90012

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October 25, 2001



David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

Dear Mr. Kessler:

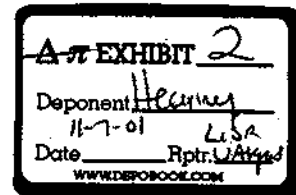
I am forwarding comments provided by my constituents in response to the Environmental Impact Report and Statement prepared for the proposed LAX Master Plan. Please ensure that the enclosed comments become part of the official public record on this project.

Sincerely,

RUTH GALANTER  
*Los Angeles City Councilmember, Sixth District*

cc: Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports





## Statement of Ontario City Council Airport Liaison Paul Leon

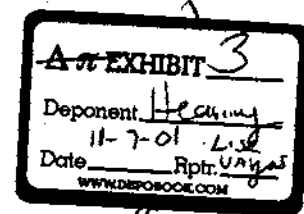
### LAWA Public Hearing

Wednesday, November 7, 2001

Good evening. I'm Paul Leon an Ontario City Councilmember and the Airport Liaison for the Ontario City Council. I am here this evening to speak in support of Los Angeles Mayor James Hahn's recently articulated plan to upgrade security at LAX and to express appreciation for his statements and actions in support of a regional approach to the air passenger and cargo needs of Southern California. We are especially appreciative of his efforts to expand service at Ontario International Airport and his recent marketing trip to Mexico which resulted in daily Aeromexico flights between Ontario and Hermosillo beginning in January 2002. The City of Ontario values our partnership with the City of Los Angeles and LAWA and stand ready to work with the entire region to accommodate our share of Southern California air traffic at Ontario International Airport.

###

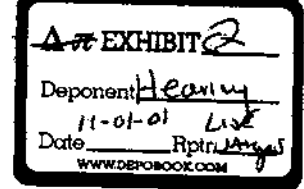
Mike Gordon  
LAX Public Hearing  
Ontario, CA  
November 7, 2001



- Good evening. I'm Mike Gordon, Mayor of the City of El Segundo
- The City of El Segundo is pleased that Mayor Hahn has agreed to set aside the Riordan Master Plan for the expansion of LAX
- And is now committed to developing a new plan for LAX that limits growth at LAX to 78 million annual passengers
- For the first time since LAWA embarked on this Master Plan odyssey, the mayor of Los Angeles has committed to being a full partner with the region in developing a truly regional airport plan that serves the aviation needs of all of Southern California.
- Inland Empire airports need to be the first priority in the development of our regional system.
- Ontario International Airport is itself the most important component of the regional airport plan.
- We are pleased that Mayor Hahn recognized and embraces the role Ontario must play in the regional airport system and
- We applaud Mayor Hahn's successful negotiation with Aeromexico to bring more flights into Ontario.
- Ontario is ready today to play an enhanced role in our regional aviation system. — it has significant unused capacity
- ~~It is situated in one of the fastest growing areas of the region.~~
- ~~It has significant unused capacity that can be used today and the ability to expand in the future.~~
- ~~Ontario Airport is positioned to be the launch point for the regional plan that will develop over the next 20 years.~~

- Now the City of Los Angeles must make sure that this airport fulfills its role in the region.
- We are particularly encouraged that Mayor Hahn has recognized the pivotal role of Ontario Airport
- ~~And has negotiated with Aeromexico for additional flights to Ontario~~
- ~~But more flights to more destinations at competitive prices are needed~~
- ~~Along with~~ a well funded, comprehensive campaign<sup>15</sup> designed specifically to market Ontario Airport, locally as well as nationally and internationally, as a convenient alternative to LAX.
- But Ontario isn't the only regional airport opportunity in the Inland Empire.
- Former military bases at March, Norton and George are now available for commercial aviation
- Now called San Bernardino International, Southern California Logistics and March Inland Port ~~in place~~, these airports are planning their entry into the Southern California marketplace.
- Southern California Logistics is already operating commercially.
- All these airports have strong community support for further development.
- As specialty cargo airports, these airports can relieve much of the cargo burden at LAX.
- Perhaps more importantly, Inland Empire airports and others in the region are poised to play an increasingly critical role in post 9/11 security efforts
- You will recall, the Secretary of Transportation temporarily banned the carriage of mail and cargo on passenger planes following the events of 9/11

- Anthrax-tainted mail and cargo continue to be a weak links in aviation security
- As specialty cargo airports, San Bernardino International, Southern California Logistics or March Inland Port can easily facilitate the separation of mail and cargo from passengers should it be necessary to ensure the safety and security of the aviation system
- Developing a truly regional airport system reduces vulnerability at LAX and reduces the vulnerability of our regional economy.
- It will reduce vulnerability in our airports system by adding regional airports in Southern California that can handle significant passengers and cargo - and ~~thereby~~ create flexibility and redundancy in the region's aviation system.
- A truly regional plan will help to ensure that security will not take a back seat to passenger throughput.
- It will help to ensure that LAX receives only as much air traffic as it can safely handle.
- We are grateful to Mayor Hahn for setting aside the previous ~~four~~ <sup>RIDROAD</sup> Master Plan alternatives for LAX expansion.
- We are pleased to offer this preliminary public input for the Mayor's new plan.
- ~~But the public expects and deserves the opportunity to review the details of the new plan once completed,~~
- ~~and the opportunity to comment on an entirely new environmental impact review that must be undertaken for this entirely new plan.~~
- We look forward to participating in future public hearings once the details of the new plan are drafted and LAWA completes the new EIR that must be undertaken.



I am Mike Salk, District Deputy to Councilmember Ruth Galanter who chairs the Committee on Commerce, Energy, and Natural Resources, which oversees the airport.

Thank you very much for being here today. In light of the events of September 11<sup>th</sup>, the entire LAX master plan is most likely obsolete. The assaults on the World Trade Center and the Pentagon have demonstrated that airports must operate differently or they may not be able to operate at all.

Even before September 11<sup>th</sup>, trends within the airline industry have been unclear. While the LAWA proposed master plan includes in all its alternatives runways to accommodate planes carrying 600 passengers or more, airlines have in fact been flying (and buying) more 757's and 767's. Certainly, demand has fallen off the charts and the demand forecasts that the entire master plan is based on are no longer useful. In fact, the EIR is so flawed in its conception and current relevance, that the environmental assessment is inherently flawed as well.

I am concerned that we are now being asked to comment on a fifth alternative that is conceptual at best, with no opportunities to inspect any analysis on its impacts on the surrounding communities, businesses and residents.

I am concerned that as long as this EIR process is on the table, the door is still open for incremental expansion later in this decade.

Finally, I am concerned that nowhere in the existing master plan document or in the proposed fifth alternative is there an overarching plan to address projected aviation demand in the Southern California region using LAWA's other airports -Ontario and Palmdale.

I urge you to reject this planning process and begin anew with a true regional plan assessed with a new environmental document that adequately addresses impacts on a regional basis.

also read by speaker # 12  
speaker # 1

on 10-30-01  
on 11-1-01

EXHIBIT 3  
Deponent: Heaney  
Date: 11-1-01 Rptr: [Signature]  
WWW.DEPOBOOK.COM

November 1, 2001

I'd like to thank Supervisor Don Knabe for his leadership in exploring a regional solution for air travel in Southern California.

In the air and on the streets, in almost every corner of Southern California, we are facing a transportation crunch. To ensure that our cities are attractive to live in and our region is prosperous, to ensure that we aren't wasting our lives stuck in traffic and in long lines at the airports, we need to explore a comprehensive transportation solution.

With new technologies knocking on our door, and especially after the tragedy of September 11th, we need to look under every planning rock: security, convenience, diversity, competition, economics, technology, restructured management, redistricting, power-sharing, livable communities and the environment so that we find good answers that work locally and regionally.

We should scrap our current plans for LAX and take a deep breath. We need time after September 11th to develop perspective on important issues, so we can act with enough understanding to avoid overreaction or missing points that might not yet be obvious.

Hasty action may commit us to spending that doesn't pay off. Mayor Hahn has proposed facial-recognition systems be used at LAX. We should take time to explore major projects like this. England has been using such systems for years now, and not one terrorist has been caught. Two reasons are given. First, the systems are easily fooled by changing hair, dress and makeup. Second, the identity of most terrorists aren't known until after they commit a terrorist act.

We should look at diversity and good distribution as key planning points. For the sake of security, both against natural disasters and terrorist strikes, it makes sense to distribute our air travel use fairly evenly throughout Southern California. If we do this, travelers may find airports conveniently close to home or work. On the other hand, economies of scale for airlines may suggest greater service consolidation. Some airport neighborhoods may welcome expanded travel and others may reject it. We need to explore these issues to find optimal answers.

As part of our travel needs, we should explore a high-speed rail network that links San Diego, Los Angeles, Las Vegas, San Francisco and Sacramento. This could provide more diversity than air transit alone, and hence more convenience and security. We cannot study our airports in a vacuum that does not consider this option.

Our planning should also be comprehensive. We should consider all of our air and sea ports as part of a transportation network that serves Southern California. Business passengers, vacationers, tourists and cargo should move easily between these facilities and major destinations.

We should look at an automated, electric-rail system for moving cargo between our air and sea ports and key industrial locations. Such a system could speed up cargo transit, improve security, help government inspections, improve street traffic and help clean up our air. It could be a vital cog in a powerful Southern California economic engine. Exploring such an option will also impact how we



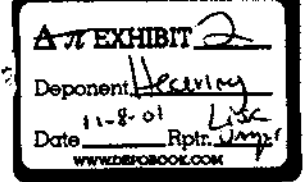
plan individual ports.

We must also modernize planning authority over our ports. The City of Los Angeles is too small to be inclusive enough to be a good regional planning authority. And, it is too large and geographically disjointed to serve local need properly. The City of Los Angeles is not a good authority to manage such regionally-important facilities.

The City should transfer its land and sea ports to the County. The County should run them as part of a regional system in a framework with other Southern California counties. Each individual facility should be administered by a joint powers authority in which the County is one partner and local neighborhoods near the facility are another.

The quality of our lives, our prosperity and the environment depend on what we do here. Let's take the time and develop the leadership and vision to move us wisely into a future that will serve us well.

Tom Politeo  
P.O. Box 1256  
San Pedro, CA 90733-1256  
tom@politeo.net  
562-618-1127



STATEMENT BY COUNCILMEMBER RUTH GALANTER FOR LAX  
MASTERPLAN EIR PUBLIC MEETINGS

Thank you very much for being here tonight. In light of the events of September 11<sup>th</sup>, the entire master plan is most likely obsolete. The assaults on the World Trade Center and the Pentagon have demonstrated that airports must operate differently or they may not be able to operate at all.

Even before September 11<sup>th</sup>, trends within the airline industry have been unclear. While the LAWA proposed master plan includes in all its alternatives runways to accommodate planes carrying 600 passengers or more, airlines have in fact been flying (and buying) more 757's and 767's. While the overall loss of life on September 11<sup>th</sup> was beyond horror, it is a sign of some drastic changes in demand that the four hijacked planes carried fewer than 400 total passengers and crew. Certainly since then, demand has fallen off the charts and the demand forecasts that the entire master plan is based on are no longer useful. In fact, the EIR is so flawed in its conception and current relevance, that the environmental assessment is inherently flawed as well.

I am concerned that we are now being asked to comment on a fifth alternative that is conceptual at best, with no opportunities to inspect any analysis on its impacts on the surrounding communities, businesses and residents.

I am concerned that as long as this EIR process is on the table, the door is still open for incremental expansion later in this decade.

And I am concerned that nowhere in the existing master plan document or in the proposed fifth alternative is there an overarching plan to address projected aviation demand in the Southern California region using LAWA's other airports -Ontario and Palmdale.

I urge you to reject this planning process and begin anew with a true regional plan assessed with a new environmental document that adequately addresses impacts on a regional basis.

**MAXINE WATERS**

MEMBER OF CONGRESS  
35TH DISTRICT, CALIFORNIA

CHIEF DEPUTY WHIP

COMMITTEES:  
FINANCIAL SERVICES

SUBCOMMITTEE ON  
FINANCIAL INSTITUTIONS  
AND CONSUMER CREDIT  
RANKING MEMBER

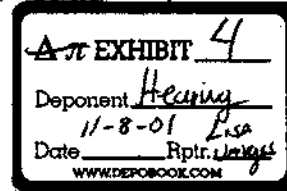
JUDICIARY

CHAIR, DEMOCRATIC CAUCUS  
SPECIAL COMMITTEE ON  
ELECTION REFORM

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0535

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SUITE 1  
 LOS ANGELES, CA 90003  
(323) 757-8900  
FAX: (323) 757-9506



**Statement of Congressman Maxine Waters**

**November 8, 2001**

**Public Hearing held by Los Angeles World Airports and  
the Federal Aviation Administration**

**Airtel Plaza Hotel, Van Nuys, CA**

Thank you for the opportunity to speak and submit a statement regarding the proposed Los Angeles International Airport Master Plan and the Draft Environmental Impact Statement/Environmental Impact Report.

As Congressman of the 35<sup>th</sup> Congressional District, I represent over 600,000 constituents including residents, business owners, schools, and many more, located in cities such as South Los Angeles, Inglewood, Gardena, Hawthorne, Lennox, and portions of Westchester.

PC03564

With the numerous phone calls, letters, and people whom I have spoken with directly, we are in agreement that there should not be any expansion of the Los Angeles International Airport.

While there has been over \$60 million wasted in preparing the draft EIS/EIR, the document is deeply flawed and contains numerous omissions, ambiguous or misleading information and a number of faulty assumptions.

Specifically, our objections to the plan proposed expansion hinges on the following: 1) The draft EIS/EIR states that the environmental, noise and health burdens of the airport's operations and expansion are, and will be, borne by low income and minority populations, yet it offers no commitments to recognize and address this imbalance; 2) Air quality is already horrible. The current operations at LAX already constitute the largest single source of air pollution in the nation's worst air quality region. Any proposed expansion will further decrease the air quality in the surrounding communities and the LA Basin; 3) In regard to traffic, LAX constitutes one of the largest single destinations for vehicular traffic in the Los Angeles region. The draft EIS/EIR concludes that construction activities from any of the proposed

alternatives will result in increased traffic congestion, potentially affecting the local communities during the next fifteen years and beyond. It further states that these traffic impacts to citizens living and working in the communities surrounding the airport will be "significant and avoidable". Calculations show that with the increase in cargo volume alone will require over six semi trucks per hour, or one every ten minutes, to support this increase. This is not acceptable.

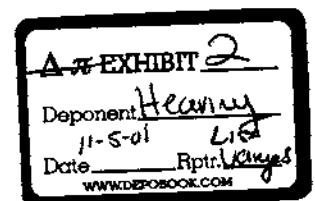
Given the events that took place on September 11<sup>th</sup>, there should be more of a focus on safety and security rather than expansion. However, we will not be fooled into expansion under the guise of "safety and security".

I strongly support a regional approach to air travel so that other airports such as Ontario and Palmdale begin to accept their fair share of air traffic.

My name is Kathleen Burr and I am the executive manager of the Los Angeles County Farm Bureau. As you know Palmdale Regional Airport sits on approximately 17,000+ acres of land which according to the airport agriculture people - 8 to 10,000 acres could be potential agricultural leases. Even though our area is growing by leaps and bounds, we are still a rural community with a huge emphasis on agriculture. Agriculture jobs in Los Angeles County comprise jobs in production, transportation, processing, marketing, and the farmer and rancher. The State of California produces half of all the nations' fruits and vegetables. Not to forget the best alfalfa in the United States is produced right here in the Antelope Valley. 78% of wildlife species occupy private lands with over 90% of all listed species relying partially on private lands for survival. And a vast majority of these private lands are owned by the farmers and ranchers. No one is more interested in maintaining the integrity of the land and health of our water resources than those who directly rely on these resources for their livelihoods! The farmers and ranchers - who in some cases are 2<sup>nd</sup>, 3<sup>rd</sup>, & 4<sup>th</sup> generation preserving this integrity for their children.

Maintaining an adequate water source is utmost on everyone's minds. But there are options that have been on the planning table for several years. It is a shame to let the potential income for not only the airport but the farmers and ranchers who provide a multitude of jobs, go to waste because those that make the decision may not fully comprehend the issues facing agriculture and/or the potential they hold in their hands. They do not realize the regulations that each grower must adhere to. They do not realize that just because it is cheaper to import a crop from another country - that country does not impose the same safe growing regulations that are imposed on us. They do <sup>not</sup> adhere to the same health standards we do. And I feel these are issues that need to be looked into and understood fully before a finger is always pointed at agriculture stating, "You are the problem". The loudest proponent is the one that does not fully understand the issue.

I can only see the potential for the agriculture leases. I would be happy to host the LAWA members to spend the day with me talking to the farmers and ranchers in the area. If there are issues, problems, or unknown financial factors - compromises can be reached, issues worked out, and problems solved. I think you would be surprised at the number of farmers/ranchers/agricultural related business in Los Angeles County. It is a shame not to promote agriculture and promote it here. Thank you for the time to speak and I look forward to hosting the airport board in the near future.



PC03565

The Antelope Valley Chamber of Commerce supports a regional approach to resolving the issue of increasing the air capacity in Southern California.

A Regional Airport approach that would include the utilization of this facility here in Palmdale, could better serve the flying public than any type of expansion of LAX.

There is a legitimate concern that adding additional air traffic, arriving and departing from LAX, could infringe on the safety of those flights. No matter what changes are made on the ground, there is still a fixed amount of airspace available and by adding more traffic into this fixed area, the odds of a major catastrophe will increase. Palmdale is capable of managing an increase in air traffic, without decreasing safety, and utilization of our airport could provide the airspace around LAX some much needed relief.

Palmdale Regional Airport features this newly refurbished 9,000 square foot terminal and is capable of handling up to 300,000 passengers annually. This facility could be used to establish a pattern of airline service into Palmdale and, as passenger traffic increases, Los Angeles World Airports already owns just under 18,000 acres of adjacent land that is available for development.

Palmdale Airport would serve a far greater geographic area than just the Antelope Valley. According to a study by the Los Angeles International Airport Expansion Task Force, using Palmdale Airport could save an average of 35 minutes for passengers that live an equal distance from Palmdale and LAX. Flight delays and airport closures due to fog would be virtually eliminated. Palmdale would quickly become the Airport of choice for the millions of people that reside within a proximity that would allow them to take advantage of our airport.

A regional approach that includes Palmdale Airport is vital to improving passenger and cargo movement in Southern California. If the Los Angeles World Airports continues to defer the utilization of their Palmdale Airport, we would urge their consideration of a "friendly takeover" of this facility by the Southern California Regional Airport Authority. This action could allow Palmdale Airport to become part of the solution rather than an idle asset.

On behalf of the Antelope Valley Chambers of Commerce, and the millions of people that could utilize Palmdale Airport, I urge you to focus on a regional approach in resolving the need for increased air capacity in Southern California.

Thank you

<b>A-EXHIBIT 3</b>	
Deponent	<u>Healey</u>
Date	<u>11-5-01</u>
Reptr	<u>2/15/02</u>
WWW.DEPOBOOK.COM	

Roger Ziemer

32748 DORAMA AVE.

Acton, CA. 93510

**REGIONAL AIRPORT vs. EXPANSION OF LAX**

The Terrorist attacks of September 11, 2001 had a profound impact on the airline industry and the flying public.

I understand the LAX expansion priorities have shifted from Expansion to Safety and Security elements as identified by Mayor Hahn.

However, caution needs to be exercised when considering any changes to the existing LAX - EIR proposing fundamental changes without public and professional input.

As a private citizen, I find it difficult to rally around any proposed changes to the changes proposed for the LAX expansion plan without first having an opportunity to review details of the proposed changes.

Without seeing details of the proposed changes to the LAX plan, there really is nothing much to discuss.

On the other hand, the option that includes the proposed Palmdale Regional Airport is a logical alternative and requires your serious consideration.

The traffic getting to and from LAX using the 405 (San Diego Fwy.) awful say nothing about the difficulties of getting in and out of LAX itself.

As an example, I hosted a dinner at the Downtown LA Biltmore Hotel last month and one of my guests spent 1½ hours just getting from Brentwood to Downtown LA. Another of my guests traveled from Encino using the 405 and had a similar horror story.

Traffic congestion on the 405 at any time of day or night requires that I consider other Airport location for my personal or business travel.

I believe the ever expanding borders of the San Fernando, Santa Clarita and Antelope Valley's would support a more conveniently located Regional Airport located in Palmdale.

Long term Major Airline lease agreements and a commitment toward future growth would be essential to the success of a Regional Airport

EXHIBIT	4
Deponent	Heard
Date	11-5-01
Repr.	Olise



In addition, the FAA or appropriate Airport authority needs to make commitments to construct and operate a safe and modern airport facility.

I would recommend an aggressive advertising campaign promoting the benefits of traveling from the Palmdale Regional Airport vs. navigating the uncertain freeways leading to LAX.

The Antelope Valley with its available land and receptive communities would welcome and support Regional Airport.

With few exceptions, Los Angeles County has run out of available open space that qualifies for airport construction.

In conclusion:

Taking into account:

- The Lockheed-Martin JSF contract agreement
- The existing Enterprise Zone benefits
- The availability of an aerospace savvy labor force
- The expanded and improved I-14 (Antelope Valley Freeway)
- A receptive Community and Local Governments
- And the existence of the Plant 42 airport facilities at the proposed airport location site

*Stopped Here*  
A decision to select Palmdale as the site for a Regional Airport will be in the public's interest relieving LAX congestion while supporting profitable and sustained future growth within Los Angeles County.

Any long or short-term plan targeting Southern California **must not** overlook the obvious geographic and other fundamental advantages the cities of Palmdale & Lancaster and the entire Antelope Valley offer as the site for a Regional Airport.

Thankyou

**EXHIBIT 2**  
Deponent Hearing  
Date 10-30-01 Rptr. LA  
WWW.DEPOBOOK.COM

**Statement of Mayor James K. Hahn  
LAWA Public Hearing  
October 30, 2001**

- Mr. Kessler, Mr. Ritchie. As the Mayor of the City of Los Angeles, I appear before you this evening to reaffirm my request that you fully develop a Fifth Alternative to the LAX Master Plan that focuses on increased safety and security at LAX.
- As you may know, I have historically supported a regional approach to accommodating growth in aviation demand. I favor expanding air service at Ontario and restarting service at Palmdale. In order for a regional plan to work, other airports in the region must also take their fair share of future traffic.
- However, the tragic events of September 11<sup>th</sup> have shown us that our nation's aviation system continues

to be a vulnerable target. Those events have caused me to focus my attention, first and foremost, on the changes that must be undertaken immediately to ensure safe and secure operations at LAX.

- As the third busiest airport in the Country, LAX is a unique and vital asset for the Southern California region. Immediately following the terrorist attacks and the FAA mandate that our national aviation system be shut down, it became abundantly clear how important LAX is to the City of Los Angeles.
- More than 400,000 regional jobs have been associated with the airport and LAX has generated \$60 billion of economic activity annually. However, in the wake of September 11<sup>th</sup>, the shipment of goods and the course of business operations dependent on aviation services came to a stunning halt, placing the benefits of a strong LAX beyond our immediate grasp. Our travel and tourism industries were gravely impacted. Most importantly, hundreds of Angelenos

found themselves out of work or in real danger of losing their jobs. Although I am sure all Angelenos had some sense of LAX's value to our City, the events of mid-September made clear that its contribution to our livelihoods can never be disputed.

- In the aftermath of the terrorist attacks — and after conferring with Federal authorities — we took some immediate steps to protect the safety of passengers and employees at LAX. We made a difficult decision to keep the Central Terminal Area and parking garages at LAX closed.
- That very necessary decision resulted in the loss of jobs for numerous airport workers. Thankfully, with new security guidelines, we have now relaxed some of the restrictions that were in place and many people have been able to return to work.
- But as airport employees return to their jobs, we must continue to remain diligent about protecting LAX. We

can never allow the events of September 11<sup>th</sup> to be repeated, and I believe that the first line of defense for safe and secure airplanes is safe and secure airports.

- That is why a few weeks ago, I announced a new vision for LAX, one that would create safe and secure terminals as well as a safer airfield that would accommodate 78 million annual passengers. I would like to take this opportunity to outline some of that vision to protect LAX employees, passengers and neighboring airport communities.
- First, our terminals must be as safe and secure as we can possibly make them. My vision is to move all ticketing and baggage check-in facilities to a location away from the existing terminals. This facility would allow passengers to park, check their bags and then pass through security checkpoints away from LAX's central terminal area. Once passengers and their baggage are thoroughly checked, they would board secure transportation to the terminal areas. This

separate facility will eliminate the need for cars inside the Central Terminal Area, providing maximum protection from the threat of explosives inside a car being near the terminals.

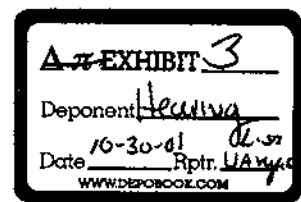
- Second, concerns of airport communities need to be addressed. To avoid disruptions to communities close to the airport, my vision would eliminate the need for a Ring Road around LAX. This costly project, part of the current Draft LAX Master Plan, would only serve to disrupt traffic patterns in these communities.
- Third, the LAX airfield needs to be reconfigured to increase safety. Airfield safety problems, that existed before September 11<sup>th</sup>, continue to plague LAX. My vision would seek to reduce so-called runway incursions and create safer conditions on the airfield. I am also hopeful that the new alternative to the Master Plan would not move any of the runways closer to the communities around the airport, thereby

avoiding increased noise over our neighborhoods surrounding LAX.

- My intent is to help restore confidence to the flying public so that Los Angeles and LAX become, once again, a destination of choice for business and leisure travelers.
- Along with the public comments you receive about the LAX Master Plan, I would ask that you also consider my vision for a safe and secure LAX that would serve to grow our economy and create thousands of needed jobs in our region.

Thank you.

**Mike Gordon  
LAX Public Hearing  
Monterey Park, CA  
October 30, 2001**



- Good evening. I'm Mike Gordon, Mayor of the City of El Segundo
- The City of El Segundo is pleased that Mayor Hahn has agreed to set aside the current LAX Master Plan
- And is now committed to developing a new plan for LAX that
  - Limits growth to 78 MAP
  - Eliminates the airport ring road,
  - the new west terminal, and
  - the new cargo facilities
  - And focuses on security and safety at the airport
- We agree that ensuring security and safety should be the highest priority in planning the future of LAX.
- truly regional system is the best way to secure these objectives.
- We know with certainty that LAX was a terrorist target even before the events of September 11.
- Common sense tells us that continuing to concentrate aviation activity at LAX will continue to provide an inviting target for terrorists.
- Developing a truly regional airport system reduces vulnerability at LAX and reduces the vulnerability of our regional economy.
- We also know with certainty that LAX has had more runway incursions than any other US airport for the last two years.
- Here, common sense tells us that preventing taxiing aircraft from crossing active runways by employing end-around taxiways will go a long way to reducing the incursion risk.
- Although we applaud Mayor Hahn's shift in focus, we have several key concerns



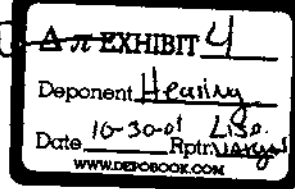
- First and foremost, the heavily impacted communities under and near the LAX flight path must be assured that the new plan will not permit LAX to grow beyond 78 MAP.
- Unfortunately, the new plan comes with few specifics and few assurances, particularly about runway modifications.
- Press reports indicate that LAWA may still plan to separate runways and may include extending a north side runway to 12,000 feet.
- Such runway modifications will create significant additional capacity at LAX and, therefore, are a cause for concern.
- **Mayor Hahn cannot constrain LAX to 78 million passengers and also increase runway capacity. You cannot have it both ways.**
- We also question the need to modify runways and gates to accommodate larger aircraft.
- The events of September 11 have seriously affected airlines and aircraft manufacturers.
- Airlines are canceling orders for new aircraft and delaying delivery of new aircraft that have already been ordered.
- New projections of fleet mix must reflect the financial downturn within the aviation industry
  - which is poorly positioned to acquire larger aircraft,
  - and unlikely to clamor for the next generation of Super Jumbo aircraft soon.
- This hearing is being held in the midst of some of the most heavily impacted communities under or near the LAX flight path.
- These and more than 100 cities, counties, transportation agencies and others in the region believe that a decentralized, *truly* regional airport

plan that absolutely constrains LAX to 78 MAP is the right plan for Southern California.

- More than 80% of the families living under the flight path are members of a minority community. Many are low income.
- A truly regional airport plan improves environmental justice by reducing the share of the aviation burden borne by low income and minority communities in the region.
- **We can have it both ways: A truly regional airport system with LAX constrained is both a more fair system, it is also a safer and more secure system.**
- It will reduce vulnerability in our airports system by adding regional airports in Southern California that can handle significant passengers and cargo - and thereby create flexibility and redundancy in the region's aviation system.
- It will reduce our vulnerability by allowing greater opportunities to separate passengers from mail and cargo by using specialty cargo airports in the Inland Empire.
- A truly regional plan will help to ensure that security will not take a back seat to passenger throughput.
- It will help to ensure that LAX receives only as much air traffic as it can safely handle.
- We are grateful to Mayor Hahn for setting aside the previous four Master Plan alternatives for LAX expansion.
- We are pleased to offer this preliminary public input for the Mayor's new plan.
- But the public expects and deserves the opportunity to review the details of the new plan once completed,

- and the opportunity to comment on an entirely new environmental impact review that must be undertaken for this entirely new plan.
- We look forward to participating in future public hearings once the details of the new plan are drafted and LAWA completes the new EIR that must be undertaken.

Thank you.



**Airport Chief Wilson Notes**

- I'm Airport Police Chief Bernard Wilson. I've been chief for the last two and one half years and have 26 years of experience in law enforcement. *22 YEARS @ EMPLOYED IN AVIATION SINCE 16, LICENSED WITH LAX SINCE 15*
- I am not here to endorse any particular option of the LAX Master Plan under study.
- Am here to provide an update on major security steps we have taken at LAX and areas of concern for the future.
- I'm sure you are aware of the stepped up security measures that have been implemented since Sept. 11.
  - There is increased scrutiny of carry-on baggage
  - The ban on curbside check in continues to apply to private vehicles, though buses, shuttles, limos and taxis may unload passengers curb side.
  - After a period of closure, we have reopened all but one of the parking structures inside the Central Terminal Area while keeping the open-air parking lots and one other parking structure closed.
  - Private vehicles may only enter LAX from Century and Sepulveda Blvds.
  - Commercial vehicles must use the 96<sup>th</sup> St. entrance where there is a security checkpoint.
  - Random vehicle searches may be conducted.
  - LAPD Police canine patrols capable of detecting explosives are deployed at LAX with additional canine units for Airport Police under review.

*BY AIRPORT POLICE*

- California National Guard troops are monitoring baggage check in and have been requested to be used for patrol and other duties.
- There is an increase in the presence of LAPD officers beyond our normal complement in and around the airport.
- These steps and others have been taken to make LAX safe and secure for its passengers, employees and visitors. The leadership at LAWA is determined to do its part to make this airport the safest in America so passengers will again feel comfortable flying again.
- But we fully expect new federal regulations relating to safety and security to be issued in the coming weeks and months and much more needs to be done looking to the long term.
  - We expect in the coming months to be working even more closely with federal agencies, including U.S. Customs, Immigration and Naturalization, U.S. Marshal Service and the FBI regarding possible new security procedures.
- Chief Parks has raised the issue of better technological surveillance of the perimeter of the LAX. *AND WE ARE ENGAGED IN DAILY DIALOGUE WITH LAPD*
- Mayor Hahn has asked LAWA to review removal of all the parking structures in the Central Terminal Area in the long term and a new terminal built east of the current facility that would serve as the check in point for all passengers and baggage.
- The Airport Police stand ready to work with all these agencies to make LAX the safest airport in America.

EXHIBIT 5  
Deponent Heaven  
Date 10-30-01 Rptr. LJR  
WWW.DEPOSOCC.COM

Testimony of Dick Stanford, Councilmember, City of Azusa, California  
[1023 Lakeview Terrace, Azusa, CA 91702, 626/334-7335]  
Re: the Draft EIS/EIR for the Draft LAX Master Plan  
At the hearing by Los Angeles World Airports and the Federal Aviation Administration  
Baldwin Park, California  
October 30, 2001

**REGIONAL AIRPORT SYSTEM STILL BEING SHORTCHANGED**

Honorable Hearing Officers, my name is Dick Stanford. Thank you for the opportunity to testify.

Although I am a member of the Southern California Association of Governments' Regional Council and Transportation and Communications Committee, my testimony is presented solely in my capacity as a City Councilmember of the City of Azusa and for the City of Azusa.

Azusa is one of some 100 cities and other entities that respectfully request the City of Los Angeles to terminate plans for LAX expansion and concentrate, instead, on developing a truly regional airport system.

I hope I speak with some credibility. I helped build D/FW. I coordinated Friends of Mueller Airport in Austin, TX. I served on Ontario's Blue Ribbon Airport Committee,. And, I am a former Marine Corps fighter pilot.

In 1988, my friend, Don Ameche, now deceased, starred in a movie called "Things Change." In the movie, his life was changed drastically.

Well, since we last met, things have changed drastically in our own lives. Mayor Hahn, whom I believe is no friend of LAX expansion, has replaced Mayor Riordan, who championed LAX expansion.

The events of September 11, by extension, ended our trust in major hub airports. We are now well aware that grouping our air transportation assets makes its easier for terrorists to impact than if our air transportation system is regionalized into several airports.

Quite simply, if you put your eggs all in one basket and drop that basket, you are truly out of luck

The local example is overpowering. LAX is still trying to deal with security issues. Meanwhile, ONT almost overnight installed its hard and soft security measures and is now operating well.

That is one of the results almost all Southern California air travelers would be enjoying had regionalization of our airport system occurred long ago.

It was specifically because of the exclusion of the alternative of regionalization that the original draft EIR/EIS for the LAX expansion was inadequate. All alternatives are to be seriously addressed in an EIR; regionalization of the airport system was not.

Now, it is terribly disappointing that even though LAX expansion has been pronounced DOA, there are still projects which are part and parcel of expansion that keep popping up. Hydra is active right in Los Angeles. You cut off the LAX expansion head only to turn around and find another head that is Sepulveda widening, or another head that is changing rules to reinstate the Arbor Vitae intersection.

We respectfully ask Mayor Hahne to indicate to his many staffs that **NO LAX EXPANSION** means **NO LAX EXPANSION**...please ask the LAWA staff to quit trying to bring pieces of the expansion in via various and sundry back doors.

Remember, the Ontario Airport serves a population mass that would make that airport much more profitable for many more airline flights than presently operate there. Many more passengers would spend considerably less time on the freeway and concurrently less time fouling the air if their ground travel was to ONT instead of LAX.

But, the beautiful terminal there tends to be a ghost town because the flights are not there because the more convenient schedules are given to LAX, and because relative fare pricing deliberately forces passengers to use LAX.

LAWA, despite its protestations, can massively impact scheduling and which flights serve the Los Angeles area from which airport. We ask that they act accordingly.

Thus, we respectfully request that LAWA and the FAA join the many cities, Mayor Hahn, the Los Angeles County Board of Supervisors, a number of Members of Congress, and the Southern California Association of Governments in supporting a truly regional system which would be more efficient and less polluting for air travel in the greater Los Angeles region.

Thank you.

Comments of Robert L. Rodine, Chairman, Aviation Committee, Valley Industry and Commerce Association ("VICA") at public hearing for LAX Master Plan before FAA and LAWA, October 30, 2001

I am Robert Rodine, speaking before you tonight as the Chairman of the Aviation Committee of the Valley Industry and Commerce Association, a business advocacy organization representing approximately 325 member companies.

In 1999, following numerous analyses, expert presentations and extensive discussion, VICA adopted a position supporting a Master Plan for LAX insuring capacity for 92 Million Annual Passengers.

With all due respect for those who hold visions for the need of less capacity, we must impose upon you to recognize two immutable facts -

We are a resilient and resourceful society, and with our economy intact, we have rebounded from far worse disasters than the Al Qaeda threat,

and,

The demographic factors fueling the need for improved facilities at LAX are ever present and will relentlessly challenge the capacity of that facility on into the future.

The only thing that has changed in the Al Qaeda era is the need for significantly heightened focus on safety and security.

Local self interest driving airport constraint is choking air commerce and the freedom of all citizens to travel expeditiously in our once proud air commerce system. This region suffers not less than three major regional commercial airports so constrained, and another has yet to be established due to the same forces. If we fail to modernize LAX, to serve the ever growing demand, and to compensate for the refusal of regional airports to serve the full demand of their constituents, then we will all be the losers, and that loss will be the equivalent of the planned capacity of LAX today and all of the benefits accruing to that capacity.

VICA strongly urges you to accept only a plan that will fully service this region's needs, and to reject any plan based on non-existent, unrealistic and phantom alternatives.



Regional Airport Capacity Analysis

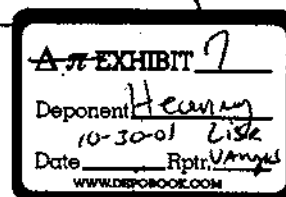
Area/Factor	<u>Losses at Other Regional Airports</u> <u>Unacceptable Growth Above Current Loads</u>				<u>LAX 1995</u>	<u>ONT</u>	<u>TOTAL REGIONAL IMPACT</u>
	<u>BUR</u>	<u>SNA</u>	<u>LGB</u>	<u>ELT</u>			
Maximum Load to CAP or Limit	4.9	8.4	1.8	0.0	79.0	12.0	106.1
Current Load 1995	<u>(4.9)</u>	<u>(7.2)</u>	<u>(0.4)</u>	<u>0.0</u>	<u>(63.0)</u>	<u>(6.4)</u>	<u>(81.9)</u>
Unused Capacity	<u>0.0</u>	<u>1.2</u>	<u>1.4</u>	<u>0.0</u>	<u>16.0</u>	<u>5.6</u>	<u>24.2</u>
Projected Load	7.0	7.0	2.8	22.2	94.2	15.3	148.5
Current Load 1995	<u>(4.9)</u>	<u>(7.2)</u>	<u>(0.4)</u>	<u>0.0</u>	<u>(63.0)</u>	<u>(6.4)</u>	<u>(81.9)</u>
Additional Capacity Required	<u>2.1</u>	<u>(0.2)</u>	<u>2.4</u>	<u>22.2</u>	<u>31.2</u>	<u>8.9</u>	<u>66.6</u>
Capacity Shortfall	<u>(2.1)</u>	<u>1.4</u>	<u>(1.0)</u>	<u>(22.2)</u>	<u>(15.2)</u>	<u>(3.3)</u>	<u>(42.4)</u>

\*New Landrum & Brown Forecast

Prepared by: Robert L. Rodine  
The Polaris Group  
September 10, 2001

**Mary Brooks**

From: <MerryNor@aol.com>  
 To: <mbrooks@e-znet.com>  
 Sent: Saturday, November 03, 2001 1:55 PM  
 Subject: PUBLIC TESTIMONY



GOOD EVENING!

I am Merry Norris, Executive Director of GATEWAY TO L.A.

which is a property-based Business Improvement District.

Our offices are located at 6151 Century Boulevard, Los Angeles.

The GATEWAY TO L.A. BID is comprised of properties along Century Boulevard between the 405 Freeway and Sepulveda Boulevard at LAX, as well as several properties on Airport and Aviation Boulevards between Century and 98th Street.

GATEWAY TO L.A. is comprised of 13 hotels, 7,200 hotel rooms, several million square feet of office and commercial space and contains over 15,000 parking spaces

GATEWAY TO L.A.'s goal is to revitalize the properties and businesses within our borders and to create a meaningful and recognizable "GATEWAY" to the city of Los Angeles.

We have worked successfully with LAWA on improvements to the LAX Gateway area. I am sure you are aware of the beautiful enhancements including lighted pylons and majestic palm trees which have quickly become a dramatic landmark for Los Angeles.

11/4/01

PC03573

Since well before September 11th, the GATEWAY BID has been working with the architecture firm of DMJM to develop a vibrant new vision for our area. We are hoping to partner with LAWA on these plans.

It is now very clearly time to take a different approach at LAX.

In considering a new approach, we all know that the assurance of safety and security is of paramount importance for all travelers

Any future changes are an opportunity for a win-win situation for businesses in and around LAX and for our neighbors- these opportunities would create new jobs, provide large scale entertainment, develop more parking and produce safer modes of transportation.

In collaboration with DMJM we have been developing BIG IDEAS which we call: AEROTROPOLIS - a gateway, a destination point which exemplifies and proliferates the brightness, the grandness and the bigness of the city in which we live: LOS ANGELES.

We look forward to sharing our vision with you.

Thank you for your time.

EXHIBIT 8  
Deponent: Hearing  
Date: 10-30-01 Rpt: Lish  
Rpt: Ungus  
WWW.DEPOBOOK.COM

Good evening ladies and gentlemen ~~\_\_\_\_\_~~ My name is Luis ~~\_\_\_\_\_~~ Cabrales, I am Assistant Director of Outreach at the California League of Conservation Voters Education Fund.

~~\_\_\_\_\_ today, I speak on behalf of the underrepresented communities of color \_\_\_\_\_~~

According to the Coalition for Clean Air, the Los Angeles International Airport is the second largest industrial smog source in the Los Angeles area.

For many years low income communities and communities of color located under the airport's flight path have endured this source of pollution. The proposed expansion, ~~\_\_\_\_\_~~ will intensify the airport's environmental impact in those communities.

<sup>ALSO</sup>  
~~\_\_\_\_\_~~ I am a resident of Pico Rivera, one of the many communities of color located under the proposed LAX expansion plan's path way. But I have also lived all my life in Southeast L.A. For many years I too, had to endure the noise and air pollution created by the airplanes that flew just above my home, school and parks where I lived, studied and played.

The proposed expansion of LAX, which according to the environmental impact report, acknowledges significant impacts from aircraft noise and pollution on low income communities and communities of color, ~~\_\_\_\_\_~~ of the most important issues the communities under the airport's flight path face.

Thus, it is time for L.A. officials to pay attention to the environmental justice implications that the LAX has had, and how its expansion will exacerbate the pollution rates of the communities of color under its path way.

IT IS IMPORTANT TO MENTION THAT MANY OF THE PEOPLE WHO HAVE BEEN IMPACTED BY HEALTH PROBLEMS DUE TO POLLUTION ARE THE CHILDREN, ~~THE~~ SPOUSES & PARENTS OF UNION MEMBERS AND EVEN UNION MEMBERS THEMSELVES.

SO FAR THE JOBS & MONEY CREATED BY THE LAX HAVE NOT IMPROVED THE HEALTH STATUS OF THE LATINO & AFRICAN AMERICAN COMMUNITIES THAT SURROUND THE AIRPORT, AND THE INCREASE IN POLLUTION RATES THAT WILL RESULT FROM THE EXPANSION WILL ONLY EXACERBATE THOSE HEALTH PROBLEMS.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): KIM CHIN Date: 1/04/02

Address: 649 S Ynez Ave

City: Monterey Park State: CA Zip Code: 91754

Telephone (Optional): 626-576-5423 E-Mail (Optional): —

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

LAX has expanded flight operations over my city and home to intolerable levels. The noise is very disturbing to our quality of life and peace of mind. Stop this abuse of our homes and families.

Office Use Only

RECEIVED  
JAN 9 2002

Attach additional sheets if necessary.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Junce Wang Date: 01/04/02

Address: 1420 Sunrise Dr. Monterey Park

City: Monterey Park State: CA Zip Code: 91754

Telephone (Optional): 323-780-3216 E-Mail (Optional): -

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

The noise is very disturbing to our quality of life. please stop this abuse of our homes and families.

Office Use Only

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JAN 9 2002

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.

PC03576



P.O. Box 92216  
 Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Holly & Robert Chiu Date: 1/04/02

Address: 639 S. Ynez

City: Monterey Park State: CA Zip Code: 91754

Telephone (Optional): 626-289-2678 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
 Number: Title:

Comments:

Please stop the operations of flights over our city. This has ~~is~~ becoming intolerable and causes stress to our daily life. The citizens <sup>or residents</sup> of Monterey Park should not have to ~~be~~ put up with this kind of abuse.

Office Use Only

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 JAN - 9 2002

Attach additional sheets if necessary.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): James C. Chen Date: 1/4/02

Address: 1567 Fulton Ave.

City: Monterey Park State: CA Zip Code: 91755

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

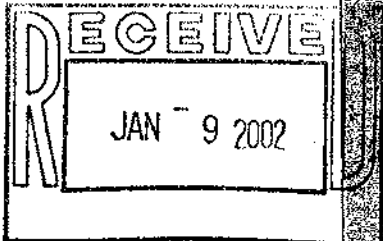
Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

When aircrafts fly over Monterey Park area, the noise is too high and disturb the normal life of people live there. Stop fly over M/P area!

Office Use Only



Attach additional sheets if necessary.



--	--	--	--	--	--	--	--	--	--



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

*Please print.*

Name (First MI Last, or Organization): CAROLE J. KURUMA Date: 1/2/02

Address: 1825 VERDE VISTA DR

City: MONTEREY PARK State: CA Zip Code: 91754

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

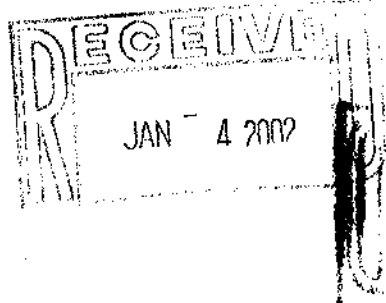
**Comments:**

I respectfully request that the air traffic over Monterey Park be re-routed to an industrial area where noise pollution is not a concern.

Over-flights over Monterey Park are a nuisance and disturbance to our once quiet city. The noise from these aircraft drown out conversations and cause airwave interruptions. Local schools in the Monterey hills are also disrupted because of the loud noise.

*Carole Kuruma*

*Office Use Only*



Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): MIEKO FUJII Date: 12/20/01

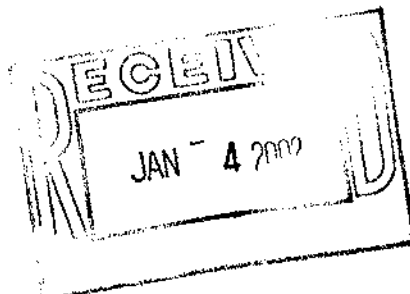
Address: 1374 BRIGHTWOOD ST.

City: MONTEREY PARK State: CA Zip Code: 91754

Telephone (Optional): E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: Title:

Comments:	Office Use Only
<p>AIR TRAFFIC NOISE IS DISRUPTIVE TO OUR LIFE IN MONTEREY PARK, ESPECIALLY OVER THE HILLS IN OUR CITY. T.V. RECEPTION IS INTERRUPTED, AND CONVERSATIONS INSIDE AND OUTSIDE OUR HOME IS DROWN OUT.</p> <p>PLEASE MOVE THE FLIGHT PATTERNS AWAY FROM OUR CITY.</p> 	

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.

PC03580



P.O. Box 92216  
 Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Glenn & JUNE FUJII Date: 12/28/01

Address: 1949 Isabella Ave.

City: Monterey Park State: CA Zip Code: 91754

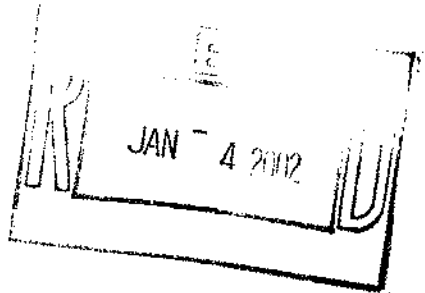
Telephone (Optional): E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
 Number: Title:

Comments: Office Use Only

The noise from aircrafts are a nuisance to our neighborhood and disrupt conversations, television reception and concentration. Our homes, schools and offices were not designed to keep out such noise pollution. Perhaps air traffic should be re-routed to the industrial areas, only a mile away from our once quiet town.



Attach additional sheets if necessary.



P.O. Box 92216  
 Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): L.A. FLY FISHING CLUB Date: 1/07/02

Address: 1520 PEBBLE HURST ST.

City: MONTEREY PARK State: CA Zip Code: 91754

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_  
 Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

Since 1995, LAX increased air traffic over my neighborhood. The noise from these aircraft drown out outdoor and indoor conversations, as well as telephonic and television reception.

The over flights are a nuisance and disturbance to a once quiet city. I request that LAX consider an alternate route or decrease the air traffic in our area.

NOISE  
 HELICOPTERS ARE ALSO BECOMING  
 A MAJOR NOISE PROBLEM IN ARE  
 CITY.

Office Use Only

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 JAN - 9 2002

Attach additional sheets if necessary.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): NANCY M. KAGAWA Date: 1-7-02

Address: 1124 CREST HAVEN WY

City: MONTEREY PARK State: CA Zip Code: 91754

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

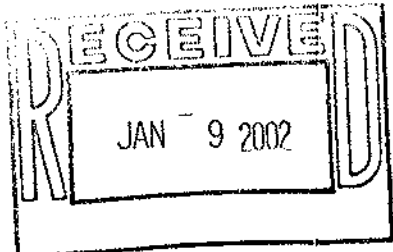
Subsection (If applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

The noise from aircrafts are a nuisance to our neighborhood and disrupt conversations, television reception and concentration. Our homes, schools, churches and offices were not designed to keep out the increased noise pollution.

An alternate flight pattern is requested; perhaps air traffic should be re-routed to the industrial areas, only a mile away from our once quiet town.

Office Use Only



Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than **November 9, 2001**.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): HIDEO M. KAGAWA Date: 1-7-02

Address: 1120 CREST HAVEN WY

City: MONTEREY PARK State: CA. Zip Code: 91754

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

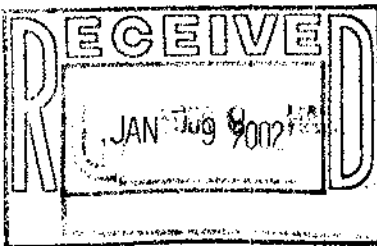
Subsection (If applicable): \_\_\_\_\_ Title: \_\_\_\_\_

Comments: \_\_\_\_\_ Office Use Only

As a parent and resident of Monterey Park, I am concerned about the noise and air pollution caused by the planes flying over our city. Students in local schools are often interrupted by the increase in noise caused by the low-flying planes over the hills.

Conversations, as well as television reception is interrupted, and it seems that the traffic has greatly increased over the years. Please consider our concern and re-route the air traffic.

Thank you.



Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.



P.O. Box 92216  
 Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): <i>Kien &amp; Vinnie Chin.</i>		Date: <i>1/07/02</i>
Address: <i>940 Moonbeam street</i>		
City: <i>Monterey Park</i>	State: <i>CA</i>	Zip Code: <i>91754</i>
Telephone (Optional):	E-Mail (Optional):	

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
 Number: Title:

<p>Comments:</p> <p><i>The low-flying of airplanes is causing so much noise and pollution that disturbs the peace of of our quiet neighborhood.</i></p> <p><i>We love our city and do not want to see such abuse and <del>the</del> <sup>be</sup> taken advantage of. There must be another way!</i></p>	<p>Office Use Only</p>
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Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than November 9, 2001.



P.O. Box 92216  
 Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Terry + Danny & Pei Date: 1/6/02

Address: 448 S. Garfield #C

City: Monterey Park State: CA Zip Code: 91754

Telephone (Optional): — E-Mail (Optional): —

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
 Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:	Office Use Only
<p>The noise level from the low flying planes is getting out of hand. These planes should be flying over residential areas which really disturb our peace of mind. In addition, pollution from the engine exhaust falls right on top of <del>to</del> our homes. Nobody wants <del>it</del> it and nobody likes it either!</p>	

Attach additional sheets if necessary.



1 Dr. Alexander Weir, III  
2 8180 Manitoba Street  
3 Unit 125  
4 Playa Del Rey, CA 90293

5  
6 My name is Alexander Weir, III. I live at  
7 8180 Manitoba Street, Playa Del Rey, California, 90293,  
8 unit 125.

9 I am concerned about the airport expansion. I  
10 live approximately two miles from the airport now, I  
11 think, and I am hearing airport noise after  
12 11:00 o'clock at night when airplanes fly over my house  
13 outside of the expected flight paths.

14 I think the expansion would be unnecessary and  
15 would increase the noise that I hear now, plus, I  
16 understand that the proposed expansion is going to  
17 disrupt traffic on Pershing Drive, which I use to drive  
18 to work and to pick up my daughter, who is handicapped,  
19 at a downtown school -- she goes to a downtown school.  
20 And it will also destroy the heart of Westchester, where  
21 I shop sometimes.

22 I see no need for this plan when the airport  
23 itself isn't going to handle a substantial number of  
24 passengers but simply accommodate cargo planes that  
25 could go to other airports as easily -- more easily.

1 Plus, I have seen exceedingly increased traffic through  
2 the airport on Sepulveda Boulevard that backs up, making  
3 it impossible for me to drive south of the airport. Or,  
4 if I am south of the airport, to go home going north.

5 I also think it's a bad idea to place a car  
6 rental facility at the back end of the airport, as the  
7 plan now proposes, next to the sewage treatment plant  
8 for the entire city of Los Angeles and next to the  
9 butterfly wilderness area.

10 That's about all I can think of for now. I  
11 live with my wife and daughter in a condominium. I grew  
12 up in Playa Del Rey. It so happens that I spent time in  
13 Washington, D.C., but I am now living approximately half  
14 a mile from the elementary school I graduated from. And  
15 I have seen a number of changes in the area, but I can't  
16 think of any improvements to this area or to the city of  
17 Los Angeles that would come from an expansion of the  
18 airport. I see only detriment.

19 Thank you very much.  
20  
21  
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23  
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1 Dorris Parsons  
2 6305 West 77th Place  
3 Los Angeles, CA 90045  
4  
5

6 Dorris, D-O-R-R-I-S, Parsons, P-A-R-S-O-N-S,  
7 6305 West 77th Place, Los Angeles, California, 90045.

8 I've lived in Westchester for 50 years. I've  
9 seen a lot of changes. Some I like, some I don't like.  
10 Most of them I don't like, but this is the coup de  
11 gras. I'm very unhappy about it because now I'm retired  
12 and the airport has become more noisy. When I clean my  
13 windows on my house, there is a film that's oil and I  
14 have to work really hard to get it off. And the only  
15 thing I can think of, it must be from the airport.

16 I'm very unhappy because when my grandchildren  
17 come, I think it's an unhealthy environment, and I have  
18 10 grandchildren. I'm worried about all the noise.  
19 Where I live, I have helicopters over my house. I live  
20 near Sepulveda Boulevard, and they follow the west side  
21 of Sepulveda Boulevard to the airport. And I have  
22 constant helicopters, but I do have noise. And some of  
23 the planes are so big, they make even more noise. I  
24 don't know which ones they are, but they are very  
25 awful. And I'd like to have peace and quiet in my

1 retirement.

2 I've been a good citizen. I raised four good  
3 citizens. They are all people who have contributed to  
4 the community. They are political, they are doctors,  
5 and I really think that you have a -- you really have an  
6 obligation for families who have been good citizens of  
7 America. I love our country and I think we should have  
8 a good place for families to live, which has been ruined  
9 by this airport. And I don't want it to grow. I've  
10 seen it grow, and I've seen them come with bulldozers  
11 and bulldoze down hundreds of homes, beautiful rose  
12 bushes, swimming pools. And it's all destroyed for the  
13 airport, and I want it to stop, please.

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1 Randall Starr  
2 7813 Cowan Avenue  
3 Los Angeles, CA 90045  
4

5 Randall Starr, address is 7813 Cowen Avenue,  
6 Los Angeles, California, 90045. Phone, (310) 645-1068.

7 So I'm opposed to this for the following  
8 reasons: As a homeowner, I need to repaint my house due  
9 to pollution that I feel is more than any other  
10 neighborhood. And the expansion of this airport would  
11 only increase that. In addition, I need to replace  
12 landscaping due to pollutants that fall on these  
13 plants. And I think it's unfair to expand the airport.  
14 I had to install double-paned windows throughout my  
15 house for noise pollution. And that was an added cost  
16 that I think is unfair.

17 At night my children are kept up and woken  
18 past 11:00 o'clock as large cargo planes come up and  
19 dump off their cargo.

20 And most specifically is traffic. There has  
21 been an increase in traffic already, and to go to 98  
22 million passengers would only increase that.

23 that's why I'm opposed. I would like to have  
24 a response for the following questions: Why does this  
25 EIR claim a baseline of 78 million passengers versus 68

1 million passengers that seems to be the capacity of the  
2 airport? Where did 10 million passengers go? Does the  
3 EIR give an impact in case the MAP goes beyond 98  
4 million passengers?

5 I'm concerned that there will be more than 98  
6 million passengers that will be the actual capacity of  
7 the airport. I think 98 million is not a right number.

8 And lastly, I don't believe that there are  
9 very good alternatives presented in the EIR that  
10 proposed something less than 98 million passengers.

1 Harry Wilson  
2 7728 Toland Avenue  
3 Westchester, CA 90045.  
4

5 Harry Wilson, 7728 Toland Avenue, Westchester,  
6 90045.

7 The airplanes dump fuel when they land,  
8 they -- I get fuel on the windshields of my cars. And  
9 the noise at night wakes me up, wakes my wife up.

10 And I live near Midfield, and they want to put  
11 a ramp there which would -- Midfield. And my sister  
12 lives across the freeway, so the ramp leaving the new  
13 airport area may destroy her house. They may have to  
14 buy her house and destroy it. She's concerned about  
15 that. She can't make it today.

16 That's what we're concerned with: The ramp --  
17 the on-ramps and off-ramps that they would need to  
18 build. And just -- the pollution. I have kids and I  
19 don't want them breathing the exhaust from the planes.  
20  
21  
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1 Lisa Clark  
2 1851 Holmby Avenue  
3 Los Angeles, CA 90025  
4

5 Lisa Clark, 1851 Holmby Avenue, Los Angeles,  
6 90025, and I've written down some things.

7 I have several questions regarding this  
8 expansion. How will L.A.X. handle, specifically, the  
9 energy needs of this expansion? Have there been any  
10 studies conducted on this question? Who paid for the  
11 studies and how could this be manageable when the state  
12 of California is already in a long-term energy crisis?

13 Two: What studies have been done in regard to  
14 environmental impact of large capacity airplanes who  
15 would then come into the airport? Has there been public  
16 discussion on this subject? How many runways would have  
17 to be moved solely for the purpose of these large  
18 capacity airplanes?

19 L.A. has a shortage of open spaces, parklands,  
20 and green areas, and is full of concrete and asphalt.  
21 How many feet of new roads will need to be built for the  
22 expansion? Has there been any public discussion in  
23 regards to this?

24 Number four: In the last several years, by  
25 national newspapers, the 405 and the I-10 intersection



1 has been rated as one of -- as the worst intersection in  
2 the nation. Playa Vista has now been allowed to go  
3 forward, increasing the number of automobiles on these  
4 freeways. How many more additional cars, both minimum  
5 and maximum, will be added, one, to the 405; and, two,  
6 to the I-10. I would like -- I would ask to see these  
7 studies and full disclosure of who paid for these  
8 studies.

9           Number five: How will quality of life be  
10 affected by this expansion? How has this been studied?

11           Number six: How many schools are in the  
12 vicinity of the airport and how will they be affected,  
13 both the health of the children as well as their ability  
14 to learn under increased noise and stress in the area?

15           Number seven: What are the health  
16 ramifications of the increased expansion to people  
17 living within a 20-mile radius? What are the  
18 ramifications to the children and what are the  
19 ramifications to adults in regards to stress levels and  
20 their short-term and long-term health? Have there been  
21 studies done on this? How long was the study conducted  
22 and how was the study shaped? I would like a copy of  
23 this study.

24           Number eight: What is the effect on property  
25 values of people living in the L.A.X. expansion area?

1 How many families will be displaced or need to move?  
2 How many historically registered homes will be affected  
3 by this?

4 And, number nine: How will the currently  
5 congested skies and bottlenecked air control traffic  
6 towers be able to now handle even higher capacity  
7 flights? What will the effect be of on-time arrival?  
8 Will there be an increased risk of mid-air crashes?

9 And then I guess I would end by just saying,  
10 you know, these are serious questions said with  
11 heartfelt thought, and that I hope that for their  
12 families' sakes and for the sakes of their communities,  
13 they will reconsider this airport expansion.

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1 Marie D. Preyer  
2 7525 Manchester Avenue  
3 #522  
4 Los Angeles, CA 90045  
5

6 My name is Marie Preyer. My address is 7525  
7 Manchester Avenue, apartment 522.

8 I am a college student in this area, and I  
9 also attended elementary school and had all of my  
10 primary schooling in the area of Westchester. As a  
11 resident of Westchester, I'd like to ask you a question  
12 for the children who are still in school, and that is:  
13 How will the expansion of the L.A. airport negatively  
14 impact the local schools here? Those schools being  
15 Westchester High School, St. Bernard's school,  
16 Westchester Lutheran School, and St. Anastasia.

17 Will the expansion contribute negatively to  
18 the air pollution and noise pollution? If it will, how  
19 are those schools going to be financially compensated  
20 for the negative impact of the expansion upon the  
21 students?

22 In the wake of the recent school violence  
23 across America, many people are asking what can be done  
24 to help our children? Perhaps the greatest thing we can  
25 do for our children is a simple one: To honor them

1 enough to give them a safe, non-polluted place where  
2 they can study and learn.

3 Please respond to my questions.  
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1 Andrew Stefanski  
2 7296 West 85th Street  
3 Los Angeles, CA 90045  
4

5 My name is Andrew Stefanski,  
6 S-T-E-F-A-N-S-K-I, 7296 West 85th Street, Westchester.

7 I am a licensed civil engineer and Realtor.  
8 By training and experience, I am qualified to talk about  
9 housing. It is a bad idea to build a major airport in a  
10 densely populated area, and it is even worse to keep  
11 expanding it.

12 Some 30 years ago, the airport condemned  
13 approximately 3,000 homes and displaced 9,000 people in  
14 Westchester and Playa Del Rey. We were told this was  
15 the end. By year 2000, we are going to have Palmdale  
16 International Airport and all big jets are going to land  
17 there. Now, in 2000, the airport is taking some 2,500  
18 homes and apartment units. It is not direct  
19 condemnation. People came to them saying we had enough,  
20 take us. This is not the end. To deliver people to  
21 San Diego Freeway is not enough to make them move  
22 further.

23 The 405 Freeway has to be widened by an  
24 additional two lanes each way, as recently proposed by  
25 CalTrans. This means thousands more properties taken.

1 If the master plan for airport expansion is implemented,  
2 many more people may come to the airport and ask to be  
3 taken from an untenable situation.

4 In addition to direct taking, there are  
5 thousands of homes in airport approaches up to the  
6 Harbor freeway and beyond which are depressed by airport  
7 operations. People do not want to build units, maintain  
8 their homes. Vacant lots remain idle as there are no  
9 volunteers to develop them. This costs the city  
10 millions in lost taxes.

11 It is a bad idea to build an airport in a  
12 densely populated area, and it is even worse to keep  
13 expanding it.

1 Dr. Howard Sofen  
2 8930 Sepulveda Boulevard  
3 Los Angeles, CA 90045  
4

5 My name is Dr. Howard Sofen, and my address is  
6 8930 Sepulveda Boulevard, Westchester, California, and I  
7 have two comments -- actually, two questions.

8 Number one: Is there any possible way to  
9 realign the new Westchester Parkway so as not to disrupt  
10 the 8900 block of Sepulveda? There are numerous  
11 businesses that would be disrupted, including my own,  
12 and it seems that for the minimal extra block they take  
13 there is an incredible amount of disruption.

14 Point number two: Is there any possible way  
15 that the Board of Airports can offer assurances that new  
16 office buildings could be built in the new L.A.X. Office  
17 Park North at -- in north L.A.X. area prior to the  
18 destruction of the buildings on Sepulveda?

19 Thank you.  
20  
21  
22  
23  
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25

1 James T. McCutcheon  
2 7732 Midfield Avenue  
3 Los Angeles, CA 90045  
4

5 My name is James T. McCutcheon. I live at  
6 7732 Midfield Avenue, Los Angeles, California, 90045,  
7 right next to the Centinela Adobe which is being  
8 proposed to be taken for a connector road to take care  
9 of the influx of people and the growth of the airport as  
10 it's expanding.

11 The proposed connector road will run north and  
12 south on both sides of the freeway, 20 feet or more in  
13 the air from the Howard Hughes Parkway past the  
14 interchange of Arbor Vitae. Due to the 20 foot plus  
15 elevation above the freeway, this will cause the taking  
16 of some 300 feet of residential and business properties  
17 on both sides of the connector road, including the big  
18 donut at the intersection of La Cienega and Manchester.

19 The Centinela Adobe is a national monument and  
20 will be taken. That's the place where Inglewood was  
21 founded. So nothing seems to be sacred.

22 I do not want to move. I will lose my  
23 property. My family does not want to move. We want to  
24 stay in Westchester. I'm an engineer. I was in the  
25 Army Corps of Engineers. I know the freeway is wide



1 enough now to handle the existing traffic and future  
2 traffic if the airport is not expanded.

3           So it's necessary that the freeway not be  
4 expanded so that -- I mean, the airport not be expanded  
5 so the freeways won't have to be expanded. And there  
6 is -- other than that, I join the group in all the other  
7 objections, but I personally am involved in this  
8 objection. Thank you.

1 Jean Rezzo  
2 165 Culver Boulevard  
3 Playa Del Rey  
4

5 My name is Jean Rezzo, and I live in Playa Del  
6 Rey.

7 Just for this record, I'm going to limit my  
8 comments to the pollution, not noise, air quality. I  
9 have a son that's 10 that was born at this address right  
10 bordering the airport. And myself and my two sons, the  
11 one that is 10 and the one that is 17, when we do get a  
12 common cold, virus, it takes us weeks to get rid of it.  
13 The bronchitis lasts and lasts until we end up on  
14 antibiotics or the virus has turned from viral to  
15 bacterial. And it's because of the soot and dirt and  
16 pollution that is constantly at our house, which happens  
17 to be white that turns black within -- you know, dark  
18 color -- within a year or two. Has to be repainted. My  
19 car is white. Within two days after washing, it's got a  
20 gray color to it. It's just not healthy. And I can  
21 prove it by our health: We don't smoke, but you would  
22 think we did. And dirt. And I can -- I'm a scientist,  
23 I can get -- prove it. So anybody that needs it, I'll  
24 do samples. I'll show you what it looks like. I have a  
25 pool that gets dirtier than it should be, that needs

1 more chlorine than it should be, even times of the year  
2 that we're not in the water. The water is cold. It  
3 shouldn't be getting dirty. So the main issue for me is  
4 the pollution coming down from the exhaust from the  
5 airplanes, you know.

6           And I guess -- I estimate there is a couple  
7 hundred an hour going over our home. So that's it.

1 Paul Maloutos  
2 7502 Midfield Avenue  
3 Los Angeles, CA 90045  
4

5 Paul Maloutos, M-A-L-O-U-T-O-S, 7502 Midfield,  
6 M-I-D-I-F-I-E-L-D, Avenue, Westchester, 90045.

7 Okay. So the main thing is -- very  
8 appropriate at this point -- my comment is that  
9 Mrs. Ruth Galanter is doing an excellent work and we  
10 have to focus how to protect the Manchester Square  
11 rezoning to be OS so we will prevail and not become a  
12 PF, which is public facilities.

13 A good way will be if possibly something  
14 nice -- it's been built there, with the cost of few  
15 millions, so it will be very difficult to change -- and  
16 become a nice park for the area.

17 Secondly, the Westchester area, it is a  
18 residential area with a lot of children and there is  
19 about seven schools in the area. Did they ever think  
20 about the pollution, the effect it will have in the  
21 schools? Two schools are public, and the rest -- five  
22 schools -- the private schools. So the children, they  
23 need to be in a good environment, not in a polluted  
24 environment. So we should be concerned over those  
25 things.

1 Lisa Hammer  
2 6136 West 85th Place  
3 Los Angeles, CA 90045  
4

5 My name is Lisa Hammer. My address is 6136 West  
6 85th Place, and I own a business at 6216 West Manchester  
7 Avenue.

8 So I am a resident and a business owner in  
9 this area. I've lived here all my life. I'm 38. And  
10 therefore in 1970 whatever, I watched my friends move  
11 away because their houses were taken by the airport. At  
12 the time I was young, I didn't understand it. I, you  
13 know, grew up and it was done. But then I watched our  
14 business district deteriorate into what it is today,  
15 finally rebounding to almost something presentable,  
16 maybe, and then this comes.

17 Another example is a friend of mine whose  
18 house was taken and actually moved to another house in  
19 Westchester -- so we still remained friends for, you  
20 know, all 30 years -- recently came to visit from  
21 Ventura County. And it took her, on the 405 from the  
22 Valley, almost an hour to get to my house, because of  
23 the traffic on a Saturday night, to get to Westchester.  
24 That's it.

1 Diane Kirksey  
2 8243 Billowvista Drive  
3 Playa Del Rey, CA 90293  
4

5 I'm Diane Kirksey, 8243 Billowvista Drive, Playa  
6 Del Rey, California, 90293.

7 Expanding L.A.X. to 98 million passengers and  
8 expanding cargo will create unsafe conditions for the  
9 airport, its passengers, and the residents surrounding  
10 the airport. Alternatives: Regional airports such as  
11 Palmdale, Ontario, and March Air Force should be  
12 expanded to handle increased passengers and cargo.

13 If L.A. insists on expanding L.A.X. to a  
14 hundred million passengers per year, then they need to  
15 go ahead and purchase all of the residential homes in  
16 Playa Del Rey, Inglewood, El Segundo, and other severely  
17 impacted areas at full market value because these areas  
18 should not bear the full burden of noise, pollution,  
19 traffic, danger of mid-air collision, or other impacts,  
20 which an expanded L.A.X. would bring.  
21  
22  
23  
24  
25

1 Lee Roozen  
2 7420 Dunfield Avenue  
3 Los Angeles, CA 90045  
4

5 My name is Lee, L-E-E, Roozen, R-O-O-Z-E-N.  
6 Address is 7420 Dunfield Avenue, that's D-U-N-F-I-E-L-D,  
7 Avenue, Los Angeles, 90045.

8 Now, what do you want to know? I have several  
9 health problems, as many others do in my neighborhood.  
10 One is I have sleep apnea, which is greatly exacerbated  
11 by all the noise from increased air traffic, especially  
12 night traffic. I cannot leave my windows open, and in  
13 summertime, that is very, very discomforting.

14 And I also have chronic pulmonary disease with  
15 severe allergies which have only increased over the  
16 years as the air traffic has increased and air pollution  
17 has increased, and not only from the airplanes, but also  
18 from all the increased traffic that has come into the  
19 Westchester area.

20 Another -- this is in the form of a question.  
21 I would like to know where all the comments regarding  
22 studies that have been -- regarding health studies that  
23 have been made as a result of the airport pollution and  
24 increased cancer -- greatly increased cancer incidences  
25 for those that live within a four, five-mile radius of

1 the airport, and also increased respiratory diseases.

2 This is a health consideration as much as it  
3 is anything else. Traffic is, of course, horribly  
4 worse, and there have been people killed -- more people  
5 killed along the Sepulveda corridor there on the way to  
6 the airport by far than there used to be. More traffic  
7 accidents.



1 Marcus Huff  
2 10820 South Burl Avenue  
3 Lennox, CA 90304  
4

5 My name is Marcus Huff. My address is 10820 South  
6 Burl Avenue. It's in the city of Lennox, California,  
7 90039-0304.

8 In Lennox, we suffer from a lot of air  
9 pollution from the airport, which includes the trucks  
10 that go to the airport. Our roads are very torn up by  
11 those big trucks, as well as our kids are in grave  
12 danger of being hit by those big trucks. The trucks  
13 come and park on our small streets in Lennox, which  
14 means there is less room for all of our residents to  
15 park. The planes fly over our homes until 1:00,  
16 2:00 o'clock in the morning sometimes, and they start up  
17 again at roughly 5:00 A.M. in the morning. L.A.X. is  
18 not making my life very livable in Lennox because I both  
19 work and live in Lennox. That's all.  
20  
21  
22  
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25

1 Anton Acherman  
2 6055 West 75th Place  
3 Los Angeles, CA 90045  
4

5 My name is Anton Acherman. I live at 6055 West  
6 75th Place in Los Angeles, 90045. My phone number is  
7 (310) 645-8528.

8 My comment is about time. Last year during  
9 the summer it was already impossible to find parking  
10 space on or around L.A. So people, even my own family  
11 members, went to the hotels and rented -- and went to  
12 park the cars in the parking lots in the hotels. If the  
13 traffic increases a little more, then all those hotel  
14 parking lots are full also. Where do we then put our  
15 cars so that we can maybe walk? We may have to go on  
16 the bike.

17 The traffic has been increasing in the last  
18 four, five years in a tremendous rate, especially in the  
19 405. The airport has been growing very fast. All the  
20 mediation that goes on right now may take another five  
21 years before it's resolved. In the meantime, the  
22 airport keeps on expanding uncontrolled, and we have  
23 reached a hundred million passengers MAP, and what are  
24 we going to do then? They even cannot limit them  
25 anymore to what they talk about now, the 76 million, and

1 they are not going to turn them back either.

2 So in other words, we are completely stuck and  
3 we have not managed to try to do what we really wanted  
4 to do. The traffic will have to be taken away from the  
5 airport, and the only way to do that is the regional  
6 approach. If we start bringing the passengers and the  
7 freight to, like, Ontario and Palmdale, then a lot of  
8 traffic will go that way instead of going to L.A. That  
9 will relieve L.A. tremendously.

10 A major construction job, if that would start  
11 here at L.A., will create a complete choke up because it  
12 will bring in an awful lot of trucks and additional  
13 traffic and all the work has to be done while the  
14 airport is in full operation. And that may not be  
15 disturbed. So they have to -- they have to work around  
16 all those activities, that makes it extremely  
17 expensive.

18 And one example I can give to you is that for  
19 30 million new people going through the airport, they  
20 want to spend \$12 billion. That is an equivalent of  
21 \$400 per person. If they will go to Palmdale, for  
22 example, and build a hundred million passenger airport  
23 there, they can do that for \$4 billion, and it will  
24 bring the price per person down to \$40. This shows very  
25 clearly that they really start wasting the money at

1 L.A.X. and they should think twice before they do that.

2           What they can do is start immediately  
3 expanding in Ontario and refer as much freight as  
4 possible to Ontario. Ontario is fully equipped to  
5 handle that. There have been transport companies around  
6 in place in Ontario who would love to have the  
7 business. So that is one thing that can be done  
8 immediately to relieve the pressure on L.A.X. An  
9 airport in Palmdale can be built in a matter of possibly  
10 two years. So we may have problems for another two  
11 years, and then they can start gradually taking over and  
12 take the pressure off here at L.A.X.

13           So I hope that people will use common sense,  
14 especially city council will use common sense, and start  
15 reading the reality and start doing the right thing.

16 Thank you

1 Virginia Renfro  
2 8443 Truxton Avenue  
3 Los Angeles, CA 90045  
4

5 My name is Virginia Renfro. I live at 8443  
6 Truxton Avenue, Los Angeles, 90045.

7 My comments are I'm a resident of Westchester  
8 and I work as a school teacher in Van Nuys, and so I  
9 make the 20-mile trip every day from L.A. to Van Nuys.  
10 Five years ago -- as recently as five years ago -- it  
11 took me 25 minutes to drive that 20 miles. Now, in year  
12 2001, it takes me 45 minutes to drive 20 miles, and  
13 twice a week it's about an hour and a half to drive.  
14 The traffic is horrendous on the 405, and Sepulveda is  
15 no better.

16 Expanding the airport would increase traffic  
17 on the 405 and Sepulveda. Those are the entry points to  
18 the airport. And the 405 as well as Sepulveda cannot  
19 support any more traffic. About last year, over  
20 Dockweiler Beach in Playa Del Rey, debris from an  
21 airplane -- pieces from the airplane fell on the beach.  
22 Luckily, the beach was deserted and all the debris  
23 missed the nearby houses, but it could have been a  
24 tragedy if stuff from an airplane fell and hit people in  
25 the communities around the airport.

1           Without my glasses, at night I have counted 13  
2 airplanes up in the sky waiting to land. Any more air  
3 traffic would make more airplanes in the sky much  
4 greater danger for the safety of the people in the air  
5 as well as the people on the land.

6           The proposed ring road will not reduce traffic  
7 because people from outlying areas who have to come to  
8 the airport will still have to come via the 405 or  
9 Sepulveda. So the ring road is nonsense. It will not  
10 decrease traffic. Thank you for your attention.

1 David Brown  
2 8021 Champion Drive  
3 Los Angeles, CA 90045  
4

5 My name is David Brown. My address is 8021  
6 Champion Drive, Los Angeles.

7 My comment has to do with visitor parking at  
8 the airport. The master plans that -- all three  
9 concepts of the master plan do not provide adequate  
10 parking for visitors. Under the current approved master  
11 plan adopted in 1980, the plan provides for one parking  
12 space for every 750 visitors. Currently they are  
13 operating at approximately one parking space for every  
14 1,750 visitors. And under the master plan concept C,  
15 they are going from approximately 35,000 parking spaces  
16 to 39,000 parking spaces, which is equivalent to about  
17 one parking space for every 2,500 visitors. That's not  
18 adequate.

1 John Hoebink  
2 8727 Lilienthal Avenue  
3 Westchester, CA 90045  
4

5 My name is John, J-O-H-N, and I live at 8727  
6 Lilienthal, L-I-L-I-E-N-T-H-A-L.

7 I am for the expansion of the south runways  
8 for the already acquired airport property and for the  
9 cargo -- for south side runways, but we want a third  
10 north side runway for commuter planes. Don't expand, I  
11 guess, over 1,000 feet. I mean, that's limited  
12 commuters, I guess. We want -- I want -- our family,  
13 I'm speaking for my family -- the connection from Arbor  
14 Vitae to the parkway only through airport parking, the  
15 parking lots -- I think it's C and B. We're for the  
16 west side terminal. That's about all for the expansion,  
17 and that's all.



1 James Donaldson  
2 2666 Barry  
3 Los Angeles, CA 90064  
4

5 James Donaldson, 2666 Barry, B-A-R-R-Y,  
6 Avenue, that's West Los Angeles, California, 90064.

7 And what I'd like for -- what I'd like for  
8 them to do is build as many fix-based operators at  
9 L.A.X. to service all of the small business jets and  
10 non-commercial small jet traffic rather than force them  
11 out of the airport and make way for the large cargo  
12 jets. Currently they only have one fixed-base operator,  
13 it's Garrett Corporation. And from the meetings I've  
14 been to at the FAA, whoever is doing the L.A.X.  
15 expansion, they have made comments that they are going  
16 to force the small jet traffic out on the smaller  
17 airports and bring in large jets. But what we need to  
18 have them do is to build more small fixed-base operators  
19 to handle the commercial jets and business jets.

1 Anne Backes  
2 7034 Vista Del Mar Lane  
3 Playa Del Rey, CA 90293  
4

5 My name is Anne Backes. My address that I'm  
6 speaking for is 7034 Vista Del Mar Lane, Playa Del Rey,  
7 90293.

8 And I have the following comments: One,  
9 regarding the website. The access to the Environmental  
10 Impact Report document should have been more easy to  
11 find. There should have been a shortcut leading  
12 directly to it. That way people who are not as  
13 comfortable on the web could find it more easily.

14 After finding that and looking through it, I  
15 don't understand why the mitigation monitoring plan is  
16 not included. I was told that it will be included in  
17 the final EIR. I used to write EIR's in 1998, and at  
18 that time we had to include it in the draft. I'd  
19 like -- I find it interesting that Palmdale and the --  
20 or the regional approach was not included as an  
21 alternative. I don't think that's correct.

22 And also, I'd like to know why there are no  
23 standards for airplane emissions or jet aircraft  
24 emission.  
25

1 Wendy Gauthier  
2 8812 Glider Avenue  
3 Los Angeles, CA 90045  
4

5 Wendy Gauthier, 8812 Glider Avenue,  
6 Westchester.

7 I'm extremely concerned about the harmful  
8 effects of jet fuel, fumes in our area. It's already so  
9 hard to breathe during the day. And it's been this way  
10 for the last several years. And I'm extremely concerned  
11 that any further expansion will only make it worse,  
12 although I'm even more concerned we're going to lose our  
13 community that is so important to ourselves and our  
14 friends and our children.  
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1 Mary Jane Ludwig  
2 6373 Riggs Place  
3 Westchester, CA 90045  
4

5 I'm Mary Jane Ludwig, and I live in  
6 Westchester at 6373 Riggs Place, and I've been a  
7 resident over 20 years.

8 And basically comments that I have relate to  
9 the fact that traffic is going to increase beyond  
10 anything that we can possibly imagine. The roads today  
11 are so congested, people are frustrated as it is, and  
12 they are -- literally there are no mitigations that  
13 would really alleviate the traffic.

14 Approximately 15 years ago, as a solution to  
15 the congested arteries into L.A.X., the airlines had  
16 developed a contractual agreement with a helicopter  
17 charter service from Burbank to L.A.X. so that  
18 passengers could drive into Burbank, park in Burbank,  
19 and the airlines subsidized their helicopter flight  
20 bringing them into L.A.X. So the businessman who was  
21 short on time and short on patience could drive into  
22 Burbank with the intention of flying out of L.A.X. and  
23 pay \$3 to be taken by helicopter over our homes in  
24 Westchester. Flights were coming and going every five,  
25 ten minutes. It was unbearable.

1           Through a long, protracted process, the  
2 community was able to work with -- with the  
3 councilwoman, who was Pat Russell at the time, and with  
4 the FAA, and with the airport commissioners, and  
5 eventually the charter service did go out of business.  
6 However, helicopter flights have increased over the last  
7 several -- I'd say over the last year, and I've noticed  
8 that they continue to increase.

9           And I've read recently that a new charter  
10 service has been established at the airport. I don't  
11 know what the arrangements are as to whether or not the  
12 airlines are subsidizing them, but it is a great concern  
13 to me because if -- they have already increased what is  
14 going to happen when -- if the airport is going to  
15 expand beyond its present capacity.

16           The other comment I have is that my  
17 understanding is that the noisy planes that were  
18 typically retired by the airlines were sold to the cargo  
19 carriers. So while the public was led to believe that  
20 planes were getting quieter, what they neglected to let  
21 the public in on was that the planes were still being  
22 flown. And what the attorney said was that the cargo  
23 carriers basically put a retrofit on the planes similar  
24 to -- what do they call it? -- similar to like a  
25 muffler, but all that was muffled was the sound to a

1 small degree, just so that it would be in acceptable  
2 levels, meaning that the planes are still noisy.

3 That was basically it. I also had commented  
4 about what the Costal Commission's role would be and was  
5 told that unfortunately the airport was gerrymandered  
6 out of the Costal Commission's boundaries. So that's  
7 it.

1 Stacy Brown  
2 2727 Butler Avenue  
3 Los Angeles, CA 90064  
4

5 My name is Stacy, S-T-A-C-Y, Brown, B-R-O-W-N,  
6 2727 Butler, B-U-T-L-E-R, Avenue, Los Angeles,  
7 California, 90064.

8 My comments are that the notification to the  
9 mailing list of EIR availability was inadequate. The  
10 mailing had no identification on the outside. It looked  
11 like joke mail. And the price for the EIR information  
12 is too expensive for individuals. This sent a clear  
13 message that public input is not welcome.

1 Martin Rubin  
2 2822 Barry Avenue  
3 Los Angeles, CA 90064  
4

5 Martin Rubin, 2822 Barry Avenue, Los Angeles,  
6 90064.

7 I'm very concerned, as are a lot of people  
8 around where I live, about the air pollution that is  
9 coming from Santa Monica's airport, which indirectly  
10 correlates with Los Angeles Airport in that the jets  
11 that take off from Santa Monica airport wait for  
12 clearance from L.A.X.

13 And the number of corporate jets at  
14 Santa Monica Airport have doubled in three years. And  
15 if there are more jets taking off from L.A.X. and more  
16 jets coming into Santa Monica, they will be waiting  
17 there, idling to take off, more and more in the air.  
18 It's unbelievable. And no one is looking into it at  
19 this time. There is no EIR that goes on around jets  
20 because they are exempt from the pollution standards of  
21 the governmental agencies.

22 And this cannot go on this way. It's bad  
23 for -- for local and world air situation. And I could  
24 go on and on about individual instances, but it's just  
25 intolerable and it needs to be cut back. And the



1 expansion of L.A.X. I'm against for this reason and  
2 other reasons that go around that -- the traffic, which  
3 also needs to be looked into.

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1 John Ostgard  
2 7855 Vicksburry Avenue  
3 Los Angeles, CA 90045  
4

5 John T. Ostgard, 7855 Vicksburg Avenue,  
6 Los Angeles, 90045.

7 Number one, I'm opposed to the master plan,  
8 but I am also proposing that -- a new master plan that  
9 includes Palmdale as a hub with the rest of Southern  
10 California as distribution centers, similar to what  
11 several European airports have done. And for example,  
12 in Goldenberg, Sweden, they are now talking about  
13 electric distribution of all cargo from the airport  
14 throughout the city. In the little country of Norway,  
15 they have moved the airport from Oslo to about 60 miles  
16 outside and installed a bullet train. Why can we not do  
17 that in Los Angeles? Simple.

18 A good master plan with that as a hub and  
19 distribution both of cargo and personnel or passenger is  
20 what I would propose. Innovative.  
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1 Robert Acherman  
2 6055 West 75th Place  
3 Westchester, CA 90045  
4

5 Robert Acherman, last name A-C-H-E-R-M-A-N, at  
6 6055 West 75th Place, Westchester, 90045. And my  
7 comments are that 30 years ago the Department of  
8 Airports made a promise to the people of Westchester  
9 during the last major expansion that they would go out  
10 to Palmdale. They bought 17,000 acres of land out  
11 there, and all they are using it for now is to grow  
12 pistachios.

13 For the same 8- to \$12 million that they want  
14 to spend on expanding L.A.X., they could very well build  
15 three new airports in Palmdale. The former executive  
16 director of the airport, John Driscoll, he even admitted  
17 that after 2015, which is what the L.A.X. expansion is  
18 supposed to cover up through, then they go out to  
19 Palmdale. So it begs the question: Why wait?

20 And when I ran for State Assembly in 1998 in  
21 this area I posed that question. It's like the longer  
22 we wait, the more difficult, the more expensive it will  
23 be to build Palmdale and other outlying airports and to  
24 accommodate all the incoming traffic and also make it  
25 more difficult to connect them with high speed rail and

1 freeways in order to make them work.

2           The Department of Airports is trying to buck  
3 history in that almost every other city in the world,  
4 when they wanted to build the larger airport, that they  
5 had to build it outside the center of town. And what  
6 happens with airport development is true, after L.A.X.  
7 was opened, when L.A.X. was opened in 1946 as it was  
8 designated as L.A.'s official airport, there was nothing  
9 out there but bean fields and a couple homes. Now there  
10 is development completely encircling the airport, which  
11 prevents further expansion.

12           The opportunity that Palmdale offers is that a  
13 whole new facility can be built, and there can be a  
14 buffer around it. And the ring road that they are  
15 proposing around L.A.X. would be well-suited to be  
16 around Palmdale airport as a barrier road to prevent  
17 further encroachment around the airport. So when they  
18 want to expand in the future, they can do so in the  
19 future without being too disturbing to the neighbors  
20 because they already staked out enough land to have  
21 enough of a cushion between the airport facility and the  
22 surrounding community.

23           Another point is that all of the major cities  
24 of the world -- like London and Paris and Tokyo and  
25 New York and Chicago -- all have more than one major

1 airport -- in some cases, more than one international  
2 airport. And why not Los Angeles? The city of  
3 Los Angeles is really in the driver's seat for resolving  
4 these -- this current air capacity crises that we're  
5 having. And they can't rely on El Toro and they can't  
6 rely on other airports. They don't control -- they can  
7 rely on the airports that they do have and that they can  
8 build up because then it can be completed.

9 With regard to Palmdale, also there is a  
10 population base there to support the airport. A number  
11 of companies that need to fly their employees to Seattle  
12 and the Bay area, Las Vegas, Phoenix, Washington, D.C.,  
13 New York, Chicago, Dayton, and that was all published in  
14 a report that the Los Angeles County Board of  
15 Supervisors had paid for just last month.

16 I am fully opposed to the expansion efforts as  
17 proposed, and I fully support a regional solution to  
18 meeting Southern California's airport capacity needs.  
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1 Arlene Fisher  
2 7030 Vista Del Mar Lane  
3 Playa Del Rey, CA 90203  
4

5 Arlene Fisher, 7030 Vista Del Mar Lane, Playa  
6 Del Rey, 90293.

7 Questions, comments, both together. My  
8 question is they at one point said that the capacity  
9 that had been reached was 68 million, I believe, then  
10 they are bandying about a number of 78 million about a  
11 year later. Which is it? And of course, if they  
12 actually, quote, hold things to any of those numbers,  
13 are they really going to be holding things? Years past,  
14 back in John Wayne, they exceeded beyond the capacity,  
15 but that was okay. They just allowed that to happen.  
16 Where do we know for sure that they are not going to do  
17 that? In other words, who is going to show up in court  
18 with their toothbrush ready to go to jail when this --  
19 when that does occur, if it does occur?

20 My other, I guess, comment would be to say we  
21 are -- I am for a regional solution. My husband, who is  
22 not here, is for a regional solution. Every neighbor  
23 that I have spoken to is for a regional solution. I  
24 would hope that all this information gets to every  
25 political person around that is involved with this to

1 know that at least I do not plan on voting for anyone  
2 that says that they are for the expansion of the  
3 airport. Soboroff, I don't believe you.

4 Let's make this a regional solution for real:  
5 Palmdale, Ontario, John Wayne, El Toro, and anything  
6 else I've left out.

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1 Barry Weiss  
2 241 Rees Street  
3 Playa Del Rey, CA 90203  
4

5 Okay. I'm Barry Weiss at 241 Rees, R-E-E-S,  
6 Street, Playa Del Rey, 90293.

7 I was concerned about reports I'd heard of  
8 about documents being drafted that would allow the  
9 Westchester Square to be declared public facility land,  
10 and another document -- which Ruth says is not true --  
11 that would allow airport use of that land. So that --  
12 and what Mark Stevens was saying at this meeting a few  
13 weeks ago was that they intend to take Westchester  
14 Square, and then the values of adjacent property will go  
15 down. They will condemn those and take those at reduced  
16 prices and work the airport expansion, which is what I  
17 think they intend to do all the way out to 405.

18 Now, the big factor is in none of the studies  
19 that I've seen do they show an environmental impact  
20 report that takes into account, let's say, traffic  
21 congestion and ties it together. Because there is the  
22 airport expansion, there is Playa Vista, there is the --  
23 what they are going to do with the Ballona Wetlands,  
24 which hopefully will attract people for recreational use  
25 and not as big a draw for traffic congestion.



1           And there is also the expansion that is going  
2 on in the Marina with these large apartment complexes  
3 and a number of hotels that they are trying to arrange  
4 to get built that couldn't be built in the past  
5 because -- I know there was a fellow, I forgot his name,  
6 who went bankrupt holding land because he couldn't do  
7 anything with it and the costs were eating him up.

8           So when you add the impact of the traffic from  
9 just all of those, and of course the associated exhaust  
10 pollution, you have really a real untenable situation  
11 which needs to be addressed overall so that we don't  
12 look at just this part and just that part and say, well,  
13 it's not so bad and go willy-nilly ahead for profit  
14 reasons when we should be taking into account people's  
15 needs.

1 Eileen Corliss  
2 6931 West 85th Street  
3 Los Angeles, CA 90045  
4

5 My name is Eileen Corliss. I live at 6931  
6 West 85th Street, 90045.

7 And I am concerned that we just considered  
8 tonight one environmental impact report and not the  
9 seven that are currently impinging on one small  
10 four-mile geographic area. We have environmental  
11 impacts for the Howard Hughes Spectrum, the Vista Del  
12 Mar, the new marina, Playa Vista, L.A.X., and for the  
13 Culver Boulevard-Lincoln expansion. We cannot tolerate  
14 any more expansion in our neighborhood. Because we are  
15 the last piece of coastal available space does not give  
16 them the right to build every last inch.

17 Limiting the number of individuals that can  
18 land at L.A.X. is only part of the problem, because  
19 there are other roadway extensions that we need to  
20 consider such as the Culver Boulevard-Lincoln  
21 expansion. It is unconscionable to me that in the next  
22 five to ten years we're going to increase not only our  
23 passenger traffic to L.A.X., but we're going to add to  
24 that 29,000 new residents, 2 million square feet of  
25 office space, 13,000 condominiums and mixed retail

1 office use space -- all of that concrete built on a  
2 sand-silt base.

3 I cannot in good conscience say that we need  
4 any more development in Westchester other than improving  
5 what we currently have. That means no L.A.X. expansion,  
6 no Playa Vista, no Vista Del Mar, no new marina.

February 28, 2001

Re The Expansion of LAX

Dear Michael D. Antonovich,

Thank you for your fine work as the Chairman of the Board of Supervisors of the County of Los Angeles.

I am concerned about the infrastructure of the County of Los Angeles.

At the present time I am focusing in on the expansion of LAX, but a full scale expansion of LAX may not be feasible financially or with the condemnation of certain homes and the related problems of passenger aircraft noise over the northern part of

Inglewood.

What does make sense to me is to expand the freight terminal infrastructure of LAX westward along the southern end of LAX.

(2)

If such a project could be done for say about \$2.1 billion, there might be a good chance of having this phase of the LAX expansion effort approved in the Congress.

Does this idea make sense to you too?

Sincerely yours,



RICHARD S. JENSEN  
21818 S. FIGUEROA ST. #20  
CARSON, CA 90745

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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<p>To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <i>Ernestine Roque</i></p>		<p>Date: <i>5/17/01</i></p>
<p>Address: <i>7859 Toland Ave.</i></p>		
<p>City: <i>Los Angeles</i></p>	<p>State: <i>CA</i></p>	<p>Zip Code: <i>90045</i></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft FIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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<p>Name (First, MI, Last or Organization):</p> <p style="font-size: 1.2em; font-family: cursive;">Jaime Roque</p>		<p>Date:</p> <p style="font-size: 1.2em; font-family: cursive;">5/17/01</p>
<p>Address:</p> <p style="font-size: 1.2em; font-family: cursive;">7859 Teland Ave.</p>		
<p>City:</p> <p style="font-size: 1.2em; font-family: cursive;">Los Angeles</p>	<p>State:</p> <p style="font-size: 1.2em; font-family: cursive;">CA</p>	<p>Zip Code:</p> <p style="font-size: 1.2em; font-family: cursive;">90045</p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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David B. Kessler, ACP  
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P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310-725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310-646-7697

Name (First, MI, Last or Organization):

Louis Rogue

Date:

5/17/01

Address:

7859 Teland Ave.

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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- **Create more airport noise**; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.
- **Dramatically worsen traffic congestion** on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.
- **Aggravate environmental justice issues**. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.
- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <i>Terrance Lyman</i>			Date: <i>5/17/01</i>
Address: <i>7860 Toland Ave.</i>			
City: <i>Los Angeles</i>		State: <i>CA</i>	Zip Code: <i>90045</i>
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul>			
<i>Attach additional sheets if necessary.</i>			

# OSAGE neighbors association

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To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310.725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan - Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310.646-7697
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Carlo Avogaro</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5/17/01</div>
---------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------

Address: <div style="font-size: 1.2em; font-family: cursive;">7865 Toland Ave.</div>
-----------------------------------------------------------------------------------------

City: <div style="font-size: 1.2em; font-family: cursive;">LA</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
------------------------------------------------------------------------	-------------------------------------------------------------------------	-------------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR
---------------------------------------------------------------------------------------------

Subsection (If applicable): Number:	Title:
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Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary:</i></p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A, CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310.725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

John Adair

Date:

5/17/01

Address:

7864 Teland Ave.

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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Title:

Comments:

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Attach additional sheets if necessary.

PFA00006

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <i>Mario Avogaro</i>			Date: <i>5/17/01</i>
Address: <i>7865 Teland Ave</i>			
City: <i>LA</i>	State: <i>CA</i>	Zip Code: <i>90045</i>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of <b>other airport facilities</b> where <b>future population growth is located</b>.</li></ul> <i>Attach additional sheets if necessary.</i>			

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A. CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Peter Woodman

Date:

5/17/01

Address:

7870 Toland Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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Attach additional sheets if necessary.



# OSAGE neighbors association

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David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

David Garman

Date:

5/17/01

Address:

7871 Toland Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Attach additional sheets if necessary.

PFA00009

# OSAGE neighbors association

## Draft LAX EIR EIS Plan

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Lissa Garman

Date:

5/17/01

Address:

7871 Toland Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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Title:

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PFA00010

# OSAGE neighbors association

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 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Stanley Robsson

Date:

8/17/01

Address:

5400 W. 76<sup>th</sup> Street

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

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To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>Thomas Batsis</b>			Date: <b>6/7/01</b>
Address: <b>5406 W. 76<sup>th</sup> Street</b>			
City: <b>LA</b>	State: <b>CA</b>	Zip Code: <b>90045</b>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Angela Gayton

Date:

5/17/01

Address:

5407 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">John Hayton</div>		<b>Date:</b> 5/17/01
<b>Address:</b> 5407 W. 76 <sup>th</sup> St.		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> Draft Master Plan                     <input type="checkbox"/> Draft EIS/EIR                 </div>		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
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*Attach additional sheets if necessary.*

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David B. Kessler, AICP  
US Department of Transportation  
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P.O. Box 92007  
World Way Postal Center  
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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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310/646-7697

Name (First, MI, Last or Organization):

Betty Sparkman

Date:

5/17/01

Address:

5412 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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US Department of Transportation  
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Angela Winn

Date:

5/17/01

Address:

5418 W. 76<sup>th</sup> Street

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.



# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan : Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Nydia Muller

Date:

5/17/01

Address:

5419 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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# OSAGE neighbors association

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<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">Kiphan Kan</div>		<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5/17/01</div>
<b>Address:</b> <div style="font-size: 1.2em; font-family: cursive;">5424 W. 76<sup>th</sup> St.</div>		
<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">LA</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>		

*Attach additional sheets if necessary.*

# OSAGE neighbors association

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 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Richard Smith

Date:

5/17/01

Address:

5424 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
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<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">Carla Nunez</div>	<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5/17/01</div>
--------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------

<b>Address:</b> <div style="font-size: 1.2em; font-family: cursive;">5425 W. 76<sup>th</sup> St.</div>
-----------------------------------------------------------------------------------------------------------

<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">LA</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
-------------------------------------------------------------------------------	--------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>
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<b>Subsection (If applicable):</b> Number:	Title:
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<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise;</b> impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>
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# OSAGE neighbors association

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To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Robert Staley

Date:

5/17/01

Address:

5425 W. 76<sup>th</sup> St. APT. C

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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US Department of Transportation  
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P.O. Box 92007  
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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Gloria Gonzalez

Date:

5/17/01

Address:

5429 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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<b>Name (First, MI, Last or Organization):</b> Gloria Kelley			<b>Date:</b> 5/17/01
<b>Address:</b> 5429 W. 76 <sup>th</sup> St.			
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>			
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<b>Name (First, MI, Last or Organization):</b> Jose Stopani	<b>Date:</b> 5/7/01
----------------------------------------------------------------	------------------------

**Address:**  
5429 W. 76<sup>th</sup> St.

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
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**Comments:**

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<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Edwin Gamble</span></p>		<p>Date: <span style="font-size: 1.2em;">5/17/01</span></p>
<p>Address: <span style="font-size: 1.2em;">5430 W. 76<sup>th</sup> St.</span></p>		
<p>City: <span style="font-size: 1.2em;">LA</span></p>	<p>State: <span style="font-size: 1.2em;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Margaret Gamble

Date:

5/17/01

Address:

5430 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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US Department of Transportation  
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P.O. Box 92007  
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Los Angeles, CA 90009-2007  
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To:  
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Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Nadia Ferret

Date:

5/17/01

Address:

5435 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

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Attach additional sheets if necessary.

PFA00027

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment Form

To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Danelle Washington</div>			Date: <div style="font-size: 1.2em; font-family: cursive;">5/17/01</div>
Address: <div style="font-size: 1.2em; font-family: cursive;">5435 W. 76<sup>th</sup> St.</div>			
City: <div style="font-size: 1.2em; font-family: cursive;">LA</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>	
Telephone (Optional):		E-Mail (Optional):	
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>			
Subsection (If applicable): Number:		Title:	
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*Attach additional sheets if necessary.*

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To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): Eric Washington			Date: 5/17/01
Address: 5435 W. 76 <sup>th</sup> St.			
City: LA	State: CA	Zip Code: 90045	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• Increase air pollution due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• Increase air safety risks with more planes operating in close quarters.</li><li>• Create more airport noise; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• Dramatically worsen traffic congestion on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• Aggravate environmental justice issues. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• Destroy local homes, schools, libraries, parks and businesses to provide room for more airport support facilities.</li><li>• Divert attention and funds from the expansion of other airport facilities where future population growth is located.</li></ul>			

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<p>To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Yvonne Perrault</span></p>		<p>Date: <span style="font-size: 1.2em;">5/17/01</span></p>
<p>Address: <span style="font-size: 1.2em;">5442 W. 76<sup>th</sup> St.</span></p>		
<p>City: <span style="font-size: 1.2em;">LA</span></p>	<p>State: <span style="font-size: 1.2em;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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<b>To:</b> David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> James Plouffe	<b>Date:</b> 5/17/01
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**Address:**  
5445 W. 76<sup>th</sup> St.

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

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*Attach additional sheets if necessary:*

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To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Joseph Plouffe

Date:

5/17/01

Address:

5445 W 76<sup>th</sup> St

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Roy Harling</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5/17/01</div>
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Address:  

5446 W. 76<sup>th</sup> St.

City: <div style="font-size: 1.2em; font-family: cursive;">LA</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
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Telephone (Optional):	E-Mail (Optional):
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Document:

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Number:	

Comments:

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*Attach additional sheets if necessary.*

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----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Denise Rose	<b>Date:</b> 5/17/01
---------------------------------------------------------------	-------------------------

**Address:**  
 5446 W. 76<sup>th</sup> St.

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

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<b>Subsection (If applicable):</b>	<b>Title:</b>
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To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Michelle Nash

Date:

5/17/01

Address:

5452 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary.

PFA00035

# OSAGE neighbors association

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<b>To:</b> David B. Kessler, A:CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> Laura Hernandez		<b>Date:</b> 5/17/01
<b>Address:</b> 5457 W. 76 <sup>th</sup> St.		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise;</b> impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary:</i></p>		

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<b>Name (First, MI, Last or Organization):</b> Anthony Schmid		<b>Date:</b> 5/17/01
<b>Address:</b> 5458 W 76 <sup>th</sup> St.		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
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 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Kurt Schmid

Date:

5/17/01

Address:

5458 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">Arthur Roberts</div>	Date: <div style="text-align: center; font-size: 1.2em;">5/7/01</div>
--------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------

Address:  

5461 W. 76<sup>th</sup> St.

City: <div style="text-align: center; font-size: 1.2em;">LA</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
----------------------------------------------------------------------	-----------------------------------------------------------------------	-----------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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<b>Name (First, MI, Last or Organization):</b> Barbara Roberts		<b>Date:</b> 5/7/01
<b>Address:</b> 5461 W 76 <sup>th</sup> St.		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Edmee Thevenaz

Date:

5/7/01

Address:

5468 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> caroline Altergott		<b>Date:</b> 5/17/01
<b>Address:</b> 5471 W 76 <sup>th</sup> St.		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary</i></p>		

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): Thomas McCIUNE			Date: 5/17/01
Address: 5471 W 76 <sup>th</sup> St.			
City: LA	State: CA	Zip Code: 90045	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
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<b>Name (First, MI, Last or Organization):</b> MUNSON KWOK		<b>Date:</b> 5/17/01
<b>Address:</b> 5474 W 76 <sup>th</sup> St.		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
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*Attach additional sheets if necessary.*

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## Draft LAX EIR, EIS Public Comment

To:  
 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Suellen Kwok

Date:

5/17/01

Address:

5474 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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Attach additional sheets if necessary.

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## Draft LAX EIR/EIS PUBLIC COMMENT

To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 93007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">Robert HeathCote</div>		Date: <div style="text-align: center; font-size: 1.2em;">5/17/01</div>
Address: <div style="text-align: center; font-size: 1.2em;">5477 W 76<sup>th</sup> St.</div>		
City: <div style="text-align: center; font-size: 1.2em;">LA</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
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*Attach additional sheets if necessary.*

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David B. Kessler, A. CP  
US Department of Transportation  
Federal Aviation Authority  
P O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Elizabeth Reyes

Date:

5/17/01

Address:

5480 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

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Attach additional sheets if necessary.

PFA00047

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To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">Samuel Reyes</div>		Date: <div style="text-align: center; font-size: 1.2em;">5/17/01</div>	
Address: <div style="text-align: center; font-size: 1.2em;">5480 W. 76<sup>th</sup> St.</div>			
City: <div style="text-align: center; font-size: 1.2em;">LA</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>	
Telephone (Optional):		E-Mail (Optional):	
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>			
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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Tyonne Reyes

Date:

5/17/01

Address:

5480 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Mike Shea

Date:

5/17/01

Address:

5481 W. 76<sup>th</sup> St.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Karen Wilhelm	<b>Date:</b> 5/17/01
-----------------------------------------------------------------	-------------------------

**Address:**  
5481 W 76<sup>th</sup> St.

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
--------------------	---------------------	---------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
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Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">Kathleen Moreno</div>		Date: <div style="text-align: center; font-size: 1.2em;">5/17/01</div>
Address: <div style="text-align: center; font-size: 1.2em;">5487 W. 76<sup>th</sup> St.</div>		
City: <div style="text-align: center; font-size: 1.2em;">LA</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
Telephone (Optional):		E-Mail (Optional):
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Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

SUSAN MORRIS

Date:

5/17/01

Address:

5501 W. 76<sup>th</sup> ST

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">MAYJON DWJET</div>		Date: <div style="text-align: center; font-size: 1.2em;">5/17/01</div>
Address: <div style="text-align: center; font-size: 1.2em;">5506 W. 76<sup>th</sup> ST</div>		
City: <div style="text-align: center; font-size: 1.2em;">LA</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
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Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
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Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of <b>other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

MARK DWYER

Date:

5/17/01

Address:

5506 W. 76<sup>th</sup> ST

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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 David B. Kessler, A. CP  
 US Department of Transportation  
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 Los Angeles, CA 90009-2007  
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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Elissa Stodder

Date:

5/17/01

Address:

5507 W 76<sup>th</sup> St

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

CHARLENE MILLS

Date:

5/17/01

Address:

5512 W 76<sup>th</sup> ST

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Gordon Mills

Date:

5/17/01

Address:

5512 W 76<sup>th</sup> St

City:

LA

State:

CA

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 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

LARRY GLASS

Date:

5/17/01

Address:

5518 W. 76<sup>th</sup> ST

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">Chris E. Menard</span></p>		<p>Date: <span style="font-size: 1.2em; font-family: cursive;">5-17-01</span></p>
<p>Address: <span style="font-size: 1.2em; font-family: cursive;">7812 Toland Ave.</span></p>		
<p>City: <span style="font-size: 1.2em; font-family: cursive;">L.A.</span></p>	<p>State: <span style="font-size: 1.2em; font-family: cursive;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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To:  
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 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Jeffrey D. Schwartz

Date:

5-17-01

Address:

7807 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">Jacquelyn B. Krinberg</div>	<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
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<b>Address:</b> <div style="font-size: 1.2em; font-family: cursive;">7807 Toland Ave.</div>
------------------------------------------------------------------------------------------------

<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">L.A.</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
---------------------------------------------------------------------------------	--------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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<b>Document:</b> <input type="checkbox"/> Draft Master Plan <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span>
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<b>Subsection (If applicable):</b> Number:	Title:
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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <div style="text-align: center; font-size: 1.2em;">Fred Krinberg</div>	<b>Date:</b> <div style="text-align: center; font-size: 1.2em;">5-17-01</div>
--------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------

**Address:**  

7807 Toland Ave.

<b>City:</b> L.A.	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Candice T. Leaf

Date:

5-17-01

Address:

7801 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<b>Name (First, MI, Last or Organization):</b> <div style="text-align: center; font-family: cursive; font-size: 1.2em;">William B. Leaf II</div>	<b>Date:</b> <div style="text-align: center; font-family: cursive; font-size: 1.2em;">5-17-01</div>
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<p>To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">James M. Shuman</span></p>		<p>Date: <span style="font-size: 1.2em;">5-17-01</span></p>
<p>Address: <span style="font-size: 1.2em; font-family: cursive;">7880 Toland Ave.</span></p>		
<p>City: <span style="font-size: 1.2em; font-family: cursive;">L.A.</span></p>	<p>State: <span style="font-size: 1.2em; font-family: cursive;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Andrey A. Shuman

Date:

5-17-01

Address:

7800 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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- **Create more airport noise**, impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.
- **Dramatically worsen traffic congestion** on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.
- **Aggravate environmental justice issues**. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.
- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

PFA00067

# OSAGE neighbors association

## Draft LAX EIR

<b>To:</b> David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <div style="text-align: center; font-size: 1.2em;">Linda Schrader</div>		<b>Date:</b> <div style="text-align: center; font-size: 1.2em;">5-17-01</div>
<b>Address:</b> <div style="text-align: center; font-size: 1.2em;">7792 Toland Ave.</div>		
<b>City:</b> <div style="text-align: center; font-size: 1.2em;">L.A.</div>	<b>State:</b> <div style="text-align: center; font-size: 1.2em;">CA</div>	<b>Zip Code:</b> <div style="text-align: center; font-size: 1.2em;">90045</div>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>		

*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Matthew Brown

Date:

5-17-01

Address:

7792 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

To:  
 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):  
Raigen A. Stiefel

Date:  
5-17-01

Address:  
7791 Toland Ave.

City:  
L.A.

State:  
CA

Zip Code:  
90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR EIS Plan

To:  
 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Gloria J. Lillard

Date:

5-17-01

Address:

7786 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Patrick J. O'Callaghan	<b>Date:</b> 5-17-01
--------------------------------------------------------------------------	-------------------------

<b>Address:</b> 7785 Toland Ave.
-------------------------------------

<b>City:</b> L.A.	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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<b>Document:</b> <input type="checkbox"/> Draft Master Plan <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span>
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<b>Subsection (if applicable):</b> Number:	Title:
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<b>Comments:</b> I oppose LAX expansion because it would: <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

*Attach additional sheets if necessary.*



# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Leslie Ann O'Callaghan

Date:

5-17-01

Address:

7785 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary.

PFA00073

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment Form

To:  
 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

*Aldo Diaz*

Date:

*5-17-01*

Address:

*7782 Toland Ave.*

City:

*L.A.*

State:

*CA*

Zip Code:

*90045*

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Monica Castillo

Date:

5-17-01

Address:

7782 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

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# OSAGE neighbors association

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To:  
 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Purvi M. Patel

Date:

5-17-01

Address:

7779 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment Form

<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">Mahesh Patel</div>	<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
---------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------

**Address:**  

7779 Toland Ave.

<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">L. A.</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
----------------------------------------------------------------------------------	--------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

**I oppose LAX expansion because it would:**

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# OSAGE neighbors association

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 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Kalpana M. Patel

Date:

5-17-01

Address:

7779 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Draft EIS/EIR

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To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>Elverne H. Stirber</b>			Date: <b>5-17-01</b>
Address: <b>7776 Toland Ave.</b>			
City: <b>L.A.</b>	State: <b>CA</b>	Zip Code: <b>90045</b>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of <b>other airport facilities where future population growth is located.</b></li></ul>			
<i>Attach additional sheets if necessary.</i>			

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>Troy E. Horn</b>			Date: <b>5-17-01</b>
Address: <b>7400 Osage Ave.</b>			
City: <b>L.A.</b>	State: <b>CA</b>	Zip Code: <b>90045</b>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul>			

Attach additional sheets if necessary.



# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Rutche Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Cynthia L. Pagan</div>		Date: <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
Address: <div style="font-size: 1.2em; font-family: cursive;">7862 Midfield Ave.</div>		
City: <div style="font-size: 1.2em; font-family: cursive;">L.A.</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>		
Subsection (If applicable): Number:		Title:
Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

# OSAGE neighbors association

## Draft LAX EIR EIS P... PLAN

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan - Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

*Dennis G. Lang*

Date:

*5-17-01*

Address:

*7862 Midfield Ave.*

City:

*L.A.*

State:

*CA.*

Zip Code:

*90045*

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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*Attach additional sheets if necessary*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Paul T. Kalmar

Date:

5-17-01

Address:

7854 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <span style="font-size: 1.2em; font-family: cursive;">Linda M. Asher</span>		<b>Date:</b> <span style="font-size: 1.2em; font-family: cursive;">5-17-01</span>
<b>Address:</b> <span style="font-size: 1.2em; font-family: cursive;">7853 Toland Ave.</span>		
<b>City:</b> <span style="font-size: 1.2em; font-family: cursive;">L.A.</span>	<b>State:</b> <span style="font-size: 1.2em; font-family: cursive;">CA</span>	<b>Zip Code:</b> <span style="font-size: 1.2em; font-family: cursive;">90045</span>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
<b>Subsection (If applicable):</b> Number: _____ Title: _____		
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <p style="text-align: center; font-size: 1.2em;">Jo Ann Miller</p>		<b>Date:</b> <p style="text-align: center; font-size: 1.2em;">5-17-01</p>
<b>Address:</b> <p style="text-align: center; font-size: 1.2em;">7848 Toland Ave.</p>		
<b>City:</b> <p style="text-align: center; font-size: 1.2em;">L.A.</p>	<b>State:</b> <p style="text-align: center; font-size: 1.2em;">CA</p>	<b>Zip Code:</b> <p style="text-align: center; font-size: 1.2em;">90045</p>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
<b>Subsection (If applicable):</b> Number:		Title:
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">Allen Hewitt</span></p>		<p>Date: <span style="font-size: 1.2em; font-family: cursive;">5-17-01</span></p>
<p>Address: <span style="font-size: 1.2em; font-family: cursive;">7848 Toland Ave.</span></p>		
<p>City: <span style="font-size: 1.2em; font-family: cursive;">L.A.</span></p>	<p>State: <span style="font-size: 1.2em; font-family: cursive;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
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# OSAGE neighbors association

LAX EIR		
<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <span style="font-size: 1.2em; font-family: cursive;">Alice H. Frank</span>		<b>Date:</b> <span style="font-size: 1.2em; font-family: cursive;">5-17-01</span>
<b>Address:</b> <span style="font-size: 1.2em; font-family: cursive;">7844 Toland Ave.</span>		
<b>City:</b> <span style="font-size: 1.2em; font-family: cursive;">L.A.</span>	<b>State:</b> <span style="font-size: 1.2em; font-family: cursive;">CA</span>	<b>Zip Code:</b> <span style="font-size: 1.2em; font-family: cursive;">90045</span>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
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<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise;</b> impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>		
Attach additional sheets if necessary:		

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## Draft LAX EIR EIS Project Comment

To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="text-align: center; font-family: cursive; font-size: 1.2em;">Maria E. Press</div>	Date: <div style="text-align: center; font-family: cursive; font-size: 1.2em;">5-17-01</div>
------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

Address:  

7843 Toland Ave.

City: <div style="text-align: center; font-family: cursive; font-size: 1.2em;">L.A.</div>	State: <div style="text-align: center; font-family: cursive; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-family: cursive; font-size: 1.2em;">90045</div>
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Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable):	Title:
Number:	

Comments:

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# OSAGE neighbors association

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To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Donovan D. Press

Date:

5-17-01

Address:

7843 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Attach additional sheets if necessary

# OSAGE neighbors association

## LAX EIR Public Hearing

<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <span style="font-size: 1.2em; font-family: cursive;">Tamara A. Mullen</span>	<b>Date:</b> <span style="font-size: 1.2em; font-family: cursive;">5-17-07</span>
---------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

**Address:**  
7843 Toland Ave.

<b>City:</b> <span style="font-size: 1.2em; font-family: cursive;">L.A.</span>	<b>State:</b> <span style="font-size: 1.2em; font-family: cursive;">CA</span>	<b>Zip Code:</b> <span style="font-size: 1.2em; font-family: cursive;">90045</span>
-----------------------------------------------------------------------------------	----------------------------------------------------------------------------------	----------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

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-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):  <i>Andrea G. Wood</i>	Date:  <i>5-17-01</i>
----------------------------------------------------------------------	-----------------------------

Address:  
*7838 Toland Ave.*

City: <i>L.A.</i>	State: <i>CA</i>	Zip Code: <i>90045</i>
----------------------	---------------------	---------------------------

Telephone (Optional):	E-Mail (Optional):
-----------------------	--------------------

Document:

Draft Master Plan
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Comments:

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*Attach additional sheets if necessary.*

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## LAX EIR EIS PUBLIC COMMENT CARD

To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">Ross W. Thompson</div>		Date: <div style="text-align: center; font-size: 1.2em;">5-17-01</div>
Address: <div style="text-align: center; font-size: 1.2em;">7838 Toland Ave.</div>		
City: <div style="text-align: center; font-size: 1.2em;">L.A.</div>	State: <div style="text-align: center; font-size: 1.2em;"><del>90</del> CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>		
Subsection (If applicable): Number:		Title:
Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Jennifer K. Sloane</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
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Address:  

7838 Toland Ave.

City: <div style="font-size: 1.2em; font-family: cursive;">L.A.</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA.</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
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 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Ted C. Bogdanowicz

Date:

5-17-01

Address:

7838 Toland Ave.

City:

L.A.

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CA

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90045

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Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Rafael Figueroa</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
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Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Lisa A. Figueroa</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
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 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
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 310/646-7697

Name (First, MI, Last or Organization):

Victoria Kearney

Date:

5-17-01

Address:

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City:

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90045

Telephone (Optional):

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David B. Kessler, AICP  
US Department of Transportation  
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To:  
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Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Shannon D. Kearney

Date:

5-17-01

Address:

7832 Toland Ave.

City:

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US Department of Transportation  
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P.O. Box 92007  
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Los Angeles, CA 90009-2007  
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To:  
Jim Ruthe  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Monica A. Kearney

Date:

5-17-01

Address:

7832 Toland Ave.

City:

L.A.

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Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Kerry L. Kearney</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
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<p>Name (First, MI, Last or Organization): <i>Francis J. Kearney</i></p>		<p>Date: <i>5-17-01</i></p>
<p>Address: <i>7832 Toland Ave.</i></p>		
<p>City: <i>L.A.</i></p>	<p>State: <i>CA</i></p>	<p>Zip Code: <i>90045</i></p>
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<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">Daniel P. Kearney</div>		Date: <div style="font-size: 1.2em; font-family: cursive;">5-17-01</div>
Address: <div style="font-size: 1.2em; font-family: cursive;">7832 Toland Ave.</div>		
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan - Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
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Name (First, MI, Last or Organization):

Daniel O. Brousseau

Date:

5-17-01

Address:

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Zip Code:

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Name (First, MI, Last or Organization): <i>Maureen L. LaRouche</i>		Date: <i>5-17-01</i>	
Address: <i>7831 Toland Ave.</i>			
City: <i>L.A.</i>	State: <i>CA</i>	Zip Code: <i>90045</i>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul> <i>Attach additional sheets if necessary.</i>			





# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Mark J. LaRouche

Date:

5-17-01

Address:

7831 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Stacy A. McCain

Date:

5-17-01

Address:

7825 Toland Ave.

City:

L. A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (if applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary:

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Scott A. Berri

Date:

5-17-01

Address:

7822 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Ronald J. Berri

Date:

5-17-01

Address:

7822 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <p style="text-align: center; font-size: 1.2em;">Linda J. Berri</p>		Date: <p style="text-align: center; font-size: 1.2em;">5-17-81</p>
Address: <p style="text-align: center; font-size: 1.2em;">7822 Toland Ave.</p>		
City: <p style="text-align: center; font-size: 1.2em;">LA</p>	State: <p style="text-align: center; font-size: 1.2em;">CA</p>	Zip Code: <p style="text-align: center; font-size: 1.2em;">90045</p>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
Subsection (If applicable): Number:		Title:
Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>		
<i>Attach additional sheets if necessary.</i>		

# OSAGE neighbors association

## Draft LAX EIR EIS Public Notice

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Joe F. Landin

Date:

5-17-01

Address:

7819 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment Card

To:  
 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90069-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan - Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Jo Ann M. Landin

Date:

5-17-01

Address:

7819 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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*Attach additional sheets if necessary.*



# OSAGE neighbors association

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To:  
David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Gayle S. Lingua

Date:

5-17-01

Address:

7818 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

I oppose LAX expansion because it would:

- Increase air pollution due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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...the expansion on I-405, I-105 and local arterials from thousands of passenger

...share of low income and minority popula-  
...from their homes.  
...more airport support

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>Ronald A. Dorfman</b>		Date: <b>5-17-01</b>	
Address: <b>7818 Toland Ave.</b>			
City: <b>L.A.</b>	State: <b>CA</b>	Zip Code: <b>90045</b>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul>			
Attach additional sheets if necessary.			

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

To:  
 David B. Kessler, A,CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):  
Covinne A. Dorfman

Date:  
5-17-01

Address:  
7818 Toland Ave.

City:  
L.A.

State:  
CA

Zip Code:  
90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):  
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Title:

Comments:

**I oppose LAX expansion because it would:**

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# OSAGE neighbors association

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David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310.725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 318  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Lisa B. Aamodt

Date:

5-17-01

Address:

7818 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">Michael J. Duke</div>		Date: <div style="text-align: center; font-size: 1.2em;">5-17-01</div>
Address: <div style="text-align: center; font-size: 1.2em;">7813 Toland Ave.</div>		
City: <div style="text-align: center; font-size: 1.2em;">L.A</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <div style="text-align: center; font-size: 1.2em; font-family: cursive;">Laura C. Duhe</div>	<b>Date:</b> <div style="text-align: center; font-size: 1.2em; font-family: cursive;">5-17-01</div>
------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------

<b>Address:</b> <div style="text-align: center; font-size: 1.2em; font-family: cursive;">7813 Toland Ave.</div>
--------------------------------------------------------------------------------------------------------------------

<b>City:</b> <div style="text-align: center; font-size: 1.2em; font-family: cursive;">L.A.</div>	<b>State:</b> <div style="text-align: center; font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="text-align: center; font-size: 1.2em; font-family: cursive;">90045</div>
-----------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>
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<b>Subsection (If applicable):</b> Number:	Title:
-----------------------------------------------	--------

<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Kevin M. Duhe

Date:

5-17-01

Address:

7813 Toland Ave.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of **other airport facilities where future population growth is located**.

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS PUBLIC COMMENT

<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> ANNA C. ZIVALIC		<b>Date:</b> 5/20/01
<b>Address:</b> 7431 MIDFIELD AV		
<b>City:</b> Los Angeles	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
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 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
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 Los Angeles, CA 90009-2007  
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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

EMELDA ORTILLA WENNSTRÖM

Date:

5/20/01

Address:

7425 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

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Title:

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Attach additional sheets if necessary.

# OSAGE neighbors association

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David B. Kessler, A, CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

CREIGE D. WENNSTROM

Date:

5/20/01

Address:

7425 MIDFIELD AV

City:

LOS Angeles

State:

Ca

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Subsection (If applicable):

Number:

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Comments:

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Attach additional sheets if necessary.

PFA00121

# OSAGE neighbors association

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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

RICHARD RANDALL FULTON

Date:

5/30/01

Address:

7422 MIDFIELD AV

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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Comments:

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- Create more airport noise; impacting a larger population, causing stress, illness, reduction in children's learning ability, and degradation in property values.

- ~~increase traffic congestion on I-405, I-105 and local arterials from thousands of passenger trucks.~~

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 David B. Kessler, ACP  
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 Federal Aviation Authority  
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 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

SOPHIA BEATRIZ RUELAS

Date:

5/20/01

Address:

7418 MIDFIELD AV

City:

Los Angeles

State:

Ca

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Subsection (If applicable):

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Comments:

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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

J A I M E R U E L A S

Date:

5/20/01

Address:

7418 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<b>Name (First, MI, Last or Organization):</b> <span style="font-size: 1.2em; font-family: cursive;">WIMPER M. CALLE</span>		<b>Date:</b> <span style="font-size: 1.2em; font-family: cursive;">5/20/01</span>
<b>Address:</b> <span style="font-size: 1.2em; font-family: cursive;">7417 MIDFIELD AV</span>		
<b>City:</b> <span style="font-size: 1.2em; font-family: cursive;">LOS Angeles</span>	<b>State:</b> <span style="font-size: 1.2em; font-family: cursive;">CA</span>	<b>Zip Code:</b> <span style="font-size: 1.2em; font-family: cursive;">90045</span>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
<b>Subsection (If applicable):</b> Number:		Title:
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>		

*Attach additional sheets if necessary.*

# OSAGE neighbors association

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 David B. Kessler, A/CP  
 US Department of Transportation  
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 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

VIOLA C. MOORE

Date:

5/20/01

Address:

7414 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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<p>Name (First, MI, Last or Organization): <b>VICTORIA CAERES RAMIREZ</b></p>		<p>Date: <b>5/20/01</b></p>
<p>Address: <b>7410 MIDFIELD AV</b></p>		
<p>City: <b>Los Angeles</b></p>	<p>State: <b>CA</b></p>	<p>Zip Code: <b>90045</b></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li> </ul>		

*Attach additional sheets if necessary.*



# OSAGE neighbors association

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----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> ROGER WARREN HILL	<b>Date:</b> 5/30/01
---------------------------------------------------------------------	-------------------------

**Address:**  
7406 MIDFIELD AV

<b>City:</b> LOS Angeles	<b>State:</b> CA	<b>Zip Code:</b> 90045
-----------------------------	---------------------	---------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

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# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 318  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

VIRGINIA S. BOWMAN

Date:

5/20/01

Address:

7401 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

CLARISSA D. VICTORIA

Date:

5/20/01

Address:

7400 MIDFIELD AV

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

MASAKO ZWIEBACH

Date:

5/20/01

Address:

7918 ISIS AV

City:

Los Angeles

State:

Ca

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
- **Increase air safety risks** with more planes operating in close quarters.
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- **Dramatically worsen traffic congestion** on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.
- **Aggravate environmental justice issues**. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.
- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds from the expansion of other airport facilities where future population growth is located.**

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment Card

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

CAROL BETH ZWIEBACH

Date:

5/20/01

Address:

7918 ISIS AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment Form

To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">SAEID R. SEDAGHAT</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5/20/01</div>
-------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------

Address:  

7912 ISIS AV

City: <div style="font-size: 1.2em; font-family: cursive;">LOS Angeles</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
---------------------------------------------------------------------------------	-------------------------------------------------------------------------	-------------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
-----------------------	--------------------

Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable): Number:	Title:
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Comments:

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310-725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

WILLIAM JOHN MEDINA

Date:

5/20/01

Address:

7912 ISIS AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary:

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>MARIA FLOR MEDINA</b>			Date: <b>5/20/01</b>
Address: <b>7912 ISIS AV</b>			
City: <b>LOS Angeles</b>		State: <b>Ca</b>	Zip Code: <b>90045</b>
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul> <i>Attach additional sheets if necessary.</i>			



# OSAGE neighbors association

## Draft LAX EIR/EIS PUBLIC COMMENT

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

JAMES PAUL ZIVALIC

Date:

5/20/01

Address:

7431 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

PFA00136

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>ERNESTINA BANKS</b>			Date: <b>5/20/01</b>
Address: <b>7456 MIDFIELD AV</b>			
City: <b>Los Angeles</b>		State: <b>CA</b>	Zip Code: <b>90045</b>
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul> <i>Attach additional sheets if necessary.</i>			

# OSAGE neighbors association

## Draft LAX FIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

TERESA LAZZARINO

Date:

5/20/01

Address:

7452 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/FIR

Subsection (If applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary:

PFA00138

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

GREGORY J. LAZZARINO

Date:

5/20/01

Address:

7452 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Subsection (If applicable):

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Comments:

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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

TOM MICHAEL SEBER

Date:

5/20/01

Address:

7448 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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 P.O. Box 92007  
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 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):  
KATRINA M SEBER

Date:  
5/20/01

Address:  
7448 MIDFIELD AV

City:  
LOS Angeles

State:  
CA

Zip Code:  
90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

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 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310-725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

VEMA PHILLIP BOYD

Date:

5/20/01

Address:

7445 MIDFIELD AV

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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Subsection (If applicable):

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<p>To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">ROY B. REDULFIN</span></p>		<p>Date: <span style="font-size: 1.2em; font-family: cursive;">5/20/01</span></p>
<p>Address: <span style="font-size: 1.2em; font-family: cursive;">7444 MIDFIELD AV</span></p>		
<p>City: <span style="font-size: 1.2em; font-family: cursive;">LOS Angeles</span></p>	<p>State: <span style="font-size: 1.2em; font-family: cursive;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		



# OSAGE neighbors association

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<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> MICHELLE G. REDULFIN	<b>Date:</b> 5/20/01
------------------------------------------------------------------------	-------------------------

**Address:**  
7444 MIDFIELD AV

<b>City:</b> LOS Angeles	<b>State:</b> CA	<b>Zip Code:</b> 90045
-----------------------------	---------------------	---------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

**I oppose LAX expansion because it would:**

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

DAWN E. MOORE

Date:

5/20/01

Address:

7440 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> CAROL ANN SIMP	<b>Date:</b> 5/20/01
------------------------------------------------------------------	-------------------------

**Address:**  
7439 MIDFIELD AV

<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
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<b>Subsection (If applicable):</b>	<b>Title:</b>
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**Comments:**

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David B. Kessler, A/CP  
US Department of Transportation  
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P.O. Box 92007  
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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

WILLIAM THEODORE BALDWIN JR.

Date:

5/20/01

Address:

7436 MIDFIELD AV.

City:

Los Angeles

State:

Ca

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Subsection (If applicable):

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US Department of Transportation  
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P.O. Box 92007  
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

MARCELLE L. SHOEMAKER

Date:

5/20/01

Address:

7432 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Subsection (If applicable):

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David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

CALVIN D. SHOEMAKER

Date:

5/20/01

Address:

7432 MIDFIELD AV

City:

LOS Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Los Angeles, CA 90009-2007  
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-3216  
310/646-7697

Name (First, MI, Last or Organization):

SEAN OLIVER LONERGAN

Date:

5/20/01

Address:

7522 MIDFIELD AV

City:

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State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <b>EDWARD F. ZACZYNSKI</b>	Date: <b>5/20/01</b>
-----------------------------------------------------------------------	-------------------------

Address:  
**7519 MIDFIELD AV**

City: <b>LOS ANGELES</b>	State: <b>CA</b>	Zip Code: <b>90045</b>
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Telephone (Optional):	E-Mail (Optional):
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Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

BONNIE ZACZYNSKI

Date:

5/20/01

Address:

7519 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

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US Department of Transportation  
Federal Aviation Authority  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

JOHN M. RILEY

Date:

5/20/01

Address:

7518 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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 US Department of Transportation  
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 P.O. Box 92007  
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 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

CHRISTINE MARIE RILEY

Date:

5/20/01

Address:

7518 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

THOMAS JOHN NOLAN

Date:

5/20/01

Address:

7513 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<b>Name (First, MI, Last or Organization):</b> LINDA M. NOLAN	<b>Date:</b> 5/20/01
------------------------------------------------------------------	-------------------------

**Address:**  
7513 MIDFIELD AV

<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">ROBERT A. M. YOUNG</div>	<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5/20/01</div>
---------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------

**Address:**  

7512 MIDFIELD AV

<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

JUNE IRENE SATTON

Date:

5/20/01

Address:

7512 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> EVELYN I. NUNEZ	<b>Date:</b> 5/20/01
-------------------------------------------------------------------	-------------------------

**Address:**  
7508 MIDFIELD AV

<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

**I oppose LAX expansion because it would:**

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# OSAGE neighbors association

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To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

MERCEDES A. MEENTS

Date:

5/20/01

Address:

7508 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">DANNY YING WONG</div>	<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5/20/01</div>
------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------

**Address:**  

7507 MIDFIELD AV

<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

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<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> CAROL ENDOW WONG			<b>Date:</b> 5/20/01
<b>Address:</b> 7507 MIDFIELD AV			
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>			
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>	
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>			

*Attach additional sheets if necessary.*

# OSAGE neighbors association

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<b>To:</b> David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> PAUL MALOUTAS			<b>Date:</b> 5/20/01
<b>Address:</b> 7502 MIDFIELD AV			
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>			
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<i>Attach additional sheets if necessary.</i>			

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, A,CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

BARBARA ANN MALOUTAS

Date:

5/20/01

Address:

7502 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> EVELYN RUTH WISE	<b>Date:</b> 5/20/01
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**Address:**  
7501 MIDFIELD AV

<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 5/20/01
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

LILLIAN DALSBOE

Date:

5/20/01

Address:

7466 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">HELEN FIGUEROA</div>			<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5/20/01</div>
<b>Address:</b> <div style="font-size: 1.2em; font-family: cursive;">7463 MIDFIELD AV</div>			
<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>			
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# OSAGE neighbors association

## Draft LAX EIR, EIS Public Meeting

<p>To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>
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Name (First, MI, Last or Organization): <i>Harold P. Figueroa</i>	Date: <i>5/20/01</i>
----------------------------------------------------------------------	-------------------------

Address:  
*7463 Midfield AV*

City: <i>Los Angeles</i>	State: <i>Ca</i>	Zip Code: <i>90045</i>
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Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable): Number:	Title:
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David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

DEBRA RACHELLE FIGUEROA

Date:

5/30/01

Address:

7463 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Subsection (If applicable):

Number:

Title:

Comments:

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<b>Name (First, MI, Last or Organization):</b> <div style="text-align: center; font-size: 1.2em; margin-top: 10px;">MAUREEN Cunningham</div>	<b>Date:</b> <div style="text-align: center; font-size: 1.2em; margin-top: 10px;">5/26/01</div>	
<b>Address:</b> <div style="text-align: center; font-size: 1.2em; margin-top: 10px;">7462 MIDFIELD AV</div>		
<b>City:</b> <div style="text-align: center; font-size: 1.2em; margin-top: 10px;">LOS ANGELES</div>	<b>State:</b> <div style="text-align: center; font-size: 1.2em; margin-top: 10px;">CA</div>	<b>Zip Code:</b> <div style="text-align: center; font-size: 1.2em; margin-top: 10px;">90045</div>
<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>		
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*Attach additional sheets if necessary.*

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David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

John J. Cunningham

Date:

5/20/01

Address:

7462 MIDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary:

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A. CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization):		Date:	
James Raymond Rodriguez		5/20/01	
Address:			
7457 Midfield AV			
City:	State:	Zip Code:	
Los Angeles	Ca	90045	
Telephone (Optional):		E-Mail (Optional):	
Document:			
<input type="checkbox"/> Draft Master Plan		<input type="checkbox"/> Draft EIS/EIR	
Subsection (If applicable):		Title:	
Number:			
Comments:			
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To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

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Date:

5/20/01

Address:

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LOS Angeles

State:

Ca

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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 Los Angeles, CA 90009-2007  
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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

JOHN R. CONNOLLY

Date:

5/20/01

Address:

7819 HINDRY AV

City:

L. A.

State:

CA.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

ROBERT J. LOGRIP

Date:

5/20/01

Address:

7816 HINDRY AV

City:

L A.

State:

CA.

Zip Code:

90045-

Telephone (Optional):

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<b>Name (First, MI, Last or Organization):</b> WILLIAM JAMES MCGUINNESS		<b>Date:</b> 5/18/01
<b>Address:</b> 5507 W. 77 <sup>th</sup> ST.		
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
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David B. Kessler, A/CP  
US Department of Transportation  
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P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

CATHY J. MCGUINNESS

Date:

5/18/01

Address:

5507 W. 77<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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<b>Name (First, MI, Last or Organization):</b> MICHAEL KION			<b>Date:</b> 5-1-01
<b>Address:</b> 5501 W 77th			
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>			
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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):	Date:
KAREN J. ERLAND	5/18/01

Address:  
5471 W. 77<sup>th</sup> ST.

City: <span style="font-size: 1.2em;">LOS ANGELES</span>	State: <span style="font-size: 1.2em;">CA</span>	Zip Code: <span style="font-size: 1.2em;">90045</span>
-------------------------------------------------------------	-----------------------------------------------------	-----------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

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----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> PAUL CUZICK	<b>Date:</b> 5-01-01
---------------------------------------------------------------	-------------------------

**Address:**  
 5457 W 77TH ST

<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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<b>Name (First, MI, Last or Organization):</b> ANGELA KAPPEL		<b>Date:</b> 5-01-01
<b>Address:</b> 5451 W 77TH ST		
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
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 Los Angeles, CA 90009-2007  
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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

CALVIN HANSEN

Date:

5/01/01

Address:

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Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

ANDREW DAVIS

Date:

5-18-01

Address:

5445 W 77TH ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<b>Name (First, MI, Last or Organization):</b> LYNN SMITH		<b>Date:</b> 5/18/0
<b>Address:</b> 5441 W 7TH ST		
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span>		
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# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

<p>To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <b>DAT THOMAS</b></p>		<p>Date: <b>5-17-01</b></p>
<p>Address: <b>5435 W 77TH ST</b></p>		
<p>City: <b>LOS ANGELES</b></p>	<p>State: <b>CA</b></p>	<p>Zip Code: <b>90045</b></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan                      <input type="checkbox"/> Draft EIS/EIR         </p>		
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 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

KASEM SUAVAT

Date:

5-17-01

Address:

5429 W 77th ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): JARAOLPAINO JUSTASIA	Date: 5-17-01
-----------------------------------------------------------------	------------------

Address:  
 5429 W 77TH ST

City: LOS ANGELES	State: CA	Zip Code: 90045
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Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable): Number:	Title:
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Comments:

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 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
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 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

MARINA SAPIAN

Date:

5-07-01

Address:

5425 W 77TH ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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US Department of Transportation  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

HECTOR SAPIAN

Date:

5-17-01

Address:

5425 W 77TH ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

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 US Department of Transportation  
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 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Rutchie  
 Los Angeles World Airports  
 LAX Master Plan - Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

RAFAEL GALEZOS

Date:

5-17-01

Address:

5419 W 77<sup>TH</sup> ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

MELISSA GALLEGOS

Date:

5-17-01

Address:

5419 W 77TH ST

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<p>Name (First, MI, Last or Organization):</p> <p style="font-size: 1.5em; font-family: cursive;">AIDA GALLEGOS</p>		<p>Date:</p> <p style="font-size: 1.5em; font-family: cursive;">5-17-01</p>
<p>Address:</p> <p style="font-size: 1.5em; font-family: cursive;">5419 W <del>77TH</del> 77TH ST</p>		
<p>City:</p> <p style="font-size: 1.5em; font-family: cursive;">LA</p>	<p>State:</p> <p style="font-size: 1.5em; font-family: cursive;">CA</p>	<p>Zip Code:</p> <p style="font-size: 1.5em; font-family: cursive;">90045</p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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<b>Name (First, MI, Last or Organization):</b> DON RIEBOLT			<b>Date:</b> 5-17-01
<b>Address:</b> 5413 W 76TH ST			
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>			
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 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
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 Los Angeles, CA 90009-2007  
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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

MEUNDA WELLS

Date:

5-17-01

Address:

5407 W 76<sup>TH</sup> ST

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Name (First, MI, Last or Organization): VICTOR YOUNG			Date: 5-01-01
Address: 5556 W 76 <sup>TH</sup> ST			
City: LA		State: CA	Zip Code: 90045
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
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Name (First, MI, Last or Organization): <span style="font-size: 1.5em;">PAT WALKER</span>	
Date: <span style="font-size: 1.5em;">5-17-01</span>	
Address: <span style="font-size: 1.5em;">5556 - W 76<sup>TH</sup> ST</span>	
City: <span style="font-size: 1.5em;">L A</span>	State: <span style="font-size: 1.5em;">CA</span>
Zip Code: <span style="font-size: 1.5em;">90045</span>	
Telephone (Optional):	E-Mail (Optional):
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Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">ESTER MEEHAN</span>	
Date: <span style="font-size: 1.2em;">5-17-01</span>	
Address: <span style="font-size: 1.2em;">5556 W 76TH ST</span>	
City: <span style="font-size: 1.2em;">L A</span>	State: <span style="font-size: 1.2em;">CA</span>
Zip Code: <span style="font-size: 1.2em;">90045</span>	
Telephone (Optional):	E-Mail (Optional):
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR	
Subsection (If applicable): Number:	Title:
Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>	

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<p>To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization):</p> <p style="font-size: 1.5em; font-family: cursive;">YING QIAN</p>		<p>Date:</p> <p style="font-size: 1.5em; font-family: cursive;">5-17-01</p>
<p>Address:</p> <p style="font-size: 1.5em; font-family: cursive;">5555 W 76<sup>TH</sup> ST</p>		
<p>City:</p> <p style="font-size: 1.5em; font-family: cursive;">LOS ANGELES</p>	<p>State:</p> <p style="font-size: 1.5em; font-family: cursive;">CA</p>	<p>Zip Code:</p> <p style="font-size: 1.5em; font-family: cursive;">90045</p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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Name (First, MI, Last or Organization): WILLIAM GREGORY			Date: 5-17-01
Address: 5555 W 76TH ST			
City: LOS ANGELES		State: CA	Zip Code: 90045
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
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<p>Name (First, MI, Last or Organization): <b>ARNOLD BIRDESILL</b></p>		<p>Date: <b>5-17-01</b></p>
<p>Address: <b>5544 W 76TH ST</b></p>		
<p>City: <b>LOS ANGELES</b></p>	<p>State: <b>CA</b></p>	<p>Zip Code: <b>90045</b></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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Name (First, MI, Last or Organization): <b>ROBERT TEUFEL</b>			Date: <b>5/01/01</b>
Address: <b>5541 W 76TH ST</b>			
City: <b>LOS ANGELES</b>	State: <b>CA</b>	Zip Code: <b>90045</b>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

LISA DI DOMENICO

Date:

5/17/01

Address:

554 W 76TH ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

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Name (First, MI, Last or Organization): <div style="font-size: 1.5em; font-family: cursive;">MARY KANELOS</div>	Date: <div style="font-size: 1.5em; font-family: cursive;">5/17/01</div>
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Address: <div style="font-size: 1.5em; font-family: cursive;">5540 W 76TH ST</div>
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City: <div style="font-size: 1.5em; font-family: cursive;">LOS ANGELES</div>	State: <div style="font-size: 1.5em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.5em; font-family: cursive;">90045</div>
---------------------------------------------------------------------------------	-------------------------------------------------------------------------	-------------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR
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Subsection (If applicable): Number:	Title:
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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> WILLIAM HARRIS	<b>Date:</b> 5/17/2001
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**Address:**  
 5540 W 76<sup>TH</sup> ST

<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b> Number:	<b>Title:</b>
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**Comments:**

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<b>Name (First, MI, Last or Organization):</b> STEPHANIE SANCHEZ		<b>Date:</b> 5/17/01
<b>Address:</b> 5524 W 76TH ST		
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">KIETH CHANDLER</span>	Date: <span style="font-size: 1.2em; font-family: cursive;">5/07/01</span>
------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------

Address:  
5524 W 76TH.

City: <span style="font-size: 1.2em; font-family: cursive;">LA</span>	State: <span style="font-size: 1.2em; font-family: cursive;">CA</span>	Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span>
--------------------------------------------------------------------------	---------------------------------------------------------------------------	---------------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

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David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

FRED D JACKSON

Date:

5-21-01

Address:

8630 Wiley Post AVE

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

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Attach additional sheets if necessary.

PFA00207



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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Lindel Vitacek

Date:

5-21-01

Address:

2620 Wiley Post Ave.

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Michael + Susette Burns

Date:

5/21/01

Address:

8631 Wilky Post Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

ANTONIO VALLONE

Date:

5-21-01

Address:

7925 COWAN ST

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS PUBLIC COMMENT

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

ROBERTO SOMMA

Date:

5/21/01

Address:

5867 WEST 75<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

VITO & GINA SOMMA

Date:

5-21-01

Address:

8621 WILEY POST AVE

City:

LOS ANGELES

State:

CALIFORNIA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

MARIAN LEE LOGRIP

Date:

5/20/01

Address:

7816 Hindry Av

City:

L A.

State:

CA.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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# OSAGE neighbors association

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<b>To:</b> David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">ROSE MARIE POHL</div>		<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5/19/01</div>
<b>Address:</b> <div style="font-size: 1.2em; font-family: cursive;">5320 W. 82ND ST.</div>		
<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>		
<i>Attach additional sheets if necessary.</i>		

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment Form

<p>To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">MARIA KAUDER POHL</span></p>		<p>Date: <span style="font-size: 1.2em; font-family: cursive;">5/19/01</span></p>
<p>Address: <span style="font-size: 1.2em; font-family: cursive;">5320 W 82<sup>ND</sup> ST.</span></p>		
<p>City: <span style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</span></p>	<p>State: <span style="font-size: 1.2em; font-family: cursive;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
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# OSAGE neighbors association

## Draft LAX EIR EIS Public Comments

<p>To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-5615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">SHERWOOD DODGE</span></p>		<p>Date: <span style="font-size: 1.2em;">5/20/01</span></p>
<p>Address: <span style="font-size: 1.2em;">5320 W. 82<sup>ND</sup> ST.</span></p>		
<p>City: <span style="font-size: 1.2em;">LOS ANGELES</span></p>	<p>State: <span style="font-size: 1.2em;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
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<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">LOIS C. JOHNSON</span></p>		<p>Date: <span style="font-size: 1.2em;">5/19/01</span></p>
<p>Address: <span style="font-size: 1.2em;">5316 W. 82<sup>ND</sup> ST.</span></p>		
<p>City: <span style="font-size: 1.2em;">LOS ANGELES</span></p>	<p>State: <span style="font-size: 1.2em;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
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David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan - Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

LAWRENCE W. JOHNSON

Date:

5/19/01

Address:

5316 W. 82ND ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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 David B. Kessler, A/CP  
 US Department of Transportation  
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 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

LOIS RAE WEBB

Date:

5/20/01

Address:

5310 W. 82<sup>nd</sup> ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment Card

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

MYRTLE B. MARQUEZ

Date:

5/19/01

Address:

5304 W. 82<sup>ND</sup> ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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Attach additional sheets if necessary

PFA00220

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

<b>To:</b> David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> JENNIFER LEIGH PERRY		<b>Date:</b> 5/30/01
<b>Address:</b> 5300 W. 82 <sup>ND</sup> ST.		
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
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# OSAGE neighbors association

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 David B. Kessler, A/CP  
 US Department of Transportation  
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 P.O. Box 92007  
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 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):  
DAVID ANDREW PERRY

Date:  
5/20/01

Address:  
5300 W. 82<sup>ND</sup> ST.

City:  
LOS ANGELES

State:  
CA

Zip Code:  
90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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- **Divert attention and funds from the expansion of other airport facilities where future population growth is located.**

*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">DEBORAH NAOMIA ANDERSON</div>		Date: <div style="font-size: 1.2em; font-family: cursive;">5/19/01</div>
Address: <div style="font-size: 1.2em; font-family: cursive;">5300 W. 82<sup>ND</sup> ST</div>		
City: <div style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
Subsection (If applicable): Number:		Title:
Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise;</b> impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		



# OSAGE neighbors association

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To:  
 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

CYR DAVID MARTIN

Date:

5/20/01

Address:

5551 W. 77th ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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## Draft LAX EIR EIS Plan

To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>YANNICK LEOPOLD MARION</b>			Date: <b>5/19/01</b>
Address: <b>5547 W. 77th ST.</b>			
City: <b>LOS ANGELES</b>	State: <b>CA</b>	Zip Code: <b>90045</b>	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
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 David B. Kessler, A/CP  
 US Department of Transportation  
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 P.O. Box 92007  
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 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

ELISE FANNY MARION

Date:

5/19/01

Address:

5547 W. 77<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

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<b>Name (First, MI, Last or Organization):</b> BIANCA MARTIN			<b>Date:</b> 5/20/01
<b>Address:</b> 5531 W. 77 <sup>th</sup> ST.			
<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
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Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">ANDREW JOHN HOLGUIN</div>		Date: <div style="text-align: center; font-size: 1.2em;">5/19/01</div>
Address: <div style="text-align: center; font-size: 1.2em;">5531 W. 77<sup>th</sup> ST.</div>		
City: <div style="text-align: center; font-size: 1.2em;">LOS ANGELES</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
Telephone (Optional):		E-Mail (Optional):
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David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

DOUGLAS G. EHLERS

Date:

5/20/01

Address:

5527 W. 77<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">TRAVIS J. NERGUIZIAN</div>		Date: <div style="font-size: 1.2em; font-family: cursive;">5/19/01</div>
Address: <div style="font-size: 1.2em; font-family: cursive;">5521 W. 77<sup>th</sup> ST.</div>		
City: <div style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="text-align: center; font-size: 1.2em;">SUZANNE M. NERGUIZIAN</div>	Date: <div style="text-align: center; font-size: 1.2em;">5/19/01</div>
---------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------

Address:  

5521 W. 77<sup>th</sup> ST.

City: <div style="text-align: center; font-size: 1.2em;">LOS ANGELES</div>	State: <div style="text-align: center; font-size: 1.2em;">CA</div>	Zip Code: <div style="text-align: center; font-size: 1.2em;">90045</div>
-------------------------------------------------------------------------------	-----------------------------------------------------------------------	-----------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

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Comments:

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Attach additional sheets if necessary.



# OSAGE neighbors association

## Draft LAX EIR EIS PLAN COMMENT

To:  
 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

ROLAND K. WONG

Date:

5/19/01

Address:

5517 W. 77<sup>th</sup>

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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<b>Name (First, MI, Last or Organization):</b> <div style="font-size: 1.2em; font-family: cursive;">FRANCES ROSE LYNCH</div>		<b>Date:</b> <div style="font-size: 1.2em; font-family: cursive;">5/19/01</div>
<b>Address:</b> <div style="font-size: 1.2em; font-family: cursive;">5517 W. 77<sup>th</sup> ST</div>		
<b>City:</b> <div style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</div>	<b>State:</b> <div style="font-size: 1.2em; font-family: cursive;">CA</div>	<b>Zip Code:</b> <div style="font-size: 1.2em; font-family: cursive;">90045</div>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Draft Master Plan                 <input type="checkbox"/> Draft EIS/EIR             </div>		
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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> HANH HELEN HIEU LE-KAWANO	<b>Date:</b> 5/18/01
-----------------------------------------------------------------------------	-------------------------

**Address:**  
5517 W. 77<sup>th</sup> ST.

<b>City:</b> LOS ANGELES	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
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<b>Subsection (If applicable):</b>	<b>Title:</b>
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**Comments:**

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR EIS Public Comment

To:  
 David B. Kessler, AICP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

SCOT SHOJI KAWANO

Date:

5/18/01

Address:

5517 W. 77<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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 US Department of Transportation  
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 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

MICHELLE CHRISTINE ORNELLAS

Date:

5/20/01

Address:

7457 MIDFIELD AV

City:

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CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

TIFFANY J. FRENCH

Date:

5/18/01

Address:

5517 W. 77th ST.

City:

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State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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 US Department of Transportation  
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 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

DAVID WOODRUFF TRENCH

Date:

5/18/01

Address:

5517 W. 77<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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310/646-7697

Name (First, MI, Last or Organization):

MICHAEL ROSS FEINBERG

Date:

5/18/01

Address:

5517 W 77th ST.

City:

Los Angeles

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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310/646-7697

Name (First, MI, Last or Organization):

STEPHEN T. NANCE

Date:

5/18/01

Address:

5511 W. 77<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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LAX Master Plan - Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

CAROL R. NANCE

Date:

5/18/01

Address:

5511 W. 77<sup>th</sup> ST.

City:

LOS ANGELES

State:

CA

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90045

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<p>Name (First, MI, Last or Organization): <span style="float: right;">Date:</span></p> <p style="text-align: center;"><i>RENNY S. BOLHUIS</i> <span style="float: right;"><i>5/24/0</i></span></p>	
<p>Address:</p> <p style="text-align: center;"><i>7744 HINDRY AVE</i></p>	
<p>City:</p> <p style="text-align: center;"><i>LOS ANGELES</i></p>	<p>State:</p> <p style="text-align: center;"><i>CA</i></p>
<p>Zip Code:</p> <p style="text-align: center;"><i>90045</i></p>	
<p>Telephone (Optional):</p>	<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>	
<p>Subsection (If applicable):</p> <p>Number:</p>	<p>Title:</p>
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of <b>other airport facilities where future population growth is located</b>.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>	

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------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):  <i>KATHLEEN S. IMAGDUTADU</i>	Date:  <i>5/24/01</i>
------------------------------------------------------------------------------	-----------------------------

Address:  
  
*7750 LINCOLN AVE*

City:  <i>LOS ANGELES</i>	State:  <i>CA</i>	Zip Code:  <i>90045</i>
---------------------------------	-------------------------	-------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable): Number:	Title:
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Comments:

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<b>To:</b> David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan - Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <p style="text-align: center; font-family: cursive;">PATRICIA W. CAYUE</p>			<b>Date:</b> <p style="text-align: center; font-family: cursive;">5/20/00</p>
<b>Address:</b> <p style="text-align: center; font-family: cursive;">7755 HINDRY AVE</p>			
<b>City:</b> <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	<b>State:</b> <p style="text-align: center; font-family: cursive;">CA</p>	<b>Zip Code:</b> <p style="text-align: center; font-family: cursive;">90045</p>	
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <input checked="" type="checkbox"/> Draft Master Plan         <input checked="" type="checkbox"/> Draft EIS/EIR       </div>			
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>	
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David B. Kessler, A.C.P.  
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

JEANINE M. MARZIE

Date:

5/20/01

Address:

7155 HUNBRY AVE

City:

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90041

Telephone (Optional):

E-Mail (Optional):

Document:

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 US Department of Transportation  
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 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310-725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 318  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Date:

*CARLOS C. IMBESANTINI*

*5/24*

Address:

*7756 HINDRY AVE*

City:

State:

Zip Code:

*LOS ANGELES*

*CA*

*90045*

Telephone (Optional):

E-Mail (Optional):

Document:



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<p>Name (First, MI, Last or Organization): <span style="float: right;">Date:</span></p> <p style="text-align: center;"><i>MIRIAM M ESTANZA</i> <span style="float: right;"><i>5/29/00</i></span></p>	
<p>Address:</p> <p style="text-align: center;"><i>7752 HINDRY AVE</i></p>	
<p>City:</p> <p style="text-align: center;"><i>LOS ANGELES</i></p>	<p>State:</p> <p style="text-align: center;"><i>CALIF</i></p>
<p>Zip Code:</p> <p style="text-align: center;"><i>90044</i></p>	
<p>Telephone (Optional):</p>	<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input checked="" type="checkbox"/> Draft EIS/EIR</span> </p>	
<p>Subsection (if applicable):</p> <p>Number: <span style="margin-left: 150px;">Title:</span></p>	
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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A, CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310-725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan - Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310-646-7697
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):  <i>CAROL A. SULLIVAN</i>	Date:  <i>5/24/00</i>
-------------------------------------------------------------------------	-----------------------------

Address:  
  
*7800 ILLINOIS AVE*

City:  <i>LOS ANGELES</i>	State:  <i>CA</i>	Zip Code:  <i>90044</i>
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Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable): Number:	Title:
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Comments:

**I oppose LAX expansion because it would:**

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- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

*Attach additional sheets if necessary.*

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To:  
 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Date:

*Paul H. Lisko*

*5/22/01*

Address:

*7740 HILDENY AVE*

City:

State:

Zip Code:

*LOS ANGELES*

*CA*

*90045*

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

*LEAH W. CRUGSMA*

Date:

*5/24/04*

Address:

*7201 HINDAY AVE*

City:

*LOS ANGELES*

State:

*CA*

Zip Code:

*90045*

Telephone (Optional):

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Document:



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----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <p style="text-align: center; font-family: cursive;">MARY A. BUTIERREZ</p>	<b>Date:</b> <p style="text-align: center; font-family: cursive;">5/29/01</p>
------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------

**Address:**  

7801 HINDRY AVE

<b>City:</b> <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	<b>State:</b> <p style="text-align: center; font-family: cursive;">CA</p>	<b>Zip Code:</b> <p style="text-align: center; font-family: cursive;">90045</p>
--------------------------------------------------------------------------------------	------------------------------------------------------------------------------	------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

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  Draft EIS/EIR

<b>Subsection (If applicable):</b> Number:	<b>Title:</b>
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US Department of Transportation  
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P.O. Box 92007  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Rielme  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

ANN MULLIGAN

Date:

5/28/01

Address:

2806 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Rutchie Los Angeles World Airports LAX Master Plan - Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> <p style="text-align: center; font-size: 1.2em;">EUCENE L. SCHOLL</p>		<b>Date:</b> <p style="text-align: center; font-size: 1.2em;">5/24/01</p>
<b>Address:</b> <p style="text-align: center; font-size: 1.2em;">7812 HINDLY AVE</p>		
<b>City:</b> <p style="text-align: center; font-size: 1.2em;">LOS ANGELES</p>	<b>State:</b> <p style="text-align: center; font-size: 1.2em;">CA</p>	<b>Zip Code:</b> <p style="text-align: center; font-size: 1.2em;">90045</p>
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan                 </div> <div style="text-align: center;"> <input checked="" type="checkbox"/> Draft EIS/EIR                 </div> </div>		
<b>Subsection (If applicable):</b> Number: _____ Title: _____		
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ricine Los Angeles World Airports LAX Master Plan - Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310-646-7697
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):  <i>Charles D. H. Adams</i>	Date:  <i>7/29/00</i>
---------------------------------------------------------------------------	-----------------------------

Address:  
  
*7781 HUNTER AVENUE*

City:  <i>LOS ANGELES</i>	State:  <i>CA</i>	Zip Code:  <i>90045</i>
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Telephone (Optional):	E-Mail (Optional):
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Document:

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*...divert attention and funds from the expansion of other airport facilities where future population...*

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 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-7615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

*ARLENE D. LISKO*

Date:

*5/20/0*

Address:

*7740 HINDRY AVE*

City:

*LOS ANGELES*

State:

*CA*

Zip Code:

*90045*

Telephone (Optional):

E-Mail (Optional):

Document:



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 David B. Kessler, AICP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airport  
 LAX Master Plan / Room 318  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Date:

*WILLIAM G. CAROVEN*

*5/24/01*

Address:

*7743 ILMORY AVE*

City:

State:

Zip Code:

*LOS ANGELES*

*CA*

*90045*

Telephone (Optional):

E-Mail (Optional):

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Name (First, MI, Last or Organization): <span style="float: right;">Date:</span> <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">JOSEPH DUCTOR</span> <span style="float: right; font-family: cursive;">5/20/01</span> </div>		
Address: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">7744 HINURY AVE</span> </div>		
City: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">LOS ANGELES</span> </div>	State: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">CA</span> </div>	Zip Code: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">90047</span> </div>
Telephone (Optional):		E-Mail (Optional):
Document:		
<input checked="" type="checkbox"/> Draft Master Plan		
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<p>Name (First, MI, Last or Organization): <span style="margin-left: 150px;">SERENE A. DULUR</span></p>		<p>Date: <span style="margin-left: 100px;">5/26/01</span></p>
<p>Address: <span style="margin-left: 100px;">7144 HINDRY AVE</span></p>		
<p>City: <span style="margin-left: 100px;">LOS ANGELES</span></p>	<p>State: <span style="margin-left: 100px;">CA</span></p>	<p>Zip Code: <span style="margin-left: 100px;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input checked="" type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
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 Los Angeles, CA 90009-2007  
 310.725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

WILLIAM D. BULLIVIS

Date:

5/24/0

Address:

7744 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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Subsection (If applicable):

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<b>Name (First, MI, Last or Organization):</b> <p style="text-align: center; font-family: cursive;">GENEVIEVE H CLAWSON</p>	<b>Date:</b> <p style="text-align: center; font-family: cursive;">5/24/0</p>	
<b>Address:</b> <p style="text-align: center; font-family: cursive;">7847 BOVDARD AVE</p>		
<b>City:</b> <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	<b>State:</b> <p style="text-align: center; font-family: cursive;">CA</p>	<b>Zip Code:</b> <p style="text-align: center; font-family: cursive;">90041</p>
<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input checked="" type="checkbox"/> Draft Master Plan</span> <span><input checked="" type="checkbox"/> Draft EIS/EIR</span> </div>		
<b>Subsection (If applicable):</b> Number: _____ Title: _____		
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310:725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310:646-7697

Name (First, MI, Last or Organization):

*ERNESTINE T. GIAMOLA*

Date:

*5/24/01*

Address:

*7850 BOVDARD AVE*

City:

*LOS ANGELES*

State:

*CA*

Zip Code:

*90041*

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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- **Divert attention and funds from the expansion of other airport facilities where future population growth is located.**

*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <p style="text-align: center; margin-left: 100px;"><i>THE ERIN Y. CANNON</i></p>		Date: <p style="text-align: center; margin-left: 100px;"><i>5/24/08</i></p>
Address: <p style="text-align: center; margin-left: 100px;"><i>7850 GARDNER AVE</i></p>		
City: <p style="text-align: center; margin-left: 100px;"><i>LOS ANGELES</i></p>	State: <p style="text-align: center; margin-left: 100px;"><i>CA</i></p>	Zip Code: <p style="text-align: center; margin-left: 100px;"><i>90040</i></p>
Telephone (Optional):		E-Mail (Optional):
Document:		
<input checked="" type="checkbox"/> Draft Master Plan		
<input checked="" type="checkbox"/> Draft EIS/EIR		
Subsection (If applicable):		
Number:	Title:	
Comments:		
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<i>Attach additional sheets if necessary.</i>		

# OSAGE neighbors association

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<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310-725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan : Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310-646-7697
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <p style="text-align: center; font-family: cursive;">LIFURIE A ANDERSON</p>	<b>Date:</b> <p style="text-align: center; font-family: cursive;">5/24/01</p>
-------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------

**Address:**  

7857 BURNHAM AVE

<b>City:</b> <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	<b>State:</b> <p style="text-align: center; font-family: cursive;">CA</p>	<b>Zip Code:</b> <p style="text-align: center; font-family: cursive;">90045</p>
--------------------------------------------------------------------------------------	------------------------------------------------------------------------------	------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

<input checked="" type="checkbox"/> Draft Master Plan	<input checked="" type="checkbox"/> Draft EIS/EIR
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<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

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*Attach additional sheets if necessary.*



# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="text-align: center; font-family: cursive;">NICHOLAS J. JIMMINS</div>	Date: <div style="text-align: center; font-family: cursive;">5/24/98</div>
-----------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------

Address:  

7741 HINDRY AVE

City: <div style="text-align: center; font-family: cursive;">LOS ANGELES</div>	State: <div style="text-align: center; font-family: cursive;">CA</div>	Zip Code: <div style="text-align: center; font-family: cursive;">90045</div>
-----------------------------------------------------------------------------------	---------------------------------------------------------------------------	---------------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

<input checked="" type="checkbox"/> Draft Master Plan	<input checked="" type="checkbox"/> Draft FIS/EIR
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Subsection (If applicable): Number:	Title:
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Comments:

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# OSAGE neighbors association

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<p>To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310.725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>
<p>Name (First, MI, Last or Organization): <span style="float: right;">Date:</span></p> <p style="text-align: center;"><i>ANTONIO MEREL</i> <span style="float: right;"><i>5/24/0</i></span></p>	
<p>Address:</p> <p style="text-align: center;"><i>7701 HENRY AVE</i></p>	
<p>City:</p> <p style="text-align: center;"><i>LOS ANGELES</i></p>	<p>State:</p> <p style="text-align: center;"><i>CA</i></p>
<p>Zip Code:</p> <p style="text-align: center;"><i>90045</i></p>	
<p>Telephone (Optional):</p>	<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>	
<p>Subsection (If applicable):</p> <p>Number: <span style="margin-left: 150px;">Title:</span></p>	
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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A,CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ruthe Los Angeles World Airports LAX Master Plan / Room 318 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <p style="text-align: center; font-family: cursive;">GREGORIO PEREZ</p>	Date: <p style="text-align: center; font-family: cursive;">5/29/01</p>
--------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------

Address:  
7701 HENRY AVE

City: <span style="font-family: cursive;">LOS ANGELES</span>	State: <span style="font-family: cursive;">CA</span>	Zip Code: <span style="font-family: cursive;">90045</span>
-----------------------------------------------------------------	---------------------------------------------------------	---------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

<input checked="" type="checkbox"/> Draft Master Plan	<input type="checkbox"/> Draft EIS/EIR
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Subsection (If applicable): Number:	Title:
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Comments:

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS PUBLIC COMMENT

To:  
 David B. Kessler, A. CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P O Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Date:

*EVAN FIRESTONE*

*5/20/01*

Address:

*7707 HILMORY AVE*

City:

State:

Zip Code:

*LOS ANGELES*

*CA*

*90045*

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft FIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

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To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

RUTH ODELL

Date:

5/20/04

Address:

7707 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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# OSAGE neighbors association

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To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Rincine  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

MARGARET MELLOY

Date:

5/20/94

Address:

7712 HILTON AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

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Attach additional sheets if necessary.

PFA00269

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310-725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310-646-7697

Name (First, MI, Last or Organization):

*BARRY HANCOCK*

Date:

*5/20/06*

Address:

*7712 HANCOCK AVE*

City:

*LOS ANGELES*

State:

*CA*

Zip Code:

*90044*

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="text-align: center; font-family: cursive;">RUSLY MODEL</div>		Date: <div style="text-align: center; font-family: cursive;">3/24/01</div>
Address: <div style="text-align: center; font-family: cursive;">2713 H. HURVY AVE</div>		
City: <div style="text-align: center; font-family: cursive;">LOS ANGELES</div>	State: <div style="text-align: center; font-family: cursive;">CA</div>	Zip Code: <div style="text-align: center; font-family: cursive;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document:		
<input checked="" type="checkbox"/> Draft Master Plan		
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 US Department of Transportation  
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 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

GEORGE CALLINAN

Date:

5/20/04

Address:

7718 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90048

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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Attach additional sheets if necessary:

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<p>To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310:725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310:646-7697</p>
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Name (First, MI, Last or Organization): <i>PAUL CALVINIA</i>	Date: <i>5/29/04</i>
-----------------------------------------------------------------	-------------------------

Address:  
*7718 HINDRY AVE*

City: <i>LOS ANGELES</i>	State: <i>CA</i>	Zip Code: <i>90045</i>
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Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable):	Title:
Number:	

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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Name (First, MI, Last or Organization): <p style="text-align: center; font-family: cursive;">BRENDAN KUZMIN</p>		Date: <p style="text-align: right; font-family: cursive;">5/24/01</p>
Address: <p style="text-align: center; font-family: cursive;">7722 HAINORY AVE</p>		
City: <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	State: <p style="text-align: center; font-family: cursive;">CA</p>	Zip Code: <p style="text-align: center; font-family: cursive;">90045</p>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input checked="" type="checkbox"/> Draft Master Plan</span> <span><input checked="" type="checkbox"/> Draft EIS/EIR</span> </div>		
Subsection (If applicable): Number: _____ Title: _____		
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<b>Name (First, MI, Last or Organization):</b> <p style="text-align: center; font-family: cursive;">CHARLES KUZNIA</p>	<b>Date:</b> <p style="text-align: center; font-family: cursive;">5/24/0</p>
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**Address:**  

7722 HILARY AVE

<b>City:</b> <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	<b>State:</b> <p style="text-align: center; font-family: cursive;">CA</p>	<b>Zip Code:</b> <p style="text-align: center; font-family: cursive;">90044</p>
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

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David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310-725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

PAUL SWIFT

Date:

5/24/00

Address:

7722 HINORY

City:

LOS ANGELES

State:

CA

Zip Code:

90041

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <p style="text-align: center; font-family: cursive;">REGINA SWIFT</p>	Date: <p style="text-align: center; font-family: cursive;">7/25/01</p>
------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------

Address: <p style="text-align: center; font-family: cursive;">7722 HADORY</p>		
City: <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	State: <p style="text-align: center; font-family: cursive;">CA</p>	Zip Code: <p style="text-align: center; font-family: cursive;">90041</p>

Telephone (Optional):	E-Mail (Optional):
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Document: <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan         </div> <div style="text-align: center;"> <input type="checkbox"/> Draft EIS/EIR         </div> </div>
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Number:	

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Name (First, MI, Last or Organization): <p style="text-align: center; font-family: cursive;">CHARLIE THUSSAN</p>		Date: <p style="text-align: center; font-family: cursive;">5/20/04</p>
Address: <p style="text-align: center; font-family: cursive;">7125 HAWORTH AVE</p>		
City: <p style="text-align: center; font-family: cursive;">LOS ANGELES</p>	State: <p style="text-align: center; font-family: cursive;">CA</p>	Zip Code: <p style="text-align: center; font-family: cursive;">90045</p>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input checked="" type="checkbox"/> Draft Master Plan</span> <span><input checked="" type="checkbox"/> Draft EIS/EIR</span> </div>		
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 David B. Kessler, A/CP  
 US Department of Transportation  
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 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

*HARRY ROSE*

Date:

*5/21/0*

Address:

*7725 HINDRY AVE*

City:

*LOS ANGELES*

State:

*CA*

Zip Code:

*90041*

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

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 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Date:

*ARMCO TRAIL*

*7/26/0*

Address:

*7728 HILCOM AVE*

City:

State:

Zip Code:

*LOS ANGELES*

*CA*

*90041*

Telephone (Optional):

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Document:

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<p>Name (First, MI, Last or Organization): <span style="float: right;">Date:</span></p> <p style="text-align: center;"><i>JUANITA TERNA</i> <span style="float: right;"><i>5/9/44</i></span></p>		
<p>Address: <i>7729 HILDAWAY AVE</i></p>		
<p>City: <i>LOS ANGELES</i></p>	<p>State: <i>CA</i></p>	<p>Zip Code: <i>90044</i></p>
<p>Telephone (Optional):</p>	<p>E-Mail (Optional):</p>	
<p>Document:</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input checked="" type="checkbox"/> Draft EIS/EIR</span> </p>		
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Name (First, MI, Last or Organization): <span style="float: right;">Date:</span> <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">SUZANNE TIENA</span> <span style="float: right; font-family: cursive;">5/20/01</span> </div>		
Address: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">7728 HINDRY AVE</span> </div>		
City: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">LOS ANGELES</span> </div>	State: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">CA</span> </div>	Zip Code: <div style="text-align: center; margin-top: 10px;"> <span style="font-family: cursive;">90045</span> </div>
Telephone (Optional):		E-Mail (Optional):
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Subsection (If applicable): Number: <span style="margin-left: 150px;">Title:</span>		
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 Los Angeles, CA 90009-2216  
 310:646-7697

Name (First, MI, Last or Organization):

THERESA TENA

Date:

5/29/0

Address:

7728 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90041

Telephone (Optional):

E-Mail (Optional):

Document:



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Draft EIS/EIR

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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <p style="text-align: center; font-family: cursive;">DEBORAH FARLEY</p>	Date: <p style="text-align: center; font-family: cursive;">5/24/0</p>
--------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------

Address:  
7731 HINDRY AVE

City: <span style="font-family: cursive; display: block; text-align: center;">LOS ANGELES</span>	State: <span style="font-family: cursive; display: block; text-align: center;">CA</span>	Zip Code: <span style="font-family: cursive; display: block; text-align: center;">90045</span>
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Telephone (Optional):	E-Mail (Optional):
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Document:

<input checked="" type="checkbox"/> Draft Master Plan	<input checked="" type="checkbox"/> Draft EIS/EIR
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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310-646-7697
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="text-align: center; font-family: cursive;">JULIE R. BUCHALTER</div>	Date: <div style="text-align: center; font-family: cursive;">5/24/0</div>
----------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------

Address:  

7734 HILDAWAY AVE

City: <div style="text-align: center; font-family: cursive;">LOS ANGELES</div>	State: <div style="text-align: center; font-family: cursive;">CA</div>	Zip Code: <div style="text-align: center; font-family: cursive;">90045</div>
-----------------------------------------------------------------------------------	---------------------------------------------------------------------------	---------------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

<input checked="" type="checkbox"/> Draft Master Plan	<input checked="" type="checkbox"/> Draft EIS/EIR
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Subsection (If applicable): Number:	Title:
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Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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- **Create more airport noise**; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.
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- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

*Attach additional sheets if necessary.*

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## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Nettie M Shambaugh

Date:

5-21-01

Address:

7854 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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Title:

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## Draft LAX EIR EIS Public Comment Form

To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <b>Andre Morales</b>			Date: <b>5-21-01</b>
Address: <b>7858 Midfield Ave</b>			
City: <b>LA</b>	State: <b>CA</b>	Zip Code: <b>90045</b>	
Telephone (Optional): <b>310-691-4627</b>		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>, impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul>			
Attach additional sheets if necessary:			



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To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310-725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Francisco J. Solis

Date:

5-21-01

Address:

7858 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-679-9728

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

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Attach additional sheets if necessary.

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## Draft LAX EIR/EIS P...

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Cynthia L. Lang

Date:

5-21-01

Address:

7862 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-645-9183

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):  <i>RICKY R TRIPP</i>	Date:  <i>5/20/01</i>
---------------------------------------------------------------------	-----------------------------

Address:  
  
*7834 CORDADO AVE*

City:  <i>LOS ANGELES</i>	State:  <i>CA</i>	Zip Code:  <i>90048</i>
---------------------------------	-------------------------	-------------------------------

Telephone (Optional):	E-Mail (Optional):
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<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">TERRY A BOLLIEB</span></p>		<p>Date: <span style="font-size: 1.2em; font-family: cursive;">5/24/04</span></p>
<p>Address: <span style="font-size: 1.2em; font-family: cursive;">7840 BUDDHARD AVE</span></p>		
<p>City: <span style="font-size: 1.2em; font-family: cursive;">LOS ANGELES</span></p>	<p>State: <span style="font-size: 1.2em; font-family: cursive;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90041</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of <b>other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary</i></p>		

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To:  
 David B. Kessler, A.C.P.  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ruchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

JASON L. RUCHIE

Date:

7/20/04

Address:

7840 BUDWARD AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

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To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310-725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310-646-7697
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):  <i>LOUIS F. SCULLIVAN</i>	Date:  <i>5/20/01</i>
--------------------------------------------------------------------------	-----------------------------

Address:  
  
*7846 GUADALUPE*

City:  <i>LOS ANGELES</i>	State:  <i>CA</i>	Zip Code:  <i>90045</i>
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Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable): Number:	Title:
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Name (First, MI, Last or Organization): <div style="text-align: center; font-family: cursive;">JULIE MARCAUO</div>		Date: <div style="text-align: center; font-family: cursive;">5/24/00</div>
Address: <div style="text-align: center; font-family: cursive;">7546 BOBBARD AVE</div>		
City: <div style="text-align: center; font-family: cursive;">LOS ANGELES</div>	State: <div style="text-align: center; font-family: cursive;">CA</div>	Zip Code: <div style="text-align: center; font-family: cursive;">90045</div>
Telephone (Optional):		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input checked="" type="checkbox"/> Draft Master Plan           <input checked="" type="checkbox"/> Draft EIS/EIR         </div>		
Subsection (If applicable): Number: _____ Title: _____		
Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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**Draft LAX EIR/EIS Part**

**Comment**

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-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization):  <i>PATRICIA E. RIND</i>	Date:  <i>5/24/0</i>
------------------------------------------------------------------------	----------------------------

Address:  
  
*7846 GODDARD AVE*

City:  <i>LOS ANGELES</i>	State:  <i>CA</i>	Zip Code:  <i>90041</i>
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Telephone (Optional):	E-Mail (Optional):
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To: David B. Kessler, A, CP US Department of Transportation Federal Aviation Authority P.O. Box 92097 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <i>CATHERINE L. BASSO</i>	Date: <i>5/20/01</i>
----------------------------------------------------------------------	-------------------------

Address:  
*7847 BOVARD AVE*

City: <i>LOS ANGELES</i>	State: <i>CA</i>	Zip Code: <i>90044</i>
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Telephone (Optional):	E-Mail (Optional):
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 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

STEVEN L. BASSO

Date:

5/20/11

Address:

7849 CROOKED AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90041

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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<b>Name (First, MI, Last or Organization):</b> Frank B. Coker			<b>Date:</b> 5-4-01
<b>Address:</b> 7701 Midfield Ave.			
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b> 310-246-1588		<b>E-Mail (Optional):</b>	
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft FIS/EIR			
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>	
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>			

*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<b>To:</b> David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Soledad B Coker	<b>Date:</b> 5-21-01
-------------------------------------------------------------------	-------------------------

**Address:**  
 7701 Midfield Ave

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
--------------------	---------------------	---------------------------

<b>Telephone (Optional):</b> 310-216-1588	<b>E-Mail (Optional):</b>
----------------------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b> Number:	<b>Title:</b>
-----------------------------------------------	---------------

**Comments:**

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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*Attach additional sheets if necessary.*

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Andrea S Thompson

Date:

5-21-01

Address:

7707 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

932-1774

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Doreen P. Hadley

Date:

5-21-01

Address:

7710 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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To: David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">LA Vonne Hemmitt</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5-21-01</div>
------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------

Address: <div style="font-size: 1.2em; font-family: cursive;">7710 Midfield Ave.</div>
-------------------------------------------------------------------------------------------

City: <div style="font-size: 1.2em; font-family: cursive;">LA</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
------------------------------------------------------------------------	-------------------------------------------------------------------------	-------------------------------------------------------------------------------

Telephone (Optional): <div style="font-size: 1.2em; font-family: cursive;">310-568-9330</div>	E-Mail (Optional):
--------------------------------------------------------------------------------------------------	--------------------

Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR
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Subsection (If applicable): Number:	Title:
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Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

<b>To:</b> David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
<b>Name (First, MI, Last or Organization):</b> Norma L Black		<b>Date:</b> 5-21-01
<b>Address:</b> 7713 Midfield Ave		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b> 310-410-1634		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number: _____ Title: _____		
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		



# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Armando Dacosta Calheiros

Date:

5-21-01

Address:

~~7516~~ 7716 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-645-8856

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-5615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): Leticia M Dacosta			Date: 5-21-01
Address: 7716 Midfield Ave			
City: LA	State: CA	Zip Code: 90045	
Telephone (Optional): 310-695-8856		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li></ul>			

Attach additional sheets if necessary

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment Form

To:  
 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Marie R. Munoz

Date:

5-21-01

Address:

7719 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

818-507-4148

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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To:  
David B. Kessler, A:CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Veracio R. Munoz

Date:

5-11-01

Address:

7719 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

PFA00307

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment!

<b>To:</b> David B. Kessler, ACP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Claudia Haase <i>man</i>	<b>Date:</b> 5-21-01
----------------------------------------------------------------------------	-------------------------

**Address:**  
 7723 Midfield Ave.

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b> 310-670-7880	<b>E-Mail (Optional):</b>
----------------------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b>	<b>Title:</b>
<b>Number:</b>	

**Comments:**

**I oppose LAX expansion because it would:**

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Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">Nancy J. Spolidoro</span>	Date: <span style="font-size: 1.2em; font-family: cursive;">5-21-01</span>
----------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------

Address:  
7723 Midfield Ave.

City: <span style="font-size: 1.2em; font-family: cursive;">LA</span>	State: <span style="font-size: 1.2em; font-family: cursive;">CA</span>	Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span>
--------------------------------------------------------------------------	---------------------------------------------------------------------------	---------------------------------------------------------------------------------

Telephone (Optional):	E-Mail (Optional):
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Document:

Draft Master Plan
  Draft EIS/EIR

Subsection (If applicable): Number:	Title:
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Comments:

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<p>Name (First, MI, Last or Organization):</p> <p style="font-size: 1.2em;">Peggy E. AITCHISON</p>		
<p>Date:</p> <p style="font-size: 1.2em;">5-21-01</p>		
<p>Address:</p> <p style="font-size: 1.2em;">7726 Midfield Ave</p>		
<p>City:</p> <p style="font-size: 1.2em;">LA</p>	<p>State:</p> <p style="font-size: 1.2em;">CA</p>	<p>Zip Code:</p> <p style="font-size: 1.2em;">90045</p>
<p>Telephone (Optional):</p> <p style="font-size: 1.2em;">310-645-4187</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable):</p> <p>Number: _____ Title: _____</p>		
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

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US Department of Transportation  
Federal Aviation Authority  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Gary D. Pera

Date:

5-21-01

Address:

7729 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.



# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room: 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

James T MC Cutcheon

Date:

5-21-01

Address:

7732 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-645-6686

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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David B. Kessler, A/CP  
US Department of Transportation  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Zelay M. Pera

Date:

5-21-01

Address:

7729 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Lillian M. Mc Cutchon

Date:

5-21-01

Address:

7732 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

~~I oppose LAX expansion because it would:~~  
~~1. Increase air pollution because it would:~~

11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Comments:  
DRAFT

### I oppose LAX expansion because it would:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Marco A. Falcon

Date:

5-21-01

Address:

7735 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-216-5722

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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## Draft LAX EIR/EIS Public Comment

<p>To: David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <b>James T. Coning</b></p>		<p>Date: <b>5-21-01</b></p>
<p>Address: <b>7741 Midfield Ave</b></p>		
<p>City: <b>LA</b></p>	<p>State: <b>CA</b></p>	<p>Zip Code: <b>90045</b></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
<p>Comments:</p> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

# OSAGE neighbors association

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 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Grant E LA Uigaa

Date:

5-21-01

Address:

7742 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-649-4457

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airporis  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Sylie Mouchet

Date:

5-21-01

Address:

7742 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-259-2455

E-Mail (Optional):

Document:

Draft Master Plan

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Denise J. Falcone

Date:

5-21-01

Address:

7796 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">John W. Falcone</div>		Date: <div style="font-size: 1.2em; font-family: cursive;">5-21-01</div>
Address: <div style="font-size: 1.2em; font-family: cursive;">7746 Midfield Ave</div>		
City: <div style="font-size: 1.2em; font-family: cursive;">LA</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
Telephone (Optional): <div style="font-size: 1.2em; font-family: cursive;">310-645-9485</div>		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
Subsection (If applicable): Number:		Title:
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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Lisa B Gill

Date:

5-21-01

Address:

7753 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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<b>To:</b> David B. Kessler, A.C.P. US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	<b>To:</b> Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Richard A. Call	<b>Date:</b> 5-21-01
-------------------------------------------------------------------	-------------------------

**Address:**  
 7753 Midfield Ave

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
--------------------	---------------------	---------------------------

<b>Telephone (Optional):</b> 310-458-8311	<b>E-Mail (Optional):</b>
----------------------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b> Number:	<b>Title:</b>
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**Comments:**

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David B. Kessler, A,CP  
US Department of Transportation  
Federal Aviation Authority  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Karan E. Meyer

Date:

5-21-01

Address:

7800 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Pranita A Agarwala

Date:

5-21-01

Address:

7801 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-641-7713

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

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## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A. CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615	To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room: 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Gregory Eugene</span>		
Date: <span style="font-size: 1.2em;">5-21-01</span>		
Address: <span style="font-size: 1.2em;">7801 Midfield Ave.</span>		
City: <span style="font-size: 1.2em;">LA</span>	State: <span style="font-size: 1.2em;">CA</span>	Zip Code: <span style="font-size: 1.2em;">90045</span>
Telephone (Optional):		E-Mail (Optional):
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
Subsection (If applicable): Number: _____ Title: _____		
Comments: <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary.</i></p>		

# OSAGE neighbors association

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To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Albert C Meyer

Date:

5-21-01

Address:

7806 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary:

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To:  
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Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Raquel P. Hernandez

Date:

5-21-01

Address:

7807 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-645-2442

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Daniel Padilla

Date:

5-21-01

Address:

7807 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-645-2912

E-Mail (Optional):

Document:

Draft Master Plan

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Subsection (If applicable):

Number:

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Comments:

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Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Ronaldo Padilla</span>		Date: <span style="font-size: 1.2em;">5-21-01</span>
Address: <span style="font-size: 1.2em;">7807 Midfield Ave.</span>		
City: <span style="font-size: 1.2em;">LA</span>	State: <span style="font-size: 1.2em;">CA</span>	Zip Code: <span style="font-size: 1.2em;">90045</span>
Telephone (Optional): <span style="font-size: 1.2em;">310-645-2912</span>		E-Mail (Optional):
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span><input type="checkbox"/> Draft Master Plan</span> <span><input type="checkbox"/> Draft EIS/EIR</span> </div>		
Subsection (If applicable): Number:		Title:
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Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">Chris A Hatzikran</span>	Date: <span style="font-size: 1.2em; font-family: cursive;">5-21-01</span>
---------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------

Address:  
7812 Montfield Ave

City: <span style="font-size: 1.2em; font-family: cursive;">LA</span>	State: <span style="font-size: 1.2em; font-family: cursive;">CA</span>	Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span>
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Telephone (Optional):	E-Mail (Optional):
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Document:

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US Department of Transportation  
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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Randall E. Cowen

Date:

5-21-01

Address:

7816 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Bernard J. O'Malley</span>	Date: <span style="font-size: 1.2em;">5-21-01</span>
-------------------------------------------------------------------------------------------------------	---------------------------------------------------------

Address:  
7814 Midfield Ave

City: <span style="font-size: 1.2em;">LA</span>	State: <span style="font-size: 1.2em;">CA</span>	Zip Code: <span style="font-size: 1.2em;">90045</span>
----------------------------------------------------	-----------------------------------------------------	-----------------------------------------------------------

Telephone (Optional): <span style="font-size: 1.2em;">310-216-1648</span>	E-Mail (Optional):
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Document:

Draft Master Plan
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Subsection (If applicable): Number:	Title:
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Comments:

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David B. Kessler, A:CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Brunhicle H Ornelas

Date:

5-21-01

Address:

7519 Mitfield Ave

City:

LA

State:

CA

Zip Code:

90044

Telephone (Optional):

360-216-1648

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">Edward J. Grillas</span>	Date: <span style="font-size: 1.2em; font-family: cursive;">5/21-01</span>
---------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------

Address:  
7819 Midfield Ave

City: <span style="font-size: 1.2em; font-family: cursive;">LA</span>	State: <span style="font-size: 1.2em; font-family: cursive;">CA</span>	Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90049</span>
--------------------------------------------------------------------------	---------------------------------------------------------------------------	---------------------------------------------------------------------------------

Telephone (Optional): <span style="font-size: 1.2em; font-family: cursive;">310 -216-1648</span>	E-Mail (Optional):
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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Lisa ANN Leysa

Date:

5-21-01

Address:

7523 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-670-2232

E-Mail (Optional):

Document:

Draft Master Plan

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<b>Name (First, MI, Last or Organization):</b> Alan R. Case		<b>Date:</b> 5-21-01
<b>Address:</b> 7828 Nijfield Ave.		
<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>		<b>E-Mail (Optional):</b>
<b>Document:</b> <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>		
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-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------

Name (First, MI, Last or Organization): <span style="font-size: 1.2em; font-family: cursive;">Sam A. Guse</span>	Date: <span style="font-size: 1.2em; font-family: cursive;">5-21-01</span>
---------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------

Address:  
7828 Midfield Ave

City: <span style="font-size: 1.2em; font-family: cursive;">L A</span>	State: <span style="font-size: 1.2em; font-family: cursive;">C A</span>	Zip Code: <span style="font-size: 1.2em; font-family: cursive;">90045</span>
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Telephone (Optional):	E-Mail (Optional):
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 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airport  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Grace M. Schiller

Date:

5-21-01

Address:

7829 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS PUBLIC COMMENT CARD

To:  
 David B. Kessler, A/CP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

David A Broome

Date:

5-21-01

Address:

7432 Midfield Ave.

City:

LA

State:

CA

Zip Code:

90049

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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<p>To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Patricia K. Broome</span></p>		<p>Date: <span style="font-size: 1.2em;">5-21-01</span></p>
<p>Address: <span style="font-size: 1.2em;">7432 Midfield Ave</span></p>		
<p>City: <span style="font-size: 1.2em;">LA</span></p>	<p>State: <span style="font-size: 1.2em;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em;">90045</span></p>
<p>Telephone (Optional): <span style="font-size: 1.2em;">310-410-1172</span></p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable):</p> <p>Number: _____ Title: _____</p>		
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David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Frank G. Nordberg

Date:

5-21-01

Address:

7835 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

310-215-3143

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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<p>To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615</p>	<p>To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697</p>	
<p>Name (First, MI, Last or Organization): <del>Heidi A. G...</del> Craig R. Tice</p>		<p>Date: 5-21-01</p>
<p>Address: 7838 Midfield Ave</p>		
<p>City: LA</p>	<p>State: CA</p>	<p>Zip Code: 90045</p>
<p>Telephone (Optional): 310-215-3143</p>		<p>E-Mail (Optional):</p>
<p>Document: <input type="checkbox"/> Draft Master Plan      <input type="checkbox"/> Draft EIS/EIR</p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
<p>Comments: <b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li> </ul> <p><i>Attach additional sheets if necessary:</i></p>		



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To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): <i>Alice E Gosora</i>			Date: <i>5-21-01</i>
Address: <i>7438 Midfield Ave</i>			
City: <i>LA</i>	State: <i>CA</i>	Zip Code: <i>90045</i>	
Telephone (Optional): <i>310-699-2088</i>		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues</b>. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds from the expansion of other airport facilities where future population growth is located.</b></li></ul> <i>Attach additional sheets if necessary.</i>			

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To: David B. Kessler, AICP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): Deborah F. Baratti			Date: 5-21-01
Address: 7841 Midfield Ave.			
City: L.A.	State: CA	Zip Code: 90045	
Telephone (Optional):		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
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<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">James J Baratti</span></p>		<p>Date: <span style="font-size: 1.2em;">5-21-01</span></p>
<p>Address: <span style="font-size: 1.2em;">7841 Midfield Ave</span></p>		
<p>City: <span style="font-size: 1.2em;">LA</span></p>	<p>State: <span style="font-size: 1.2em;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em;">90045</span></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Darrel T. Frye</span>		Date: <span style="font-size: 1.2em;">5-21-01</span>
Address: <span style="font-size: 1.2em;">7444 Midfield Ave</span>		
City: <span style="font-size: 1.2em;">LA</span>	State: <span style="font-size: 1.2em;">CA</span>	Zip Code: <span style="font-size: 1.2em;">90045</span>
Telephone (Optional):		E-Mail (Optional):
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 US Department of Transportation  
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 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/225-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

*Noralea N Frye*

Date:

*5-21-01*

Address:

*7844 Midfield Ave*

City:

*LA*

State:

*CA*

Zip Code:

*90045*

Telephone (Optional):

E-Mail (Optional):

Document:

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Name (First, MI, Last or Organization): <div style="font-size: 1.2em; font-family: cursive;">James H. Matsunoto</div>	Date: <div style="font-size: 1.2em; font-family: cursive;">5-21-01</div>	
Address: <div style="font-size: 1.2em; font-family: cursive;">7845 Midfield Ave.</div>		
City: <div style="font-size: 1.2em; font-family: cursive;">LA</div>	State: <div style="font-size: 1.2em; font-family: cursive;">CA</div>	Zip Code: <div style="font-size: 1.2em; font-family: cursive;">90045</div>
Telephone (Optional):	E-Mail (Optional):	
Document: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="checkbox"/> Draft Master Plan           <input type="checkbox"/> Draft EIS/EIR         </div>		
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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Marilyn ARIKO Yoneda Matsunaga	<b>Date:</b> 5-21-01
----------------------------------------------------------------------------------	-------------------------

**Address:**  
7545 Midfield Ave

<b>City:</b> LA	<b>State:</b> CA	<b>Zip Code:</b> 90045
--------------------	---------------------	---------------------------

<b>Telephone (Optional):</b> 310-645-8160	<b>E-Mail (Optional):</b>
----------------------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b> Number:	<b>Title:</b>
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<p>Name (First, MI, Last or Organization): <span style="font-size: 1.2em;">Flor M. Gonzalez</span></p>		<p>Date: <span style="font-size: 1.2em;">5-21-01</span></p>
<p>Address: <span style="font-size: 1.2em;">7845 Midfield Ave</span></p>		
<p>City: <span style="font-size: 1.2em;">LA</span></p>	<p>State: <span style="font-size: 1.2em;">CA</span></p>	<p>Zip Code: <span style="font-size: 1.2em;">90045</span></p>
<p>Telephone (Optional): <span style="font-size: 1.2em;">310-670-8122</span></p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
<p>Subsection (If applicable): Number:</p>		<p>Title:</p>
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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To: David B. Kessler, A/CP US Department of Transportation Federal Aviation Authority P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007 310/725-3615		To: Jim Ritchie Los Angeles World Airports LAX Master Plan / Room 218 P.O. Box 92216 Los Angeles, CA 90009-2216 310/646-7697	
Name (First, MI, Last or Organization): Carleen Bonney			Date: 5-21-01
Address: 7951 Midfield Ave			
City: LA	State: CA	Zip Code: 90045	
Telephone (Optional): 310-649-6727		E-Mail (Optional):	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR			
Subsection (If applicable): Number:		Title:	
Comments: <b>I oppose LAX expansion because it would:</b> <ul style="list-style-type: none"><li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li><li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li><li>• <b>Create more airport noise</b>; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li><li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li><li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li><li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li><li>• <b>Divert attention and funds</b> from the expansion of <b>other airport facilities where future population growth is located.</b></li></ul>			
Attach additional sheets if necessary.			

# OSAGE neighbors association

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To:  
 David B. Kessler, ACP  
 US Department of Transportation  
 Federal Aviation Authority  
 P.O. Box 92007  
 World Way Postal Center  
 Los Angeles, CA 90009-2007  
 310/725-3615

To:  
 Jim Ritchie  
 Los Angeles World Airports  
 LAX Master Plan / Room 218  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216  
 310/646-7697

Name (First, MI, Last or Organization):

Kathleen Y Boney

Date:

5-11-01

Address:

7851 Midfield Ave

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

Number:

Title:

Comments:

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*Attach additional sheets if necessary*

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<b>Name (First, MI, Last or Organization):</b> MARIA PELAYO-HUEHMAN			<b>Date:</b> 05/21/2008
<b>Address:</b> 8701 WILKEY POST AVE.			
<b>City:</b> L.A.	<b>State:</b> CA	<b>Zip Code:</b> 90045	
<b>Telephone (Optional):</b> 310/568-9045		<b>E-Mail (Optional):</b>	
<b>Document:</b> <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> Draft Master Plan                     <input type="checkbox"/> Draft EIS/EIR                 </div>			
<b>Subsection (If applicable):</b> Number:		<b>Title:</b>	
<b>Comments:</b> <p><b>I oppose LAX expansion because it would:</b></p> <ul style="list-style-type: none"> <li>• <b>Increase air pollution</b> due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.</li> <li>• <b>Increase air safety risks</b> with more planes operating in close quarters.</li> <li>• <b>Create more airport noise;</b> impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.</li> <li>• <b>Dramatically worsen traffic congestion</b> on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.</li> <li>• <b>Aggravate environmental justice issues.</b> A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.</li> <li>• <b>Destroy local homes, schools, libraries, parks and businesses</b> to provide room for more airport support facilities.</li> <li>• <b>Divert attention and funds</b> from the expansion of other airport facilities where future population growth is located.</li> </ul>			
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# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment Form

To:  
David B. Kessler, A.C.P.  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

PIERRE J. HÖRMANN

Date:

5/21/2007

Address:

8701 WILEY POST AVE.

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

310/568-9045

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

PFA00355

# OSAGE neighbors association

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----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> <span style="font-size: 1.2em; font-family: cursive;">Elene Andreadis</span>	<b>Date:</b> <span style="font-size: 1.2em; font-family: cursive;">5/17/01</span>
--------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

**Address:**  
5462 W 76<sup>th</sup> St.

<b>City:</b> <span style="font-size: 1.2em; font-family: cursive;">LA</span>	<b>State:</b> <span style="font-size: 1.2em; font-family: cursive;">CA</span>	<b>Zip Code:</b> <span style="font-size: 1.2em; font-family: cursive;">90045</span>
---------------------------------------------------------------------------------	----------------------------------------------------------------------------------	----------------------------------------------------------------------------------------

<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
------------------------------	---------------------------

**Document:**

Draft Master Plan
  Draft EIS/EIR

<b>Subsection (If applicable):</b> Number:	<b>Title:</b>
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**Comments:**

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*Attach additional sheets if necessary.*

# OSAGE neighbors association

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--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Name (First, MI, Last or Organization):</b> Bill and Helen Wyss	<b>Date:</b> 5/21/01
-----------------------------------------------------------------------	-------------------------

**Address:**  
8631 Wilkey Post Avenue

<b>City:</b> Los Angeles	<b>State:</b> CA	<b>Zip Code:</b> 90045
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<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>
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**Document:**

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<p>Name (First, MI, Last or Organization): <b>ALTO FIZPATRICA</b></p>		<p>Date: <b>5/1/01</b></p>
<p>Address: <b>5507 W 77TH ST</b></p>		
<p>City: <b>LOS ANGELES</b></p>	<p>State: <b>CA</b></p>	<p>Zip Code: <b>90045</b></p>
<p>Telephone (Optional):</p>		<p>E-Mail (Optional):</p>
<p>Document:</p> <p style="text-align: center;"> <input type="checkbox"/> Draft Master Plan             <span style="margin-left: 200px;"><input type="checkbox"/> Draft EIS/EIR</span> </p>		
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David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310:725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

**Orlando Fitzpatrick**

Date:

**5/1/01**

Address:

**5507 W 77th St**

City:

**Los Angeles**

State:

**CA**

Zip Code:

**90045**

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Pat B Bible

Date:

5/27/01

Address:

8718 Wiley Post ave.

City:

L.A.

State:

CA.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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Draft EIS/EIR

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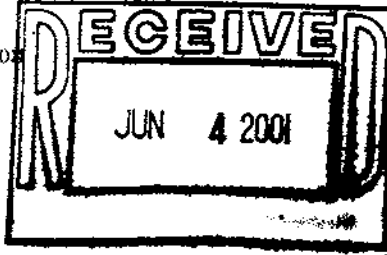
May 28 2001

PFA00360

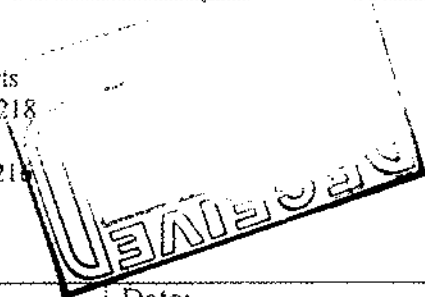
# OSAGE neighbors association

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Jim Ritchie  
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LAX Master Plan / Room 218  
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Los Angeles, CA 90009-2216  
310/646-7697



Name (First, MI, Last or Organization):

Richard Laner

Date:

6-21-01

Address:

8707 Wiley Post Ave.

City:

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State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
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Name (First, MI, Last or Organization):

JASON ROBERT TROUTMAN

Date:

5/20/01

Address:

7518 MILDFIELD AV

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

BRIDGET O'ROURKE

Date:

5/24/0

Address:

7807 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

STANLEY WISSTEIN

Date:

5/20/07

Address:

2813 HILARY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90013

Telephone (Optional):

E-Mail (Optional):

Document:

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

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5/20/01

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7916 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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Name (First, MI, Last or Organization):

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~~FRANK~~ ALISON LORRIP

5/20/0

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90045

Telephone (Optional):

E-Mail (Optional):

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To:  
Jim Ritchie  
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E-Mail (Optional):

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PFA00367



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To:  
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To:  
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 Jim Ritchie  
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Name (First, MI, Last or Organization):

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90048

Telephone (Optional):

E-Mail (Optional):

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Jim Ritchie  
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Name (First, MI, Last or Organization):

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90048

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90009

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To:  
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To:  
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## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room: 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

ELIZABETH K. BROWN

Date:

5/1/07

Address:

7838 HAMOND AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90047

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

**I oppose LAX expansion because it would:**

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US Department of Transportation  
Federal Aviation Authority  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

*Murray Walter Burkett*

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*7/2/02*

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State:

*CA*

Zip Code:

*94115*

Telephone (Optional):

E-Mail (Optional):

Document:



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*Attach additional sheets if necessary.*

PFA00380

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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Name (First, MI, Last or Organization):

M. N. S. FOR

Date:

4/2/11

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7843

17 INDIAN

AVE

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CA

Zip Code:

90048

Telephone (Optional):

E-Mail (Optional):

Document:



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Attach additional sheets if necessary.

PFA00381

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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To:  
Jim Ritchie  
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Telephone (Optional):

E-Mail (Optional):

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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E-Mail (Optional):

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Los Angeles, CA 90009-2216  
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Name (First, MI, Last or Organization):

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2844 ...

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Zip Code:

Telephone (Optional):

E-Mail (Optional):

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Jim Ritchie  
Los Angeles World Airports  
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310/646-7697

Name (First, MI, Last or Organization):

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Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

SCOUT A. EISENBERG

Date:

5/1/00

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State:

CA

Zip Code:

90048

Telephone (Optional):

E-Mail (Optional):

Document:



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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

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12/1/09

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90046

Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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310/646-7697

Name (First, MI, Last or Organization):

~~KESSEL~~ KRISTIN M. KELLY

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5/1/07

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90048

Telephone (Optional):

E-Mail (Optional):

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To:  
Jim Ritchie  
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CA

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90045

Telephone (Optional):

E-Mail (Optional):

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Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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Name (First, MI, Last or Organization):

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90047

Telephone (Optional):

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LAX Master Plan / Room 218  
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90048

Telephone (Optional):

E-Mail (Optional):

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LAX Master Plan / Room 218  
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310/646-7697

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
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5/18/08

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State:

CA

Zip Code:

90231

Telephone (Optional):

E-Mail (Optional):

Document:



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Draft EIS/EIR

Subsection (If applicable):

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To:  
Jim Ritchie  
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Telephone (Optional):

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Jim Ritchie  
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Jim Ritchie  
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To:  
Jim Ritchie  
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LAX Master Plan / Room 218  
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Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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PFA00400

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Jim Ritchie  
Los Angeles World Airports  
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PFA00401

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To:  
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Jim Ritchie  
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To:  
Jim Ritchie  
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PFA00407



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To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

JAMES T. DUNLAP

Date:

2/18/08

Address:

7766 ISIS AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90048

Telephone (Optional):

E-Mail (Optional):

Document:



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Draft EIS/EIR

Subsection (If applicable):

Number:

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**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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Telephone (Optional):

E-Mail (Optional):

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PFA00409

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
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310/725-3615

To:  
Jim Ritchie  
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Telephone (Optional):

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Document:

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Jim Ritchie  
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To:  
Jim Ritchie  
Los Angeles World Airports  
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P.O. Box 92216  
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5/19/0

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Telephone (Optional):

E-Mail (Optional):

Document:

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To:  
Jim Ritchie  
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Los Angeles World Airports  
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Los Angeles World Airports  
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Telephone (Optional):

E-Mail (Optional):

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Los Angeles World Airports  
LAX Master Plan / Room 218  
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Name (First, MI, Last or Organization):

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90044

Telephone (Optional):

E-Mail (Optional):

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P.O. Box 92216  
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Name (First, MI, Last or Organization):

FLORENCE G. GUERRERO

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Jim Ritchie  
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PFA00420

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David B. Kessler, ACP  
US Department of Transportation  
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To:  
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- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

KAYLA S. POPOESKY

Date:

5/18/01

Address:

7906 ISIS AVE

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

~~DAVID B. KESSLER~~ BETH F. RUBENSTEIN

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State:

CA

Zip Code:

90048

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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Zip Code:

90046

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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CA

Zip Code:

90041

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

PFA00426

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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State:

CA

Zip Code:

90041

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

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Subsection (If applicable):

Number:

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Comments:

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Attach additional sheets if necessary.

PFA00427

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, AICP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

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90045

Telephone (Optional):

310-645-5723

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

**I oppose LAX expansion because it would:**

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PFA00428

# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

JAMES VENEZIA

Date:

7/17/01

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L. A.

State:

CA.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

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# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
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Name (First, MI, Last or Organization):

STUART H. GARRISON

Date:

7/16/01

Address:

7601 GODDARD AV

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L.A.

State:

CA.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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Attach additional sheets if necessary.

PFA00430

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

LEWIS GLENN GERLITZ

Date:

7/17/01

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L.A.

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Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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Federal Aviation Authority  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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Name (First, MI, Last or Organization):

PETER B. REGGIE

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90045

Telephone (Optional):

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Document:



Draft Master Plan



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PFA00432

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

PFA00433

# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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7/17/01

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Telephone (Optional):

E-Mail (Optional):

Document:



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Attach additional sheets if necessary.

PFA00434

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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Name (First, MI, Last or Organization):

ROBERT WILLIAM HENRICHS

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7/18/01

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90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

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Attach additional sheets if necessary.

PFA00435

# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
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World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Cynthia A. Marshall

Date:

7/18/01

Address:

7625 Boddard Av.

City:

L.A.

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Ca.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SO<sub>x</sub>). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
- **Increase air safety risks** with more planes operating in close quarters.
- **Create more airport noise**; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.
- **Dramatically worsen traffic congestion** on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.
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- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

PFA00437

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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310/646-7697

Name (First, MI, Last or Organization):

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Zip Code:

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Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

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**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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Comments:

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Attach additional sheets if necessary.

PFA00439



# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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US Department of Transportation  
Federal Aviation Authority  
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310/725-3615

To:  
Jim Ritchie  
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Attach additional sheets if necessary.

# OSAGE neighbors association

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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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Los Angeles, CA 90009-2007  
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To:  
Jim Ritchie  
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# OSAGE neighbors association

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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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E-Mail (Optional):

Document:

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Number:

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**I oppose LAX expansion because it would:**

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Attach additional sheets if necessary.

PFA00442

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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To:  
Jim Ritchie  
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Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

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Attach additional sheets if necessary.

PFA00443

# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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Name (First, MI, Last or Organization):

Date:

Joycelee Holt

7/18/01

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CA.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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Subsection (If applicable):

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Attach additional sheets if necessary.

PFA00445

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
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Name (First, MI, Last or Organization):

Bobby Joe Bolton

Date:

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Address:

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Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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Name (First, MI, Last or Organization):

Jennifer Jean Bolton

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Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

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Attach additional sheets if necessary.

PFA00447



# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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To:  
Jim Ritchie  
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Draft Master Plan

Draft EIS/EIR

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Number:

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PFA00448

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## Draft LAX EIR/EIS Public Comment

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US Department of Transportation  
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Los Angeles, CA 90009-2007  
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To:  
Jim Ritchie  
Los Angeles World Airports  
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Jim Ritchie  
Los Angeles World Airports  
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## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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To:  
Jim Ritchie  
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Catherine Marie Heppell

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Subsection (If applicable):

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**I oppose LAX expansion because it would:**

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- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of **other airport facilities where future population growth is located.**

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

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Zip Code:

90045

Telephone (Optional):

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Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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Attach additional sheets if necessary.

PFA00452

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
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To:  
Jim Ritchie  
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Draft Master Plan



Draft EIS/EIR

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Attach additional sheets if necessary.

PFA00453

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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David B. Kessler, A:CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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Attach additional sheets if necessary.

PFA00455



# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
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Federal Aviation Authority  
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Attach additional sheets if necessary.

PFA00456

# OSAGE neighbors association

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US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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To:  
Jim Ritchie  
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PFA00457

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Jesenia C. Masud

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To:  
Jim Ritchie  
Los Angeles World Airports  
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Name (First, MI, Last or Organization):

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US Department of Transportation  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
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Name (First, MI, Last or Organization):

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Document:



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To:  
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To:  
Jim Ritchie  
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To:  
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P.O. Box 92007  
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Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

Date:

Del Harding Necessary

7/18/01

Address:

7801 Goddard Av

City:

L.A.

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Ca.

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

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- **Divert attention and funds** from the expansion of **other airport facilities where future population growth is located**.

Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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Name (First, MI, Last or Organization):

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90045

Telephone (Optional):

E-Mail (Optional):

Document:



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Attach additional sheets if necessary.

PFA00467

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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US Department of Transportation  
Federal Aviation Authority  
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To:  
Jim Ritchie  
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Name (First, MI, Last or Organization):

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US Department of Transportation  
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To:  
Jim Ritchie  
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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
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To:  
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David B. Kessler, A/CP  
US Department of Transportation  
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Los Angeles, CA 90009-2007  
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To:  
Jim Ritchie  
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Document:



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Attach additional sheets if necessary.

PFA00473

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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Name (First, MI, Last or Organization):

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Telephone (Optional):

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Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

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# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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To:  
Jim Ritchie  
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E-Mail (Optional):

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Jim Ritchie  
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David B. Kessler, A/CP  
US Department of Transportation  
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Attach additional sheets if necessary.

PFA00477

# OSAGE neighbors association

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David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
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To:  
Jim Ritchie  
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PFA00478

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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To:  
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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, A/CP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
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310/646-7697

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90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



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US Department of Transportation  
Federal Aviation Authority  
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310/725-3615

To:  
Jim Ritchie  
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David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
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To:  
Jim Ritchie  
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Attach additional sheets if necessary.

PFA00483

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

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US Department of Transportation  
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PFA00484

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To:  
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US Department of Transportation  
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To:  
Jim Ritchie  
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PFA00487



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US Department of Transportation  
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To:  
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E-Mail (Optional):

Document:



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US Department of Transportation  
Federal Aviation Authority  
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World Way Postal Center  
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310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
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Jim Ritchie  
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To:  
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Attach additional sheets if necessary.

# OSAGE neighbors association

## Draft LAX EIR/EIS Public Comment

To:  
David B. Kessler, ACP  
US Department of Transportation  
Federal Aviation Authority  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007  
310/725-3615

To:  
Jim Ritchie  
Los Angeles World Airports  
LAX Master Plan / Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
310/646-7697

Name (First, MI, Last or Organization):

ALLAN YATCO POE

Date:

7/17/01

Address:

5326 W. 82<sup>ND</sup> ST

City:

LOS ANGELES

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

**I oppose LAX expansion because it would:**

- **Increase air pollution** due to traffic (both air and cars/cargo-carrying trucks) would cause. The 5 identified major air pollutant species from this traffic and operations are volatile organic compounds (VOCs), nitrogen oxides (NOx), soot or particulate matter (PM), carbon monoxide (CO), and sulfur dioxide (SOx). These 5 air pollutants are present in airplane, automobile and truck exhaust gases.
- **Increase air safety risks** with more planes operating in close quarters.
- **Create more airport noise**; impacting a larger population, causing stress, illness, reduction in children's learning ability and degradation in property values.
- **Dramatically worsen traffic congestion** on I-405, I-105 and local arterials from thousands of passenger cars, vans and cargo-carrying trucks.
- **Aggravate environmental justice issues**. A disproportionate share of low income and minority populations are subjected to increased health and safety impacts and/or displaced from their homes.
- **Destroy local homes, schools, libraries, parks and businesses** to provide room for more airport support facilities.
- **Divert attention and funds** from the expansion of other airport facilities where future population growth is located.

Attach additional sheets if necessary.

PFA00495



June 8, 2001

To Whom It May Concern:

We are a concerned Westchester family. The expansion of LAX into our neighborhood would drastically effect our lives. As it is we deal with the increased traffic from the airport shuttles, hear the flights that come in late at night and others that fly at times when they are not to be flying. If the need for more space is in question I do not understand why Lancaster/Palmdale or even El Toro are not be considered more seriously. It seems to me that the expansion of LAX into this neighborhood is only a temporary solution for a problem that demands a more permanent solution. Before you take much more time debating about expanding LAX, don't you need to think more long-term growth to make a better decision?

Thank you,

*Georgina Kears*

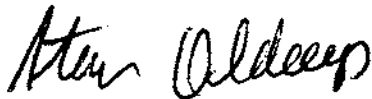
PFB00001

June 8, 2001

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Thank you,



Stan Oldorp  
6240 W. 82<sup>nd</sup> St  
Westchester CA 90044

June 8, 2001

To Whom It May Concern:

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Thank you,



PFB00003

June 8, 2001

To Whom It May Concern:

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Thank you,

*Deanna L. Rose*

PFB00004

Kelly Gallagher-Nick  
8130 Naylor Av  
Westchester, Ca. 90045

June 8, 2001

To Whom It May Concern:

We are a concerned Westchester family. The expansion of LAX into our neighborhood would drastically effect our lives. As it is we deal with the increased traffic from the airport shuttles, hear the flights that come in late at night and others that fly at times when they are not to be flying. If the need for more space is in question I do not understand why Lancaster/Palmdale or even El Toro are not be considered more seriously. It seems to me that the expansion of LAX into this neighborhood is only a temporary solution for a problem that demands a more permanent solution. Before you take much more time debating about expanding LAX, don't you need to think more long-term growth to make a better decision?

Thank you,

A handwritten signature in black ink that reads "Kelly Gallagher-Nick". The signature is written in a cursive style with a large, looping "K" and "G".

PFB00005

June 8, 2001

To Whom It May Concern:

We are a concerned Westchester family. The expansion of LAX into our neighborhood would drastically effect our lives. As it is we deal with the increased traffic from the airport shuttles, hear the flights that come in late at night and others that fly at times when they are not to be flying. If the need for more space is in question I do not understand why Lancaster/Palmdale or even El Toro are not be considered more seriously. It seems to me that the expansion of LAX into this neighborhood is only a temporary solution for a problem that demands a more permanent solution. Before you take much more time debating about expanding LAX, don't you need to think more long-term growth to make a better decision?

Thank you,

A handwritten signature in black ink, appearing to read "Mike Hodge". The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.

PFB00006

June 8, 2001

To Whom It May Concern:

We are a concerned Westchester family. The expansion of LAX into our neighborhood would drastically effect our lives. As it is we deal with the increased traffic from the airport shuttles, hear the flights that come in late at night and others that fly at times when they are not to be flying. If the need for more space is in question I do not understand why Lancaster/Palmdale or even El Toro are not be considered more seriously. It seems to me that the expansion of LAX into this neighborhood is only a temporary solution for a problem that demands a more permanent solution. Before you take much more time debating about expanding LAX, don't you need to think more long-term growth to make a better decision?

Thank you,

Ruth M Patton  
6234 W 82 Street  
Los Angeles, 90045  
310/645-7664

PFB00007

June 8, 2001

To Whom It May Concern:

We are a concerned Westchester family. The expansion of LAX into our neighborhood would drastically effect our lives. As it is we deal with the increased traffic from the airport shuttles, hear the flights that come in late at night and others that fly at times when they are not to be flying. If the need for more space is in question I do not understand why Lancaster/Palmdale or even El Toro are not be considered more seriously. It seems to me that the expansion of LAX into this neighborhood is only a temporary solution for a problem that demands a more permanent solution. Before you take much more time debating about expanding LAX, don't you need to think more long-term growth to make a better decision?

Thank you,

*Mrs. Sini Kajuy*

PFB00008



June 8, 2001

To Whom It May Concern:

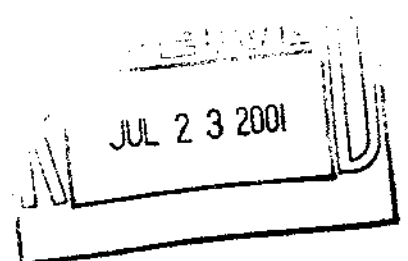
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Thank you,

*Lisa Yimou*

*Stan Orlorp*

6240 West 82<sup>ND</sup> STREET  
WESTCHESTER, CA 90045



PFB00009

June 8, 2001

To Whom It May Concern:

We are a concerned Westchester family. The expansion of LAX into our neighborhood would drastically effect our lives. As it is we deal with the increased traffic from the airport shuttles, hear the flights that come in late at night and others that fly at times when they are not to be flying. If the need for more space is in question I do not understand why Lancaster/Palmdale or even El Toro are not be considered more seriously. It seems to me that the expansion of LAX into this neighborhood is only a temporary solution for a problem that demands a more permanent solution. Before you take much more time debating about expanding LAX, don't you need to think more long-term growth to make a better decision?

Thank you,

Jon Kade  
6326 WEST 84<sup>TH</sup> STREET  
WESTCHESTER, CA 90045

PFB00010

June 8, 2001

To Whom It May Concern:

I would like to express my concerns about the proposed expansion of LAX. The surrounding family communities have continually had to bear the increased traffic, noise and air pollution that the airport currently brings into our community. The surrounding communities are at their wits end putting up with these dangerous circumstances. By expanding the airport it will increase all factors mentioned and will make the surrounding communities even more miserable.

I actually do not understand why the expansion at LAX is being considered. I thought there were plans for an airport in the Lancaster/Palmdale area. What about the El Toro Air Force Base? It already has the space, not to mention the runways. It seems to me that expanding LAX into the surrounding communities is a temporary solution for a much larger problem. How long will it be before LAX needs to expand again? Shouldn't a more permanent solution be considered before much more time and money is wasted and the quality of lives if the community members is brought to a deplorable level?

Thank you,

Mary & Paul Deyden 6256 W. 82nd St.  
90045

Derek Deyden  
Blaine Deyden

PFC00001

June 8, 2001

To Whom It May Concern:

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Thank you,

*Kimi Koda*

PFC00002

June 8, 2001

To Whom It May Concern:

I would like to express my concerns about the proposed expansion of LAX. The surrounding family communities have continually had to bear the increased traffic, noise and air pollution that the airport currently brings into our community. The surrounding communities are at their wits end putting up with these dangerous circumstances. By expanding the airport it will increase all factors mentioned and will make the surrounding communities even more miserable.

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Thank you,



LISA YUMORI

6240 WEST 82ND ST.  
WESTROSBORN, CA 90045

PFC00003

Jack Nick  
8130 Naylor Ave  
Westchester, CA 90045

June 8, 2001

To Whom It May Concern:

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Thank you,



PFC00004

June 8, 2001

To Whom It May Concern:

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Thank you,



Aileen Yumori-Hashimoto

PFC00005

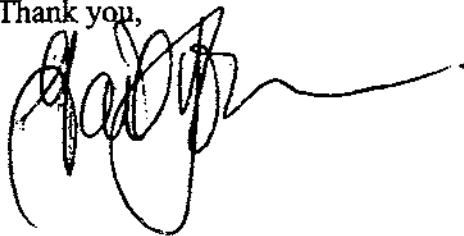
June 8, 2001

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Thank you,

A handwritten signature in black ink, appearing to be 'D. J. [unclear]', with a long horizontal line extending to the right.

PFC00006



June 8, 2001

To Whom It May Concern:

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Thank you,

*Larrie M. Jensen*  
Homeowner

PFC00007

June 8, 2001

To Whom It May Concern:

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Thank you,

*Neikhai Whitesides*  
6224 W. 82nd St.  
Westchester, Ca. 90045  
Telephone 310 645 6776  
*Property Owner*

PFC00008

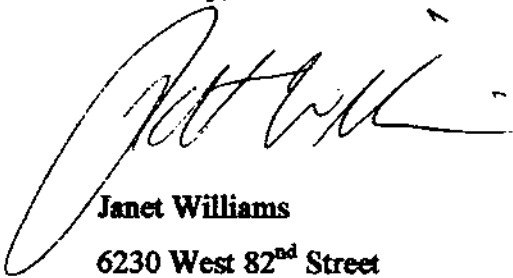
June 9, 2001

To Whom It May Concern:

I would like to express my concerns about the proposed expansion of LAX. The surrounding family communities have continually had to bear the increased traffic, noise and air pollution that the airport currently brings into our community. The surrounding communities are at their wits end putting up with these dangerous circumstances. By expanding the airport it will increase all factors mentioned and will make the surrounding communities even more difficult to live in.

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Sincerely,



Janet Williams

6230 West 82<sup>nd</sup> Street

Los Angeles, CA 90045

PFC00009

June 8, 2001

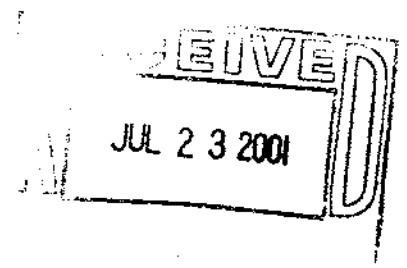
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Thank you,

Jim Koda  
6326 WEST 84TH STREET  
WESTHESTER, CA 91785



PFC00010

June 8, 2001

To Whom It May Concern:

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Thank you,

*Terrie Yimmon*  
3001 W. Cannon Ave.  
Westminster, CA 90045

JUL 23 2001

PFC00011

June 8, 2001

To Whom It May Concern:

I would like to express my concerns about the proposed expansion of LAX. The surrounding family communities have continually had to bear the increased traffic, noise and air pollution that the airport currently brings into our community. The surrounding communities are at their wits end putting up with these dangerous circumstances. By expanding the airport it will increase all factors mentioned and will make the surrounding communities even more miserable.

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Thank you,

*Terrie Johnson*  
8001 McConder Ave.  
Westminster, CA 90045

JUL 23 2001

PFC00012

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CONGRESSWOMAN

**MAXINE WATERS**

35<sup>TH</sup> CONGRESSIONAL DISTRICT

# LAX EXPANSION SURVEY

Dear Neighbor,

After months of delay, Los Angeles International Airport officials have finally submitted their plan for the expansion of the airport. We are in the public comment phase of this proposed expansion. I fought to force LAX to expand the comment period from the normal 45 days to an unprecedented 180 days. As your Congresswoman, I intend to submit comments and want to be sure that your opinions are included. The voice of our community must be heard. To do this, I need your help. Please fill out the following questionnaire and return it to my district office right away.

Thank you for your assistance.

Sincerely,



Congresswoman Maxine Waters

---

*Instructions: Please check the box to the left of the choice that best fits your answer.*

- 1) Are you currently aware of the plans for the expansion of LAX?  
 Yes    No
- 2) How did you find out about the plans for the expansion of LAX?
- |                                                                                               |                                                          |
|-----------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> Radio reports                                                        | <input checked="" type="checkbox"/> Read local newspaper |
| <input type="checkbox"/> Information from<br>Congresswoman Waters                             | <input checked="" type="checkbox"/> TV news/shows        |
| <input type="checkbox"/> Attended<br>community/neighborhood<br>meetings put on by the airport | <input type="checkbox"/> Other (please explain)<br>_____ |
- 3) Have you done anything to learn more about the expansion plans?  
 Yes    No

As you may know, LAWA (the organization which operates LAX) plans to expand the airport so they can increase the number of flights per day that can land at the airport. Along with increasing the number of flights, LAWA is planning construction, which includes a ring road from the 405 freeway and expanded warehouse space.

- 4) Do you feel the expansion of LAX will have a positive, negative, or no effect on the following?

PFD00001

- |                              |                                   |                                   |                                               |
|------------------------------|-----------------------------------|-----------------------------------|-----------------------------------------------|
| Your health                  | <input type="checkbox"/> Positive | <input type="checkbox"/> Negative | <input checked="" type="checkbox"/> No effect |
| Your children                | <input type="checkbox"/> Positive | <input type="checkbox"/> Negative | <input checked="" type="checkbox"/> No effect |
| Your quality of life         | <input type="checkbox"/> Positive | <input type="checkbox"/> Negative | <input checked="" type="checkbox"/> No effect |
| Traffic in your neighborhood | <input type="checkbox"/> Positive | <input type="checkbox"/> Negative | <input checked="" type="checkbox"/> No effect |
| Your community overall       | <input type="checkbox"/> Positive | <input type="checkbox"/> Negative | <input checked="" type="checkbox"/> No effect |

5) Using a scale of one to ten, where one is never and ten is very frequently, how often do you or anyone in your household hear airplane noise in an average day? (Please circle number)

1 2 3 4 5 6 7 8 9 10

6) Do you believe the expansion of LAX will worsen, lessen or have no effect on the current level of airplane noise?

Worsen       Lessen       No effect

7) How often, if ever, are you or is anyone in your household awakened by airplanes?

- |                                                            |                                                |
|------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Never                             | <input type="checkbox"/> Weekly                |
| <input type="checkbox"/> A few times a year                | <input type="checkbox"/> More than once a week |
| <input type="checkbox"/> Monthly                           | <input type="checkbox"/> Nightly               |
| <input checked="" type="checkbox"/> More than once a month | <input type="checkbox"/> Several times a night |

8) Do you believe the proposed expansion of LAX will increase, decrease or have no effect on the number of times you are awakened by airplanes?

Increase       Decrease       No effect

9) Does airplane noise inhibit you and/or your family from enjoying outside activities?

Yes       No

10) Do you feel the expansion of LAX will negatively, positively or have no impact on your future enjoyment of outside activities?

Negatively       Positively       No impact

11) Do you notice airport traffic (i.e. large trucks, airport shuttles, etc.) in your neighborhood?

Yes       No

12) Do you feel this traffic will increase, decrease or stay the same after the expansion of the airport?

Increase       Decrease       Stay the same

13) Has your home ever been retrofitted with sound insulation?

Yes       No

14) If yes, would you say these improvements have helped or had no effect?

Helped       Had no effect

15) Do you or does anyone in your household have any of the following medical conditions?

- Asthma
- Other respiratory problems Please explain

Cardiovascular problems Please explain  
Heart Failure

16) How many people live in your home?

- 1
- 2
- 3
- 4 or more

17) How many are children under the age of ten?

- 1
- 2
- 3
- 4 or more

18) Do you or anyone in your household currently work for LAX or associated businesses (i.e. freight forwarders, warehouses, local car rental agencies, local hotels, importers/exporters, etc)?

- Yes
- No

19) How often, if at all, do you or does anyone in your household use LAX for travel?

Never \_\_\_\_\_ times per year \_\_\_\_\_ month \_\_\_\_\_ week  
*not daily* (please circle appropriate time frame)

20) What is your zip code? 90045 - 4110

jolene kurt

*MWA*

**From:** "Denny Schneider" <DennySchneider@WeLiveFree.com>  
**To:** "Walter Cole" <walter.cole@mail.house.gov>  
**Cc:** "Meryt McGindley" <mmcgind@council.lacity.org>  
**Sent:** Thursday, June 14, 2001 8:19 AM  
**Subject:** Please Complete this LAX Impact Survey and Return

**THIS IS THE IMPORTANT. INFORMATION IS NEEDED IN THE EFFORT TO HELP. PLEASE TAKE A FEW MINUTES TO COMPLETE THIS 20 QUESTION FORM.**

In order to provide current information we need you and as many of you neighbors to complete this survey ASAP. Please print it out and distribute to neighbors, Relatives and Friends throughout the LA Area. Either e-mail the results back to me or mail them directly to:

CONGRESSWOMAN MAXINE WATERS 35TH CONGRESSIONAL DISTRICT LAX EXPANSION SURVEY

10124 S. Broadway  
Suite 1  
Los Angeles, CA 90003

Dear Neighbor,

After months of delay, Los Angeles International Airport officials have finally submitted their plan for the expansion of the airport. We are in the public comment phase of this proposed expansion. I fought to force LAX to expand the comment period from the normal 45 days to an unprecedented 180 days. As your Congresswoman, I intend to submit comments and want to be sure that your opinions are included. The voice of our community must be heard. To do this, I need your help. Please fill out the following questionnaire and return it to my district office right away.

Thank you for your assistance.

Sincerely,

Congresswoman Maxine Waters

Instructions: Please circle the item that best fits your answer.

1) Are you currently aware of the plans for the expansion of LAX?

Yes  No

2) How did you find out about the plans for the expansion of LAX?

Radio reports

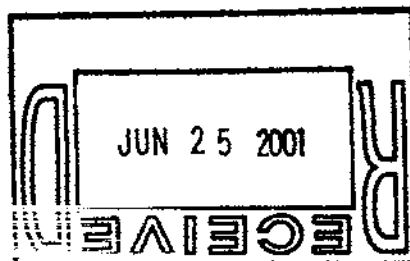
Read local newspaper

Information from Congresswoman Waters

TV news/shows

Attended community/neighborhood meetings put on by the airport

Other (please explain)



3) Have you done anything to learn more about the expansion plans?

Yes  No

As you may know, LAWA (the organization which operates LAX) plans to expand the airport so they can increase the number of flights per day that can land at the airport. Along with increasing the number of flights, LAWA is planning construction, which includes a ring road from the 405 freeway and expanded warehouse space.

4) Do you feel the expansion of LAX will have a positive, negative, or no effect on the following?

Your health	Positive	<input checked="" type="radio"/> Negative	No effect
Your children	Positive	<input checked="" type="radio"/> Negative	No effect
Your quality of life	Positive	<input checked="" type="radio"/> Negative	No effect
Traffic in your neighborhood	Positive	<input checked="" type="radio"/> Negative	No effect
Your community overall	Positive	<input checked="" type="radio"/> Negative	No effect

5) Using a scale of one to ten, where one is never and ten is very frequently, how often do you or anyone in your household hear airplane noise in an average day? (Please circle number)

1 2 3 4 5 6 7 8 9  10

6) Do you believe the expansion of LAX will worsen, lessen or have no effect on the current level of airplane noise?

Worsen  Lessen  No effect

7) How often, if ever, are you or is anyone in your household awakened by airplanes?

Never  Weekly

A few times a year  More than once a week

Monthly   Nightly

More than once a month  Several times a night

8) Do you believe the proposed expansion of LAX will increase, decrease or have no effect on the number of times you are awoken by airplanes?

Increase  Decrease  No effect

9) Does airplane noise inhibit you and/or your family from enjoying outside activities?

Yes  No

10) Do you feel the expansion of LAX will negatively, positively or have no impact on your future enjoyment of outside activities?

Negatively  Positively  No impact

11) Do you notice airport traffic (i.e. large trucks, airport shuttles, etc.) in your neighborhood?

Yes  No

12) Do you feel this traffic will increase, decrease or stay the same after the expansion of the airport?

Increase  Decrease  Stay the same

13) Has your home ever been retrofitted with sound insulation?

Yes  No

14) If yes, would you say these improvements have helped or had no effect?

Helped  Had no effect

15) Do you or does anyone in your household have any of the following medical conditions?

Asthma

Other respiratory problems  Please explain

Cardiovascular problems  Please explain

16) How many people live in your home?

1  2  3  4 or more

17) How many are children under the age of ten?

1  2  3  4 or more

18) Do you or anyone in your household currently work for LAX or associated businesses (i.e. freight forwarders, warehouses, local car rental agencies, local hotels, importers/exporters, etc)?

Yes  No

19) How often, if at all, do you or does anyone in your household use LAX for travel?

Never  4 times per  year  month  week

(please circle appropriate time frame)

20) What is your zip code? 90245

**Elizabeth 'Liz' Weaver**

*For Mina*

**Subject:** RE: LAX Expansion Important Questionnaire

**THIS IS THE IMPORTANT. INFORMATION IS NEEDED IN THE EFFORT TO HELP. PLEASE TAKE A FEW MINUTES TO COMPLETE THIS 20 QUESTION FORM.**

In order to provide current information we need you and as many of you neighbors to complete this survey ASAP. Please print it out and distribute to neighbors, Relatives and Friends throughout the LA Area. Either e-mail the results back to me or mail them directly to:

**CONGRESSWOMAN MAXINE WATERS 35TH CONGRESSIONAL DISTRICT LAX  
EXPANSION SURVEY  
10124 S. Broadway  
Suite 1  
Los Angeles, CA 90003**

Dear Neighbor,

After months of delay, Los Angeles International Airport officials have finally submitted their plan for the expansion of the airport. We are in the public comment phase of this proposed expansion. I fought to force LAX to expand the comment period from the normal 45 days to an unprecedented 180 days. As your Congresswoman, I intend to submit comments and want to be sure that your opinions are included. The voice of our community must be heard. To do this, I need your help. Please fill out the following questionnaire and return it to my district office right away.

Thank you for your assistance.

Sincerely,

Congresswoman Maxine Waters

Instructions: Please circle the item that best fits your answer.

1) Are you currently aware of the plans for the expansion of LAX?

Yes  No

2) How did you find out about the plans for the expansion of LAX?

Radio reports                      Read local newspaper

Information from Congresswoman Waters

TV news/shows

Attended community/neighborhood meetings put on by the airport

Other (please explain) *office meetings + emails*

3) Have you done anything to learn more about the expansion plans?

Yes  No

As you may know, LAWA (the organization which operates LAX) plans to expand the airport so they can increase the number of flights per day that can land at the airport. Along with increasing the number of flights, LAWA is planning construction, which includes a ring road from the 405 freeway and expanded warehouse space.

4) Do you feel the expansion of LAX will have a positive, negative, or no effect on the following?



Your health	Positive	Negative	No effect
Your children	Positive	Negative	No effect
Your quality of life	Positive	Negative	No effect
Traffic in your neighborhood	Positive	<u>Negative</u>	No effect
Your community overall	Positive	<u>Negative</u>	No effect

5) Using a scale of one to ten, where one is never and ten is very frequently, how often do you or anyone in your household hear airplane noise in an average day? (Please circle number)

1 3 4 5 6 7 8 9 10

6) Do you believe the expansion of LAX will worsen, lessen or have no effect on the current level of airplane noise?

Worsen Lessen No effect

7) How often, if ever, are you or is anyone in your household awakened by airplanes?

Never Weekly

A few times a year More than once a week

Monthly Nightly

More than once a month Several times a night

8) Do you believe the proposed expansion of LAX will increase, decrease or have no effect on the number of times you are awakened by airplanes?

Increase Decrease No effect

9) Does airplane noise inhibit you and/or your family from enjoying outside activities?

Yes No

10) Do you feel the expansion of LAX will negatively, positively or have no impact on your future enjoyment of outside activities?

Negatively Positively No impact

11) Do you notice airport traffic (i.e. large trucks, airport shuttles, etc.) in your neighborhood?

Yes No

12) Do you feel this traffic will increase, decrease or stay the same after the expansion of the airport?

Increase Decrease Stay the same

13) Has your home ever been retrofitted with sound insulation?

Yes No

14) If yes, would you say these improvements have helped or had no effect?

Helped Had no effect

15) Do you or does anyone in your household have any of the following medical conditions?

Asthma

no

Other respiratory problems Please explain

Cardiovascular problems Please explain

16) How many people live in your home?

1 2 3 4 or more

17) How many are children under the age of ten?

1 2 3 4 or more none

18) Do you or anyone in your household currently work for LAX or associated businesses (i.e. freight forwarders, warehouses, local car rental agencies, local hotels, importers/exporters, etc)?

Yes No

19) How often, if at all, do you or does anyone in your household use LAX for travel?

Never 1-2 times per year month week

(please circle appropriate time frame)

20) What is your zip code? 90302-1127

PFD00003

jolene kurt

MWA

From: "Denny Schneider" <DennySchneider@WeLiveFree.com>  
To: "Walter Cole" <walter.cole@mail.house.gov>  
Cc: "Meryt McGindley" <mmcgind@council.lacity.org>  
Sent: Thursday, June 14, 2001 8:19 AM  
Subject: Please Complete this LAX Impact Survey and Return

**THIS IS THE IMPORTANT. INFORMATION IS NEEDED IN THE EFFORT TO HELP. PLEASE TAKE A FEW MINUTES TO COMPLETE THIS 20 QUESTION FORM.**

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10124 S. Broadway  
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Los Angeles, CA 90003

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Instructions: Please circle the item that best fits your answer.

1) Are you currently aware of the plans for the expansion of LAX?

Yes  No

2) How did you find out about the plans for the expansion of LAX?

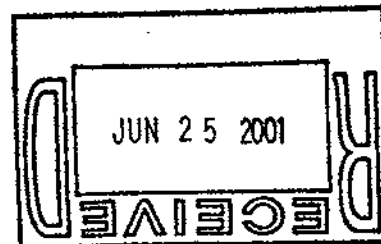
Radio reports  Read local newspaper

Information from Congresswoman Waters

TV news/shows

Attended community/neighborhood meetings put on by the airport

Other (please explain)



6/14/2001

PFD00003

1) Have you done anything to learn more about the expansion plans?

Yes  No

As you may know, LAWA (the organization which operates LAX) plans to expand the airport so they can increase the number of flights per day that can land at the airport. Along with increasing the number of flights, LAWA is planning construction, which includes a ring road from the 405 freeway and expanded warehouse space.

4) Do you feel the expansion of LAX will have a positive, negative, or no effect on the following?

- Your health                      Positive  Negative  No effect
- Your children                    Positive  Negative  No effect
- Your quality of life            Positive  Negative  No effect
- Traffic in your neighborhood   Positive  Negative  No effect
- Your community overall        Positive  Negative  No effect

5) Using a scale of one to ten, where one is never and ten is very frequently, how often do you or anyone in your household hear airplane noise in an average day? (Please circle number)

1 2 3 4 5 6 7 8 9  10

Do you believe the expansion of LAX will worsen, lessen or have no effect on the current level of airplane noise?

Worsen  Lessen  No effect

7) How often, if ever, are you or is anyone in your household awakened by airplanes?

- Never                              Weekly
- A few times a year              More than once a week
- Monthly                           Nightly
- More than once a month        Several times a night

8) Do you believe the proposed expansion of LAX will increase, decrease or have no effect on the number of times you are awakened by airplanes?

Increase  Decrease  No effect

9) Does airplane noise inhibit you and/or your family from enjoying outside activities?

Yes  No

10) Do you feel the expansion of LAX will negatively, positively or have no impact on your future enjoyment of outside activities?

Negatively  Positively  No impact

PFD00003

11) Do you notice airport traffic (i.e. large trucks, airport shuttles, etc.) in your neighborhood?

Yes  No

12) Do you feel this traffic will increase, decrease or stay the same after the expansion of the airport?

Increase  Decrease  Stay the same

13) Has your home ever been retrofitted with sound insulation?

Yes  No

14) If yes, would you say these improvements have helped or had no effect?

Helped  Had no effect

15) Do you or does anyone in your household have any of the following medical conditions?

Asthma

Other respiratory problems  Please explain

Cardiovascular problems Please explain

16) How many people live in your home?

1  2  3  4 or more

17) How many are children under the age of ten?

1  2  3  4 or more

18) Do you or anyone in your household currently work for LAX or associated businesses (i.e. freight forwarders, warehouses, local car rental agencies, local hotels, importers/exporters, etc)?

Yes  No

19) How often, if at all, do you or does anyone in your household use LAX for travel?

Never  4 times per  year  month  week

(please circle appropriate time frame)

20) What is your zip code? 90245

PFD00004

Elizabeth 'Liz' Weaver

*For Mina*

Subject: RE: LAX Expansion Important Questionnaire

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Thank you for your assistance.

Sincerely,

Congresswoman Maxine Waters

Instructions: Please circle the item that best fits your answer.

1) Are you currently aware of the plans for the expansion of LAX?

Yes  No

2) How did you find out about the plans for the expansion of LAX?

Radio reports                      Read local newspaper

Information from Congresswoman Waters

TV news/shows

Attended community/neighborhood meetings put on by the airport

Other (please explain) *office meetings + emails*

3) Have you done anything to learn more about the expansion plans?

Yes  No

As you may know, LAWA (the organization which operates LAX) plans to expand the airport so they can increase the number of flights per day that can land at the airport. Along with increasing the number of flights, LAWA is planning construction, which includes a ring road from the 405 freeway and expanded warehouse space.

4) Do you feel the expansion of LAX will have a positive, negative, or no effect on the following?

06/15/2001

PFD00004

PFD00004

Your health	Positive	Negative	No effect
Your children	Positive	Negative	No effect
Your quality of life	Positive	Negative	No effect
Traffic in your neighborhood	Positive	<del>Negative</del>	No effect
Your community overall	Positive	<del>Negative</del>	No effect

5) Using a scale of one to ten, where one is never and ten is very frequently, how often do you or anyone in your household hear airplane noise in an average day? (Please circle number)

1 3 4 5 6 7 8 9 10

6) Do you believe the expansion of LAX will worsen, lessen or have no effect on the current level of airplane noise?

~~Worsen~~ Lessen No effect

7) How often, if ever, are you or is anyone in your household awakened by airplanes?

~~Never~~ Weekly

A few times a year More than once a week

Monthly Nightly

More than once a month Several times a night

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Increase Decrease No effect

9) Does airplane noise inhibit you and/or your family from enjoying outside activities?

Yes No

10) Do you feel the expansion of LAX will negatively, positively or have no impact on your future enjoyment of outside activities?

~~Negatively~~ Positively No impact

11) Do you notice airport traffic (i.e. large trucks, airport shuttles, etc.) in your neighborhood?

Yes No

12) Do you feel this traffic will increase, decrease or stay the same after the expansion of the airport?

Increase Decrease Stay the same

13) Has your home ever been retrofitted with sound insulation?

Yes No

14) If yes, would you say these improvements have helped or had no effect?

Helped Had no effect

15) Do you or does anyone in your household have any of the following medical conditions?

Asthma

Other respiratory problems Please explain NO

Cardiovascular problems Please explain

16) How many people live in your home?

1 2 3 4 or more

17) How many are children under the age of ten?

1 2 3 4 or more None

18) Do you or anyone in your household currently work for LAX or associated businesses (i.e. freight forwarders, warehouses, local car rental agencies, local hotels, importers/exporters, etc)?

Yes No

19) How often, if at all, do you or does anyone in your household use LAX for travel?

Never 1-2 times per year month week

(please circle appropriate time frame)

20) What is your zip code? 90302-1127

CONGRESSWOMAN

**MAXINE WATERS**

35<sup>TH</sup> CONGRESSIONAL DISTRICT

# LAX EXPANSION SURVEY

Dear Neighbor,

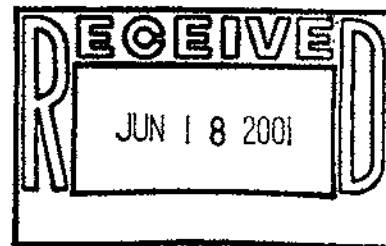
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Thank you for your assistance.

Sincerely,



Congresswoman Maxine Waters



*Instructions: Please check the box to the left of the choice that best fits your answer.*

1) Are you currently aware of the plans for the expansion of LAX?

Yes  No

2) How did you find out about the plans for the expansion of LAX?

Radio reports

Read local newspaper

Information from

TV news/shows

Congresswoman Waters

Attended

Other (please explain)

community/neighborhood

meetings put on by the airport

Ruth Delentew.com

3) Have you done anything to learn more about the expansion plans?

Yes  No

As you may know, LAWA (the organization which operates LAX) plans to expand the airport so they can increase the number of flights per day that can land at the airport. Along with increasing the number of flights, LAWA is planning construction, which includes a ring road from the 405 freeway and expanded warehouse space.

4) Do you feel the expansion of LAX will have a positive, negative, or no effect on the following?

PFD00005

- |                              |                                   |                                              |                                    |
|------------------------------|-----------------------------------|----------------------------------------------|------------------------------------|
| Your health                  | <input type="checkbox"/> Positive | <input checked="" type="checkbox"/> Negative | <input type="checkbox"/> No effect |
| Your children                | <input type="checkbox"/> Positive | <input checked="" type="checkbox"/> Negative | <input type="checkbox"/> No effect |
| Your quality of life         | <input type="checkbox"/> Positive | <input checked="" type="checkbox"/> Negative | <input type="checkbox"/> No effect |
| Traffic in your neighborhood | <input type="checkbox"/> Positive | <input checked="" type="checkbox"/> Negative | <input type="checkbox"/> No effect |
| Your community overall       | <input type="checkbox"/> Positive | <input checked="" type="checkbox"/> Negative | <input type="checkbox"/> No effect |

5) Using a scale of one to ten, where one is never and ten is very frequently, how often do you or anyone in your household hear airplane noise in an average day? (Please circle number)

1 2 3 4 5 6 7 **8** 9 10

6) Do you believe the expansion of LAX will worsen, lessen or have no effect on the current level of airplane noise?

Worsen     Lessen     No effect

7) How often, if ever, are you or is anyone in your household awakened by airplanes?

- |                                                 |                                                           |
|-------------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> Never                  | <input type="checkbox"/> Weekly                           |
| <input type="checkbox"/> A few times a year     | <input checked="" type="checkbox"/> More than once a week |
| <input type="checkbox"/> Monthly                | <input type="checkbox"/> Nightly                          |
| <input type="checkbox"/> More than once a month | <input type="checkbox"/> Several times a night            |

8) Do you believe the proposed expansion of LAX will increase, decrease or have no effect on the number of times you are awakened by airplanes?

Increase     Decrease     No effect

9) Does airplane noise inhibit you and/or your family from enjoying outside activities?

Yes     No

10) Do you feel the expansion of LAX will negatively, positively or have no impact on your future enjoyment of outside activities?

Negatively     Positively     No impact

11) Do you notice airport traffic (i.e. large trucks, airport shuttles, etc.) in your neighborhood?

Yes     No

12) Do you feel this traffic will increase, decrease or stay the same after the expansion of the airport?

Increase     Decrease     Stay the same

13) Has your home ever been retrofitted with sound insulation?

Yes     No

14) If yes, would you say these improvements have helped or had no effect?

Helped     Had no effect



15) Do you or does anyone in your household have any of the following medical conditions?

Asthma

Other respiratory problems

Please explain

LUNG CANCER

Cardiovascular problems

Please explain

16) How many people live in your home?

1

2

3

4 or more

17) How many are children under the age of ten?

1

2

3

4 or more

18) Do you or anyone in your household currently work for LAX or associated businesses (i.e. freight forwarders, warehouses, local car rental agencies, local hotels, importers/exporters, etc)?

Yes  No

19) How often, if at all, do you or does anyone in your household use LAX for travel?

Never

4 times per year month week

(please circle appropriate time frame)

20) What is your zip code? 90045



July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Sir:

I am against any Plans to end or curtail services for General Aviation at LAX. LAX must continue to provide runways, terminals and services to support all small aircraft, both small jets and propeller planes. To reduce these services which are currently available at LAX will put an unfair burden upon all the communities at other airports in the Los Angeles area.

Forcing General Aviation to airports other than LAX will impact the surrounding communities with excesses of noise and pollution, threatening resident's health and safety. Increased air traffic will adversely effect automobile traffic in these areas. The noise and sight of the jets roaring low overhead will impair the learning of children in schools near these airports. The natural environments of theses communities must be protected, too. Shifting any LAX air traffic to neighboring Los Angeles airports is disruptive and is not an acceptable consequence of the Plan.

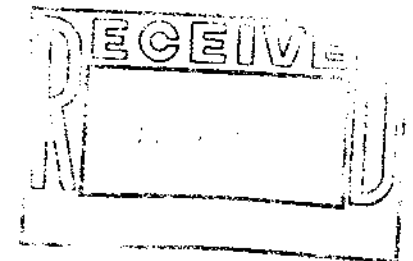
LAX should remain the central point for ALL TYPES of air traffic in the Los Angeles area. I believe three, or more, FBO (fixed base operator) facilities at LAX to service non-commercial small private and business jets and propeller planes are necessary to support General Aviation at LAX.

As for the large commercial jets, the LAX Master Plan should continue to view LAX as the central focus of commercial air traffic for the Los Angeles area and should be responsibly improved or expanded as necessary to accommodate increased traffic demands. LAX is good for the city economy and improvements have been made to mitigate the problems the airport creates. Meanwhile Ontario, Palmdale and El Toro can be expanded to efficiently spread the air traffic around Southern California in ways that enhance the lives, environment and economies of these other communities.

Sincerely,



2812 Westgate Ave.  
Los Angeles, Ca. 90064  
Jim Mei-Chow



PFE00001

July 15, 2001

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Los Angeles World Airports  
LAX Master Plan Team  
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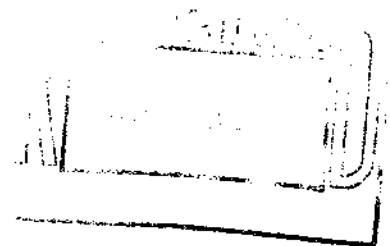
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Sincerely,

*Bill Bagshaw*  
2743 STONER-AV.  
LA - CALIF - 90064



PFE00002

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Sir:

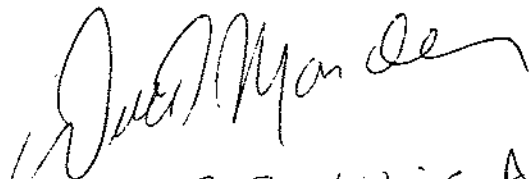
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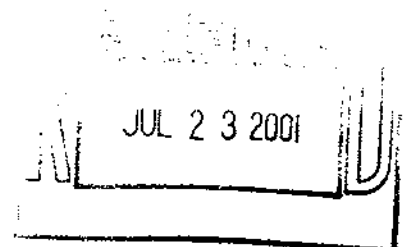
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Sincerely,

  
2747 Burkshire Av.  
L.A. CA 90064



PFE00003

July 15, 2001

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City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Sir:

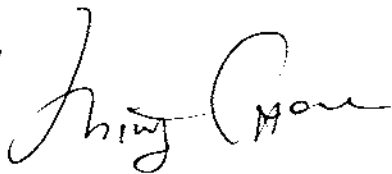
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Sincerely,



2737 STOWER AVE  
L.A 90064

JUL 23 2001

PFE00004

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Sir:

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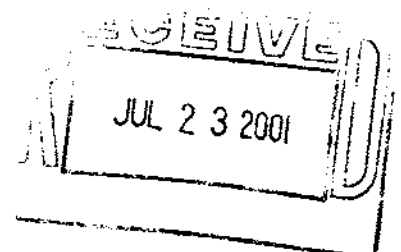
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Sincerely,

*Samantha Gagnon (In the flight path.)*  
*Samantha Gagnon*  
*2146 Stoner Ave*  
*LA CA 90064*



PFE00005

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Sir:

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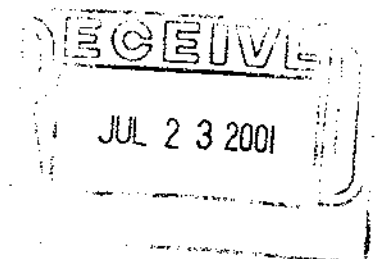
Sincerely,

*Rene Gagnon Jr*

*Rene Gagnon Jr*

*2744 Stoner Ave*

*LA CA 90044*



PFE00006

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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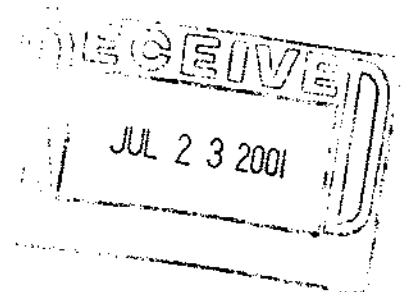
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Sincerely,



James Tuveson  
12108 Ivy Place  
Los Angeles, CA 90064  
(310) 477-0718



PFE00007



July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Sir:

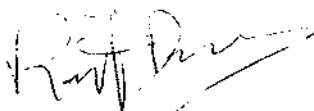

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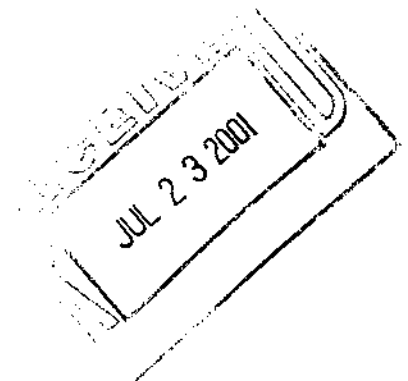
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Sincerely,

  
  
Raief Doss & Marianne Doss  
12129 Ivy Place,  
West Los Angeles, Ca. 90064  
(310) 477-3698



Colleen Carroll  
2711 Burkshire Ave.  
Los Angeles, CA 90064

Jim Richie  
City of Los Angeles  
LAX master Plan Team  
PO Box 92216  
Los Angeles, CA 90009-2216

Dear Sir,

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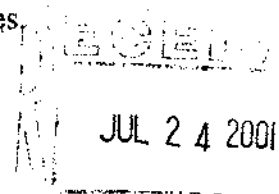
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Sincerely,

  
Colleen Carroll



PFE00010

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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Sincerely,

Bonnie J. Levin  
2846 Burkshire Avenue  
Los Angeles, CA 90064

JUL 24 2001

PFE00011

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Sir:

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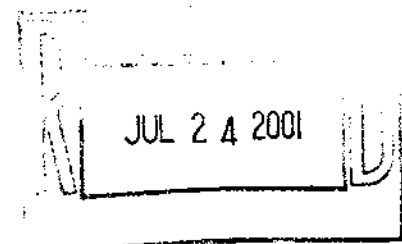
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Sincerely,



KEVIN MANTEL  
2746 ARMAWIST AVE  
LA, CA 90064



PFE00012

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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Sincerely,

*Jim Ritchie*  
2749 S. Barrington Ave  
Los Angeles, Ca 90064

JUL 24 2001

PFE00013

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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Sincerely,

*Terry Sullivan*  
2749 S. Barrington AVE  
Los Angeles, Ca 90064

PFE00014

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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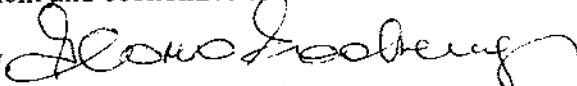
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Sincerely



ILONA LADVENICZA  
2800 ARMHURST AVE  
LA CA 90064

JUL 24 2001

PFE00015

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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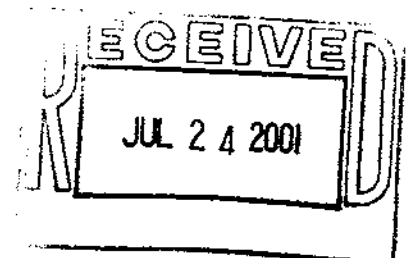
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Sincerely,

*Robert Yamanaka*

2270 Granville Ave  
LA CA 90064



PFE00016



July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

INGE HERBERT  
2780 BURKSHIRE AVE  
LOS ANGELES, CA 90064

Dear Sir:

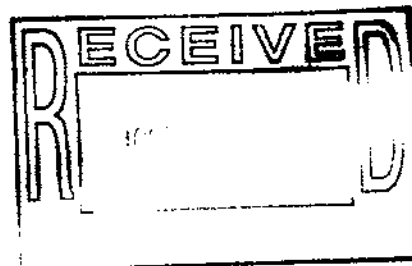
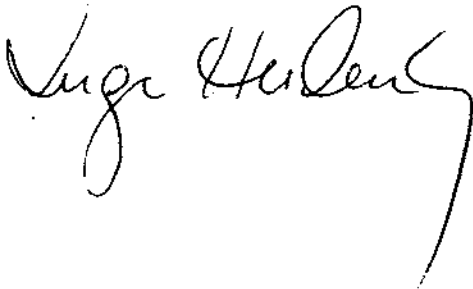
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Sincerely,



PFE00017

July 15, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Team  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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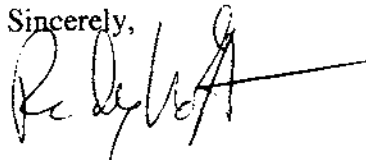
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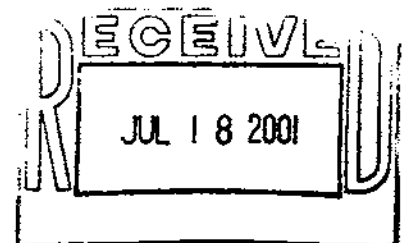
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Thank you for your efforts.

Sincerely,



Randell Vandegrift  
2739 S. Barrington Ave.  
Los Angeles, CA 90064



PFE00021

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

Subject: **Endorsement of Santa Monica City Council's Position on the LAX Master Plan Alternatives**

We the undersigned endorse the following points approved by the Santa Monica City Council on July 10, 2001:

1. Opposition to all of the LAX Master Plan Alternatives, as currently proposed, due to the significant and unavoidable environmental impacts associated therewith;
2. Opposition unless the DEIR (Draft Environmental Impact Report) fully analyzes the environmental consequences of the Master Plan and provides acceptable mitigation for impacts on Santa Monica;
3. **Opposition unless the Master Plan provides for guaranteed infrastructure, facilities, and airside acreage to fully support transient business aircraft and fixed-base business operations, including a minimum of three fixed-base operations for business jets and an exclusive runway for small to mid-size jets;**
4. Opposition unless the Master Plan phasing provides for surface transportation enhancements to coincide with or precede any air transportation enhancements; and
5. Opposition unless the relocation and expansion of the LAX Transit Center is included as a Master Plan commitment at a location that will promote the use of transit.

As residents directly impacted by an increase of jet traffic at the Santa Monica Airport, we are particularly concerned about the proposed LAX Master Plan Alternatives 62% REDUCTION in acreage dedicated to General Aviation Operations. In the last three years, Jet Operations have doubled at Santa Monica Airport. Our local airport was never intended to accommodate the type of jet aircraft currently using its facilities. There is NO Safety Zone at the ends of the runways. Only the width of a street separates residences from both ends of the runway. The closest home is only 220ft from the runway terminus. Two gas stations are across the street from the east side of the runway. Aircraft control hours end at 9:00pm even though aircraft are allowed to depart until 11:00pm and arrive 24 hours a day.

Diverting additional Business Jet Operations to small general aviation Airports on the Westside, including Santa Monica, Torrance, and Hawthorne is NOT a solution to LAX's overcrowded runways if the ramifications of this option is to create safety hazards and additional problems at other airports.

Additional Comments:

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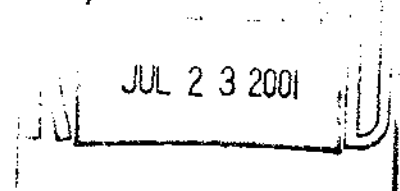
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NAME: Mrs. Jacqueline Cerwin

ADDRESS: 13048 Rose Ave.

SIGNATURE: Los Angeles, CA 90066-2259

DATE: 7/21/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

Subject: **Endorsement of Santa Monica City Council's Position on the LAX Master Plan Alternatives**

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3. **Opposition unless the Master Plan provides for guaranteed infrastructure, facilities, and airside acreage to fully support transient business aircraft and fixed-base business operations, including a minimum of three fixed-base operations for business jets and an exclusive runway for small to mid-size jets;**
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Additional Comments:

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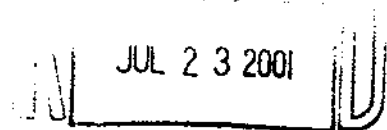
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NAME: JASON & TRIT M<sup>C</sup>BRIDE  
ADDRESS: 3224 18<sup>th</sup> ST SANTA MONICA CA 90405  
SIGNATURE: [Signature] DATE: 07/21/01



PFF00002

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

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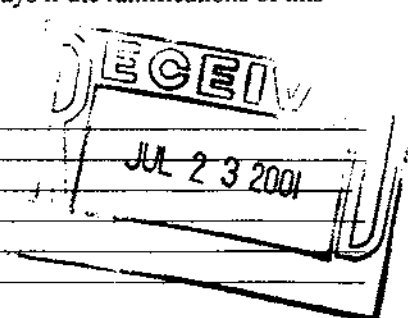
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Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_



NAME: John Schieldge

ADDRESS: 12926 Dewey St

SIGNATURE: John Schieldge DATE: 7/24/01

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
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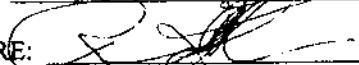
Additional Comments:

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RECEIVED  
JUL 23 2001

NAME: RANDALL KLARIN

ADDRESS: 631 OZORE AVE S.M 90405

SIGNATURE:  DATE: 7-20-01

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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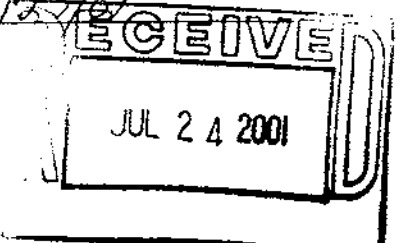
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Additional Comments:

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\_\_\_\_\_

NAME: Barbara Johnson  
ADDRESS: 13048 Rose Ave. Los Angeles, CA 90066-2259  
SIGNATURE: Barbara Johnson DATE: 7/23/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
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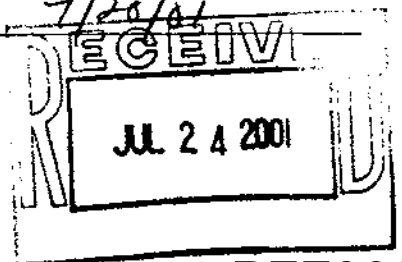
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NAME: ADRIAN & MEGAN FITZGERALD-HARWOOD  
ADDRESS: 2437 RIER AVE. SANTA MONICA CA 90405  
SIGNATURE: [Signature] DATE: 7/20/01



PFF00006



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
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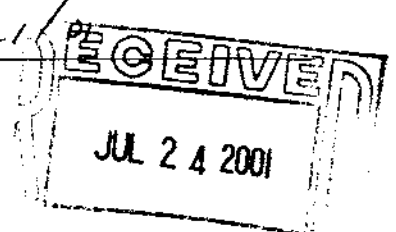
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NAME: Lynne & Allen Karz

ADDRESS: 1301 Ozone Ave S.M. 90415

SIGNATURE: Lynn A. Karz

DATE: 7/21/01



PFF00007

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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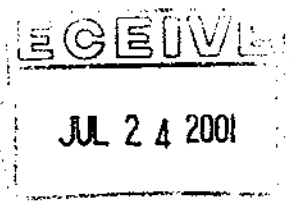
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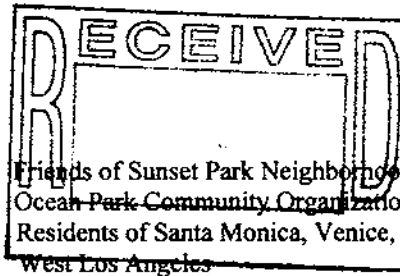
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NAME: Michael T. Owens

ADDRESS: 607 MARINE GA

SIGNATURE: Michael T. Owens DATE: 7/22/01





To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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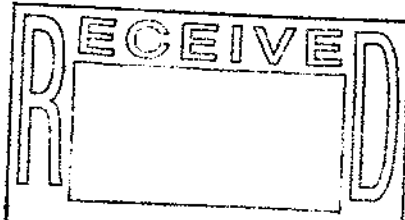
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NAME: DENISE + FRANK MURPHY  
ADDRESS: 3218 18th ST S.M. 90405  
SIGNATURE: *Denise Murphy* DATE: 7/21/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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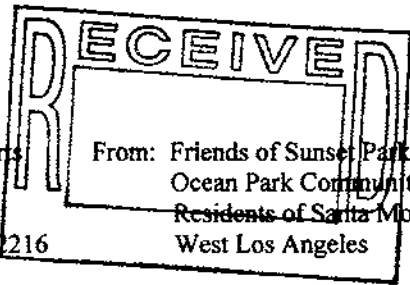
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NAME: Jane Dempsey Jane Dempsey  
ADDRESS: 1820 Wilson Place Santa Monica CA 90405  
SIGNATURE: [Handwritten Signature] DATE: 7/21/01



To: Los Angeles World Airport  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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Additional Comments:

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NAME: Joel Zimmerman  
ADDRESS: 2010 Pier Ave Santa Monica  
SIGNATURE: [Signature] DATE: 7/24/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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Additional Comments:  
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NAME: Richard and Carissa Henkels  
ADDRESS: 874 Commonwealth Ave. Venice, CA 90291-2806  
SIGNATURE: Richard & Carissa Henkels DATE: July 23, 2001

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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Subject: **Endorsement of Santa Monica City Council's Position on the LAX Master Plan Alternatives**

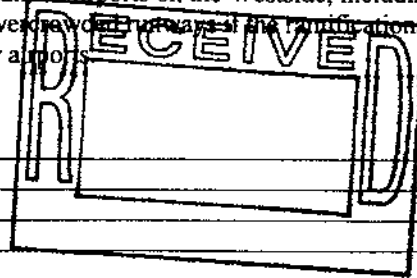
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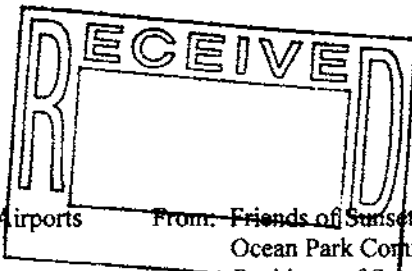
Additional Comments:



NAME: Joyce M. Haskell  
ADDRESS: 32 Thornton Ave #3, Venice, CA 90291  
SIGNATURE: Joyce M. Haskell DATE: 7-22-01

John T. Miller  
32 Thornton Ave #3 Venice  
John J. Miller 7-22-01

PFF00013



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

Subject: **Endorsement of Santa Monica City Council's Position on the LAX Master Plan Alternatives**

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Additional Comments:

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NAME: Pauline & Renner Regier  
ADDRESS: 1406 Sunset Ave, Santa Monica 90405  
SIGNATURE: Pauline Regier DATE: 7/20/01  
Renner Regier 7/20/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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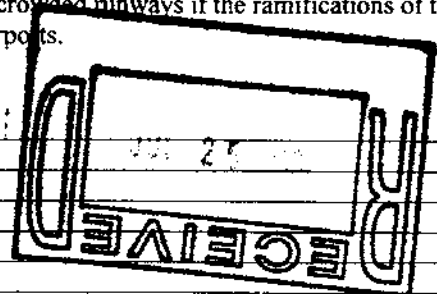
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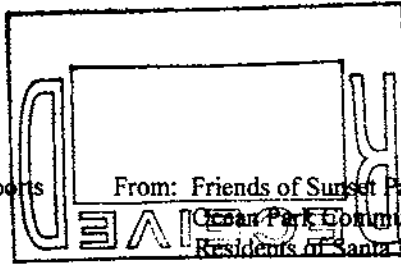
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NAME: David & Andrea Kerell

ADDRESS: 13133 Dewey St. Lk CA 90066

SIGNATURE: [Handwritten Signature] DATE: 7-23-01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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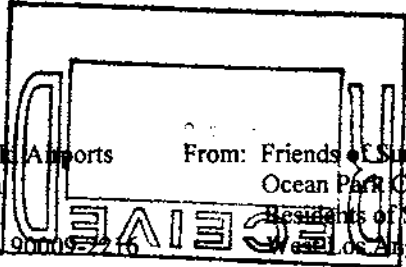
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NAME: R. R. CHIRRA  
ADDRESS: 13200 DEWEY ST LA CA 90066-1718  
SIGNATURE: R.R. Chirra DATE: 7/20/01



To: Los Angeles World Airports  
 LAX Master Plan  
 P. O. Box 92216  
 Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
 Ocean Park Community Organization and other  
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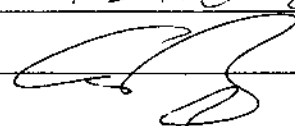
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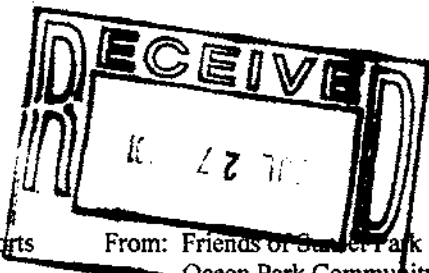


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NAME: Cervetio Pasquini

ADDRESS: 12110 Sandia Ave

SIGNATURE:  DATE: 7-21-2001



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Santa Monica Neighborhood Association,  
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NAME: Barbara and Dana Foss

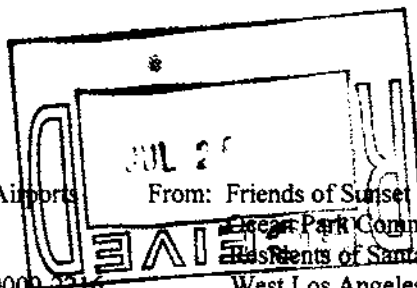
ADDRESS: 2002 Navy Street, Santa Monica, CA 90405

SIGNATURE: Barbara Foss DATE: July 26, 2001

NAME: SARAH K. FOSS

ADDRESS: 2002 NAVY ST SANTA MONICA CA 90405

SIGNATURE: Sarah Foss DATE: 07/26/01 PFF00018



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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Additional Comments:

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NAME: BRUCE DICKIESON AND JULIA QUINN

ADDRESS: 12216 MALONE ST, MAR VISTA, CA 90066

SIGNATURE: [Handwritten Signature]

DATE: 7/24/01

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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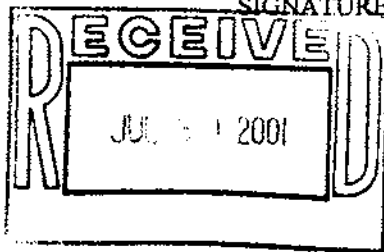
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NAME: EVELYN A. LAUCHENAUER  
ADDRESS: 1708 ROBSON AVE, SANTA MONICA CA 90405  
SIGNATURE: [Handwritten Signature] DATE: 7/26/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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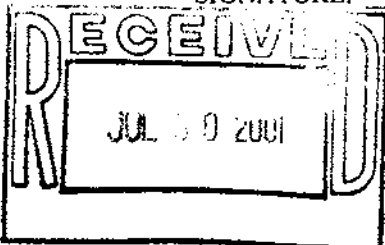
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NAME: Stefan Kinchanski

ADDRESS: 1713 Maple St Santa Monica CA 90405

SIGNATURE: Stefan Kinchanski DATE: 26 July 2001

Phone 310 452 2385



PFF00021

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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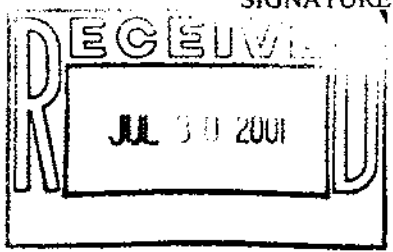
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NAME: HERBERT HAIN  
ADDRESS: 3041 MARGARET LANE SANTA MONICA 90405  
SIGNATURE: Herbert Hain DATE: 7-24-01





To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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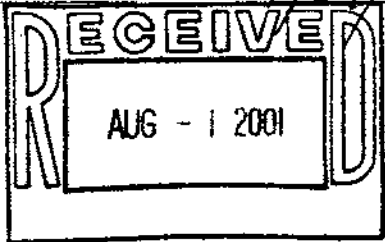
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NAME: JANET SMITH

ADDRESS: 13115 DEWEY ST. LOS ANGELES CA 90066

SIGNATURE: Janet S Smith

DATE: 7/27/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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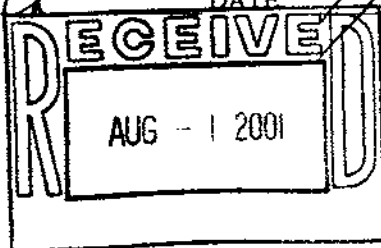
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NAME: DENNIS SMITH  
ADDRESS: 1315 DEWEY ST. LOS ANGELES CA 90066  
SIGNATURE: Dennis Smith DATE: 7/27/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

Subject: **Endorsement of Santa Monica City Council's Position on the LAX Master Plan Alternatives**

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Additional Comments:

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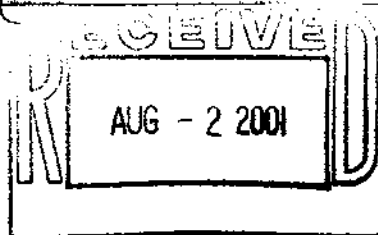
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NAME: STEPHEN MARK

ADDRESS: 2014 NAVY ST, SANTA MONICA, CA 90405

SIGNATURE: [Handwritten Signature]

DATE: 7/31/01



PFF00025

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

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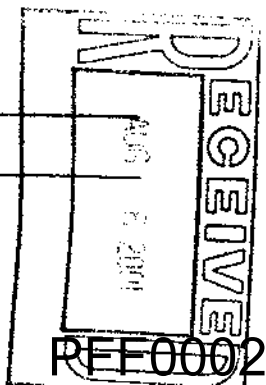
Additional Comments:

NAME: Duggan Shae

ADDRESS: 120 Breeze Ave Venice, CA 90291

SIGNATURE: [Handwritten Signature]

DATE: 7/31/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

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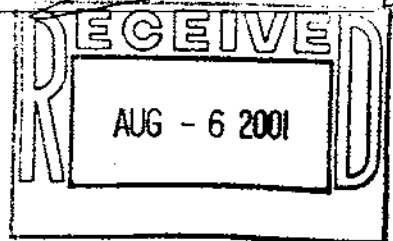
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NAME: LISA SMITH

ADDRESS: 25 Durley Ave, Venice, CA 90291

SIGNATURE: \_\_\_\_\_

DATE: 7/23/01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
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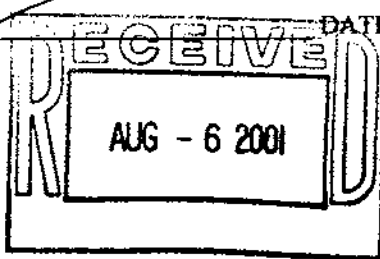
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NAME: D. Hoffman

ADDRESS: 348 5th Ave Venice CA 90291

SIGNATURE: [Signature]

DATE: 7/25/01



PFF00028

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

Subject: **Endorsement of Santa Monica City Council's Position on the LAX Master Plan Alternatives**

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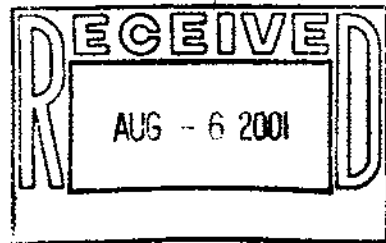
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NAME: Teri + Michael Mutton

ADDRESS: 3033 Marguerite Lane, Allendale

SIGNATURE: [Signature] DATE: 28 July 2001



PFF00029

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
Ocean Park Community Organization and other  
Residents of Santa Monica, Venice, Mar Vista and  
West Los Angeles

Subject: **Endorsement of Santa Monica City Council's Position on the LAX Master Plan Alternatives**

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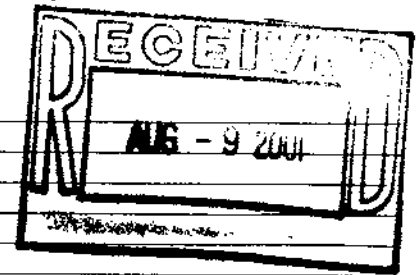
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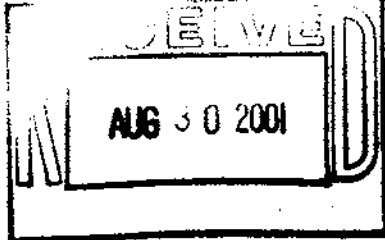
Additional Comments:

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\_\_\_\_\_



NAME: Henry Murray  
ADDRESS: 115 Wavercrest Ave, Venice 90291  
SIGNATURE: [Handwritten Signature] DATE: 8/8/2001





To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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Additional Comments:

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\_\_\_\_\_

NAME: MIRI LERNER  
ADDRESS: 12107 NAVY ST, LA 90066  
SIGNATURE: [Handwritten Signature] DATE: 8-1-01

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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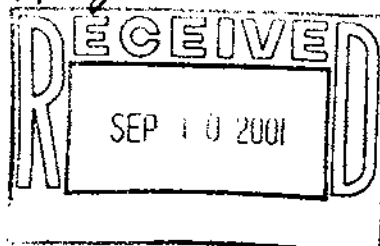
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NAME: CHARLES W. HODGIN

ADDRESS: 2428 23<sup>rd</sup> ST.

SIGNATURE: Charles W. Hodgins DATE: 9-7-01



To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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Additional Comments:

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NAME: Cathy Larson

ADDRESS: 1722 Bryn Mawr Ave Santa Monica, CA 90405

SIGNATURE: Cathy Larson

DATE: 7/7/01 **RECEIVED**

**SP 1720**

To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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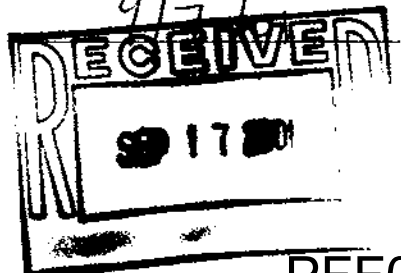
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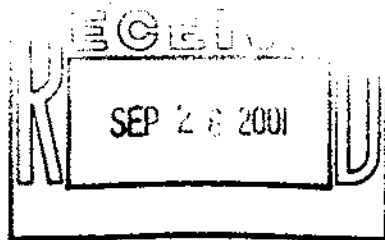
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Additional Comments:  
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\_\_\_\_\_  
\_\_\_\_\_

NAME: Progen Allee  
ADDRESS: 1722 Bryn Mawr Ave Santa Monica CA 90245  
SIGNATURE: Progen Allee DATE: 9/17/01





To: Los Angeles World Airports  
LAX Master Plan  
P. O. Box 92216  
Los Angeles, CA 90009-2216

From: Friends of Sunset Park Neighborhood Association,  
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Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

NAME: TOM VINETZ  
ADDRESS: 317 BROOKS AVE Venice CA 90291  
SIGNATURE: [Signature] DATE: 8-18-01



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Luiza & Buffy Press Date: 7/12/01

Address: 7212 W. 90th St

City: Los Angeles State: CA Zip Code: 90045

Telephone (Optional): 310-910-8994 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: Title:

**Comments:**

I am opposed to any expansion of the Los Angeles International Airport (LAX). My home is located between Lincoln Blvd., Manchester Ave., Pershing Dr. and Westchester Parkway. Due to the proximity of my home to LAX, any expansion of LAX would have dramatic impact on my neighborhood and on the value of my property.

Your web site ([www.lax2015.org](http://www.lax2015.org)) lists several alternatives to developing LAX. All of the alternatives include a proposal to develop the vacant land bordering Westchester Parkway. The interactive map on your web site refers to this area as "Westchester Southside". The "Westchester Southside" proposal includes building offices, retail spaces, restaurants, recreational areas, industrial and commercial areas. This proposal places these types of businesses and services behind my home! I feel that developing this portion of vacant land is unnecessary. Our community does not need anymore retail space, restaurants, or office space.

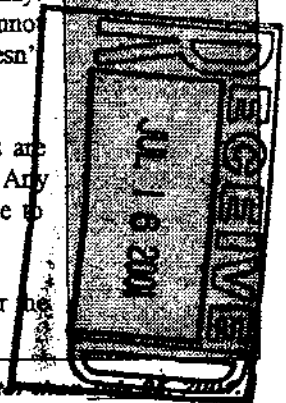
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Your proposal to expand LAX would generate 425,000 new jobs. Combine this with the 57,000 new jobs in Playa Vista and this means that 482,000 people will be in my neighborhood every day. Your proposal includes building new roads and expanding the Green Line. However, you cannot build enough roads to accommodate the daily traffic generated by 482,000 people. This doesn't even include airline passengers!

Our neighborhood already has enough traffic problems. Lincoln and Sepulveda Boulevards are the main arteries in and out of Westchester. These roads are already overburdened. Any expansion of LAX, including developing "Westchester Southside" would make it impossible to get in and out of Westchester.

I urge you to not expand LAX and the "Westchester Southside" area. In closing, thank you for the opportunity to express my opinion about the proposed expansion of LAX.

Office Use Only



Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than 7/27/01.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

<b>Name (First MI Last, or Organization):</b> Don & Mary Bollinger		<b>Date:</b> 7/10/01
<b>Address:</b> 7218 W. 90th St.		
<b>City:</b> Los Angeles	<b>State:</b> CA	<b>Zip Code:</b> 90045
<b>Telephone (Optional):</b>	<b>E-Mail (Optional):</b>	

**Document:**  Draft Master Plan  Draft EIS/EIR

**Subsection (If applicable):**  
**Number:** **Title:**

**Comments:**

I am opposed to any expansion of the Los Angeles International Airport (LAX). My home is located between Lincoln Blvd., Manchester Ave., Pershing Dr. and Westchester Parkway. Due to the proximity of my home to LAX, any expansion of LAX would have dramatic impact on my neighborhood and on the value of my property.

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*Office Use Only*

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Richard Q. Reed Bland Date: 7/12/01

Address: 7215 W. 90th St.

City: Los Angeles State: CA Zip Code: 90045

Telephone (Optional): (310) 645-4949 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: Title:

**Comments:**

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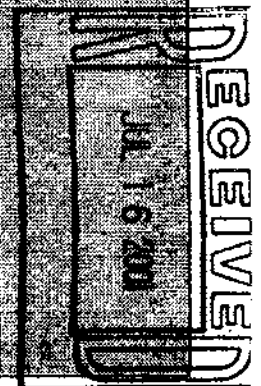
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Office Use Only



Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.





P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): **BRAD GITTLE** Date: **7.12.01**

Address: **7242 W. 91ST ST.**

City: **WESTCHESTER** State: **CA** Zip Code: **90045**

Telephone (Optional): **310 641.8428** E-Mail (Optional): **btg686@aol.com**

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):

Number: Title:

Comments: Office Use Only

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I urge you to not expand LAX and the "Westchester Southside" area. In closing, thank you for the opportunity to express my opinion about the proposed expansion of LAX.

RECEIVED  
JUL 16 2001

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):		KELLY HANNA/GREG ZUBICK		Date:	7-12-01
Address: 8916 Rayford Dr.					
City:	Los Angeles	State:	CA	Zip Code:	90045
Telephone (Optional):	E-Mail (Optional):				

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: Title:

**Comments:**

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*Office Use Only*

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JUL 18 2001

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): <b>Richard E. Allen</b>		Date: <b>July 2001</b>
Address: <b>7206 W. 90th ST</b>		
City: <b>Westchester</b>	State: <b>CA</b>	Zip Code: <b>90045</b>
Telephone (Optional): <b>645 3200</b>	E-Mail (Optional):	

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

I am opposed to any expansion of the Los Angeles International Airport (LAX). My home is located between Lincoln Blvd., Manchester Ave., Pershing Dr. and Westchester Parkway. Due to the proximity of my home to LAX, any expansion of LAX would have dramatic impact on my neighborhood and on the value of my property.

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Official Use Only

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

*Richard E. Allen*



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Harry D. Stephens Date: 7/13/01

Address: 7219 W. 91<sup>st</sup> ST.

City: Los Angeles, State: CA. Zip Code: 90045

Telephone (Optional): (310) 645-6947 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: Title:

**Comments:**

I am opposed to any expansion of the Los Angeles International Airport (LAX). My home is located between Lincoln Blvd., Manchester Ave., Pershing Dr. and Westchester Parkway. Due to the proximity of my home to LAX, any expansion of LAX would have dramatic impact on my neighborhood and on the value of my property.

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Office Use Only

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than Aug 20, 2001



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): THOMAS E. SARDONOWSKI Date: 7/13/01

Address: 7281 W. 90TH ST.

City: LOS ANGELES State: CA Zip Code: 90015

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_ Title: \_\_\_\_\_

Comments: \_\_\_\_\_ Office Use Only

I am opposed to any expansion of the Los Angeles International Airport (LAX). My home is located between Lincoln Blvd., Manchester Ave., Pershing Dr. and Westchester Parkway. Due to the proximity of my home to LAX, any expansion of LAX would have dramatic impact on my neighborhood and on the value of my property.

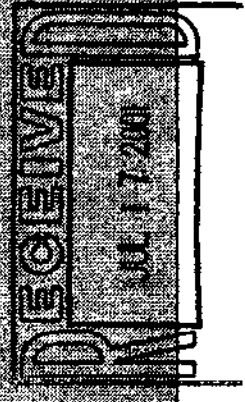
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Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): LORRIE STEWART Date: 7/16/01

Address: 7278 W 98th ST

City: LOS ANGELES State: CA Zip Code: 90045

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): ljdsheln@mediaone.net

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Number: \_\_\_\_\_ Title: Homeowner

**Comments:**

I am opposed to any expansion of the Los Angeles International Airport (LAX). My home is located between Lincoln Blvd., Manchester Ave., Pershing Dr. and Westchester Parkway. Due to the proximity of my home to LAX, any expansion of LAX would have dramatic impact on my neighborhood and on the value of my property.

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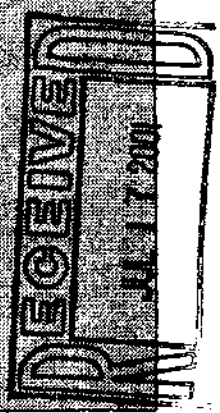
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Office Use Only

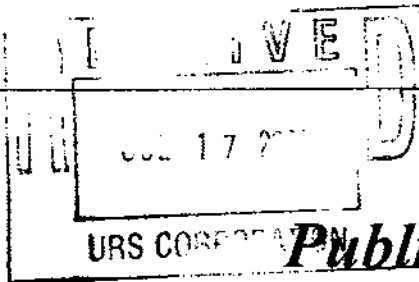


Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

MasterPlan



P.O. Box 92216  
Los Angeles, CA 90009-2216



URS CORPORATION **Public Comments**

Please print.

Name (First MI Last, or Organization):

JEFF SHEIN

Date:

7/13/01

Address:

7278 W 90th ST

City:

LA

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

jshein@media

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title: Homeowner

Comments:

Office Use Only

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Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): MR & MRS. KENNETH J. HOELZEL Date: 7-13-01

Address: 7158 W. 91st STREET

City: Westchester State: CA Zip Code: 90045

Telephone (Optional): (310) 641-7604 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: Title:

**Comments:**

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): SHARON L. MARZULLO Date: 7-14-01

Address: 7134 W. 91st

City: Los Angeles State: CA Zip Code: 90045

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Title: \_\_\_\_\_

Number: \_\_\_\_\_

Comments:

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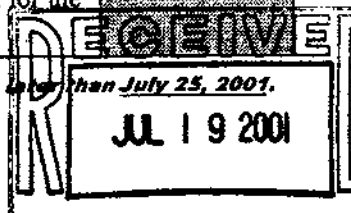
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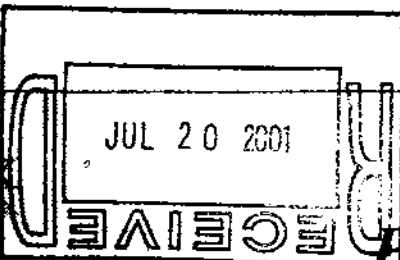
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Office Use Only

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



MasterPlan



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Winitred E Hobbs Date: 7-16-01

Address: 7230 W 91 St

City: L.A. 90045 State: CA Zip Code: 90045

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments: \_\_\_\_\_ Office Use Only

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Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Jay & Buffy Press Date: 7-19-01

Address: 7212 W. 90th St.

City: Los Angeles State: CA Zip Code: 90045

Telephone (Optional): 310-~~5~~910-8994 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: Title:

**Comments:**

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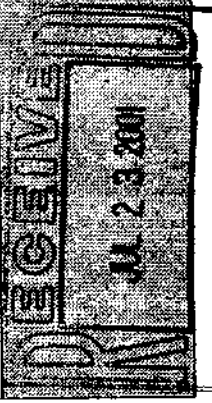
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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): <b>Chisheng Huang</b>		Date: <b>13 July 2001</b>
Address: <b>9100 Rayford Drive</b>		
City: <b>Los Angeles</b>	State: <b>CA</b>	Zip Code: <b>90045</b>
Telephone (Optional):	E-Mail (Optional):	

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: Title:

**Comments:**

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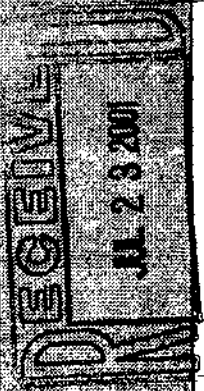
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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

RUTH K. BLAKELOCK

Date:

7-22-01

Address:

7254 W 91<sup>st</sup> ST

City:

LOS ANGELES,

State:

CA

Zip Code:

90045-3449

Telephone (Optional):

(310) 641-5010

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

Office Use Only

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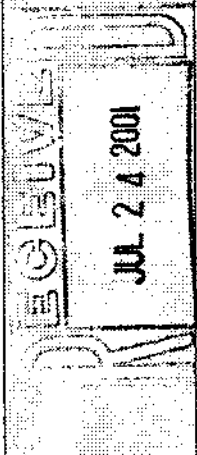
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MasterPlan



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

MARILYN A. & MORTON H. SCHWARTZ

Date: 7-22-01

Address:

7254 W. 90<sup>TH</sup> ST

City:

L.A.

State:

CA

Zip Code:

90045

Telephone (Optional):

E-Mail (Optional):

Document:



Draft Master Plan



Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

Office Use Only

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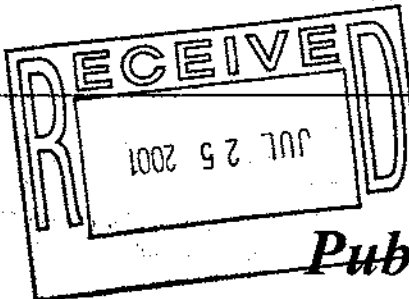
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Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

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P.O. Box 92216  
Los Angeles, CA 90009-2216



# Public Comments

Please print.

Name (First MI Last, or Organization): *Mo & Bonnie Sadrpour* Date: *7/20/01*

Address: *7100 W 91 Street*

City: *Los Angeles* State: *CA* Zip Code: *90045*

Telephone (Optional): *310-645-2342* E-Mail (Optional): *mobonnie@worldnet.att.net*

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

**Comments:**

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*Office Use Only*

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): VERONA KETTLE Date: 7/15/01

Address: 7200 W. 90th ST.

City: WESTCHESTER State: CA Zip Code: 90045

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

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Official Use Only



Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 20, 2001.





P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Dennis and Anne J. Dwyer Date: 7-12-01

Address: 7207 West 91st St.

City: L.A. State: Ca. Zip Code: 90045

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Title: \_\_\_\_\_

Comments: \_\_\_\_\_ Office Use Only

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Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



**P.O. Box 92216  
Los Angeles, CA 90009-2216**

# Public Comments

*Please print.*

**Name (First MI Last, or Organization):** \_\_\_\_\_ **Date:** 07.13.01

**Address:** Bashar Komoc  
7151 W. 91st St.

**City:** Los Angeles, CA 90045-3446 **State:** CA **Zip Code:** \_\_\_\_\_

**Telephone (Optional):** \_\_\_\_\_ **E-Mail (Optional):** \_\_\_\_\_

**Document:**  **Draft Master Plan**  **Draft EIS/EIR**

**Subsection (If applicable):** \_\_\_\_\_ **Title:** \_\_\_\_\_

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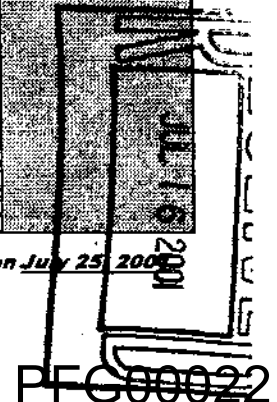
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*Office Use Only*

**Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001**





P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): **CYNTHIA L. SPURGEON** Date: **7.12.01**

Address: **7255 W. 91ST STREET**

City: **LA** State: **CA** Zip Code: **90045**

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

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I am opposed to any expansion of the Los Angeles International Airport (LAX). My home is located between Lincoln Blvd., Manchester Ave., Pershing Dr. and Westchester Parkway. Due to the proximity of my home to LAX, any expansion of LAX would have dramatic impact on my neighborhood and on the value of my property.

Your web site ([www.lax2015.org](http://www.lax2015.org)) lists several alternatives to developing LAX. All of the alternatives include a proposal to develop the vacant land bordering Westchester Parkway. The interactive map on your web site refers to this area as "Westchester Southside". The "Westchester Southside" proposal includes building offices, retail spaces, restaurants, recreational areas, industrial and commercial areas. This proposal places these types of businesses and services behind my home! I feel that developing this portion of vacant land is unnecessary. Our community does not need anymore retail space, restaurants, or office space.

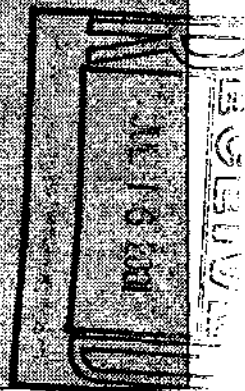
To the south of my neighborhood, the development of Playa Vista continues. The Playa Vista development includes 3,000 residential units, low-income housing, 3.2 million square feet of office space, retail areas, schools, and is expected to generate 57,000 new jobs. To the east of my neighborhood is the Howard Hughes Center. This development includes offices, retail, restaurants, and a movie theater. Based on this information, I feel that our community has more than enough retail space, restaurants, and office space available. We do not need any development in "Westchester Southside".

Your proposal to expand LAX would generate 425,000 new jobs. Combine this with the 57,000 new jobs in Playa Vista and this means that 482,000 people will be in my neighborhood every day. Your proposal includes building new roads and expanding the Green Line. However, you cannot build enough roads to accommodate the daily traffic generated by 482,000 people. This doesn't even include airline passengers!

Our neighborhood already has enough traffic problems. Lincoln and Sepulveda Boulevards are the main arteries in and out of Westchester. These roads are already overburdened. Any expansion of LAX, including developing "Westchester Southside" would make it impossible to get in and out of Westchester.

I urge you to not expand LAX and the "Westchester Southside" area. In closing, thank you for the opportunity to express my opinion about the proposed expansion of LAX.

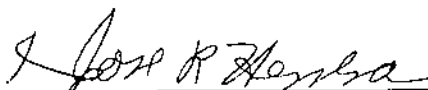
Office Use Only



Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

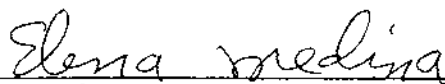
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*José Castro*

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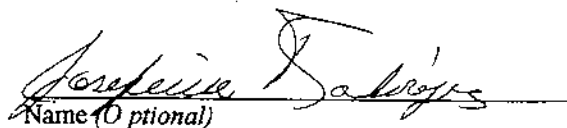
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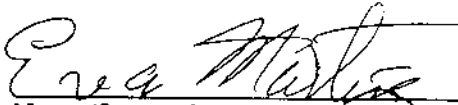
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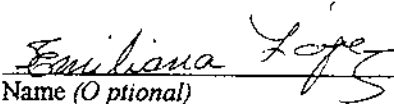
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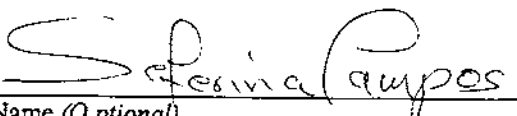
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*Silvia Ortega*  
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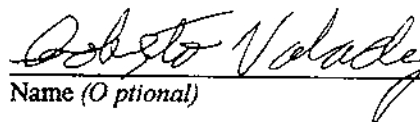
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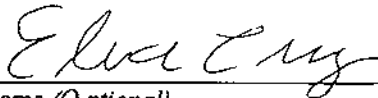
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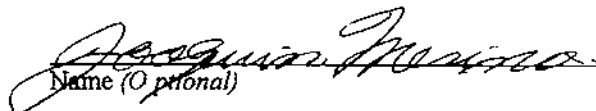
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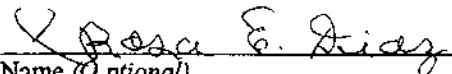
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22. Youth Programs/Programas Juveniles

Jose Medina  
Name (Optional)

## Suggested Areas for Input/Comentarios, sugerencias o ideas

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4. Business Empowerment Zone/Zona de Autorizacion para Negocios
5. Car Wash/Detailing Vouchers /Vales de Lavado de Autos/Detailles
6. Construction of a High School/Construccion de una Escuela Secundaria
7. Contracting Opportunities/Oportunidades de Contratacion
8. Educational Facilities/Facilidades Educativas
9. Educational Programs/Programas Educativas
10. Employment Training/Entrenamiento de Empleo
11. Flight Schedules/Horario de Vuelos
12. Health Programs/Programas de Salud y Bienestar
13. Home Improvements/Mejoras del Hogar
14. Noise Reduction/Reduccion de Ruido
15. Recreational Facilities/Facilidades Recreacionales
16. Road and Sidewalk Improvements/Mejoras de Caminos y Aceras
17. Shuttle/Vanpool (Neighborhood)/Transportacion Colectiva/Vecindarios
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19. Sound-Proofing / Contra Sonidos
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Jose R HEPPER A  
Name (Optional)

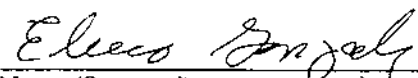
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Mo Amelice Chamaqua  
Name (Optional)

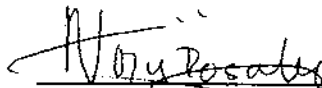
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Name (Optional)

**Suggested Areas for Input/Comentarios, sugerencias o ideas**

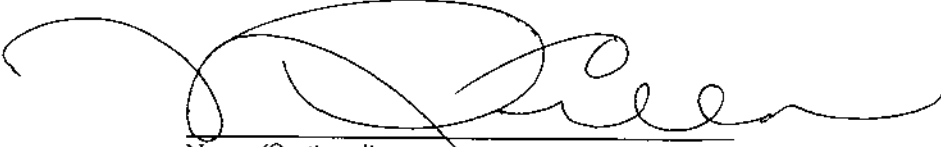
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22. Youth Programs/Programas Juveniles X

  
Name (Optional)



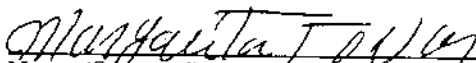
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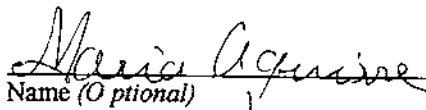
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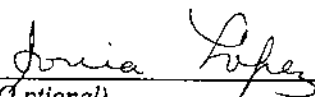
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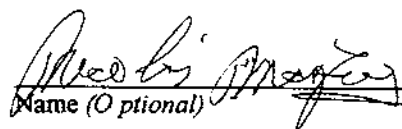
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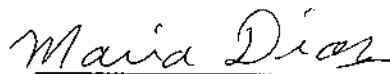
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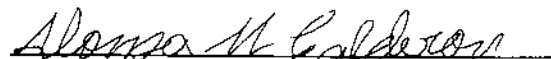
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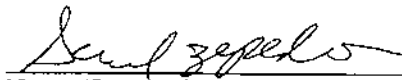
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21. Widening of Streets/Ensachar las Calles ✓
22. Youth Programs/Programas Juveniles ✓

Refugio Almodovar  
Name (Optional)

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6. Construction of a High School/Construccion de una Escuela Secundaria
7. Contracting Opportunities/Oportunidades de Contratacion ✓
8. Educational Facilities/Facilidades Educativas ✓
9. Educational Programs/Programas Educativas ✓
10. Employment Training/Entrenamiento de Empleo ✓
11. Flight Schedules/Horario de Vuelos
12. Health Programs/Programas de Salud y Bienestar
13. Home Improvements/Mejoras del Hogar
14. Noise Reduction/Reduccion de Ruido
15. Recreational Facilities/Facilidades Recreacionales ✓
16. Road and Sidewalk Improvements/Mejoras de Caminos y Aceras ✓
17. Shuttle/Vanpool (Neighborhood)/Transportacion Colectiva/Vecindarios ✓
18. Sound Wall Along 405 Freeway/Pared de Contra Sonidos por el Fwy 405
19. Sound-Proofing / Contra Sonidos
20. Traffic Congestion/Congestion de Trafico ✓
21. Widening of Streets/Ensanchar las Calles ✓
22. Youth Programs/Programas Juveniles ✓

Castro Jose  
Name (Optional)

### Suggested Areas for Input/Comentarios, sugerencias o ideas

1. Air Quality/Calidad Ambiental
2. Beautification of Neighborhoods/Business Districts/Embellecimiento de Vecindarios/Distritos de Negocios
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21. Widening of Streets/Ensanchar las Calles
22. Youth Programs/Programas Juveniles ✓

  
Name (Optional)

## Suggested Areas for Input/Comentarios, sugerencias o ideas

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9. Educational Programs/Programas Educativas ✓
10. Employment Training/Entrenamiento de Empleo ✓
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20. Traffic Congestion/Congestion de Trafico
21. Widening of Streets/Ensanchar las Calles
22. Youth Programs/Programas Juveniles ✓

Prog. Para Reduccion del Ruido  
Name (Optional)

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22. Youth Programs/Programas Juveniles ✓

  
Name (Optional)



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21. Widening of Streets/Ensanchar las Calles ✓
22. Youth Programs/Programas Juveniles ✓

Name (Optional)

SEW-

## Suggested Areas for Input/Comentarios, sugerencias o ideas

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22. Youth Programs/Programas Juveniles

Maria Ruano  
Name (Optional)


## Suggested Areas for Input/Comentarios, sugerencias o ideas

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22. Youth Programs/Programas Juveniles

*Maria E. Garcia*  
Name (Optional)

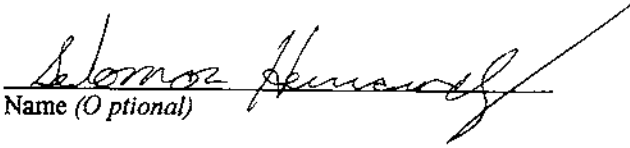
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20. Traffic Congestion/Congestion de Trafico ✓
21. Widening of Streets/Ensanchar las Calles
22. Youth Programs/Programas Juveniles

  
Name (Optional)  
*Service Performance*

## Suggested Areas for Input/Comentarios, sugerencias o ideas

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Name (Optional)

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20. ✓ Traffic Congestion/Congestion de Trafico
21. Widening of Streets/Ensanchar las Calles
22. ✓ Youth Programs/Programas Juveniles

Amelia Rodriguez  
Name (Optional)

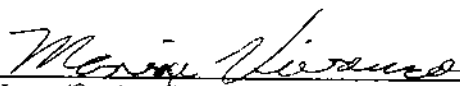
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22. Youth Programs/Programas Juveniles

William Ramirez  
Name (Optional)

## Suggested Areas for Input/Comentarios, sugerencias o ideas

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6. Construction of a High School/Construccion de una Escuela Secundaria ✓
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20. Traffic Congestion/Congestion de Trafico
21. Widening of Streets/Ensanche las Calles
22. Youth Programs/Programas Juveniles

  
Name (Optional)



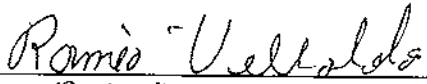
## Suggested Areas for Input/Comentarios, sugerencias o ideas

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*Angel Torres*  
Name (Optional)

## Suggested Areas for Input/Comentarios, sugerencias o ideas

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Name (Optional)

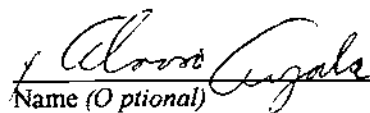
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22. Youth Programs/Programas Juveniles

Jose Morales  
Name (Optional)

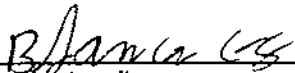
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19. Sound-Proofing / Contra Sonidos
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21. Widening of Streets/Ensanchar las Calles
22. Youth Programs/Programas Juveniles

Rosa Rodriguez  
Name (Optional)

**Suggested Areas for Input/Comentarios, sugerencias o ideas**


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3. Business Assistance Center/Centro de Ayuda a Negocios
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5. Car Wash/Detailing Vouchers /Vales de Lavado de Autos/Detailles
6. Construction of a High School/Construccion de una Escuela Secundaria ✓
7. Contracting Opportunities/Oportunidades de Contratacion ✓
8. Educational Facilities/Facilidades Educativas ✓
9. Educational Programs/Programas Educativas ✓
10. Employment Training/Entrenamiento de Empleo ✓
11. Flight Schedules/Horario de Vuelos
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19. Sound-Proofing / Contra Sonidos
20. Traffic Congestion/Congestion de Trafico ✓
21. Widening of Streets/Ensachar las Calles ✓
22. Youth Programs/Programas Juveniles ✓

Maria de J. Hernandez  
Name (Optional)




## Suggested Areas for Input/Comentarios, sugerencias o ideas

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Alicia Solis  
Name (Optional)

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Jose A. Medina  
Name (Optional)

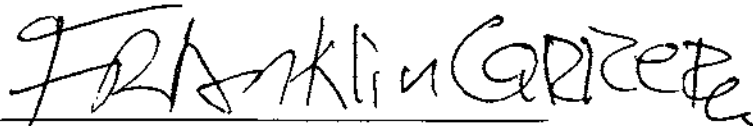
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No desta Morales  
Name (Optional)

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Olga Salazar  
Name (Optional)

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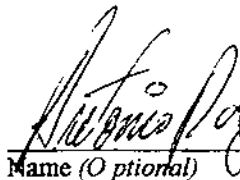
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Blanca Zuniga  
Name (Optional)




## Suggested Areas for Input/Comentarios, sugerencias o ideas

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Name (Optional)

## Suggested Areas for Input/Comentarios, sugerencias o ideas

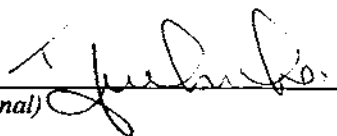
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OK


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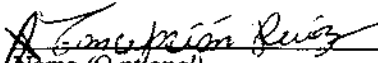
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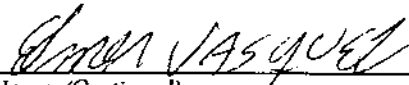
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Name: J. Antonio Alvarez

## Suggested Areas for Input/Comentarios, sugerencias o ideas

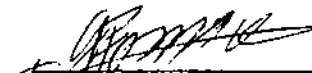
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20. Traffic Congestion/Congestion de Trafico
21. Widening of Streets/Ensanchar las Calles
22. Youth Programs/Programas Juveniles

  
Name (Optional)

## Suggested Areas for Input/Comentarios, sugerencias o ideas

1. Air Quality/Calidad Ambiental
2. Beautification of Neighborhoods/Business Districts/Embellecimiento de Vecindarios/Distritos de Negocios
3. Business Assistance Center/Centro de Ayuda a Negocios
4. Business Empowerment Zone/Zona de Autorizacion para Negocios
5. Car Wash/Detailing Vouchers /Vales de Lavado de Autos/Detailles
6. Construction of a High School/Construccion de una Escuela Secundaria
7. Contracting Opportunities/Oportunidades de Contratacion ✓
8. Educational Facilities/Facilidades Educativas ✓
9. Educational Programs/Programas Educativas ✓
10. Employment Training/Entrenamiento de Empleo ✓
11. Flight Schedules/Horario de Vuolos
12. Health Programs/Programas de Salud y Bienestar
13. Home Improvements/Mejoras del Hogar ✓
14. Noise Reduction/Reduccion de Ruido
15. Recreational Facilities/Facilidades Recreacionales ✓
16. Road and Sidewalk Improvements/Mejoras de Caminos y Aceras ✓
17. Shuttle/Vanpool (Neighborhood)/Transportacion Colectiva/Vecindarios ✓
18. Sound Wall Along 405 Freeway/Pared de Contra Sonidos por el Fwy 405
19. Sound-Proofing / Contra Sonidos
20. Traffic Congestion/Congestion de Trafico ✓
21. Widening of Streets/Ensanchar las Calles
22. Youth Programs/Programas Juveniles ✓

X Edwin Dominguez  
Name (Optional)

## Suggested Areas for Input/Comentarios, sugerencias o ideas

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6. Construction of a High School/Construccion de una Escuela Secundaria
7. Contracting Opportunities/Oportunidades de Contratacion
8. Educational Facilities/Facilidades Educacionales
9. Educational Programs/Programas Educativas
10. Employment Training/Entrenamiento de Empleo
11. Flight Schedules/Horario de Vuelos
12. Health Programs/Programas de Salud y Bienestar
13. Home Improvements/Mejoras del Hogar
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17. Shuttle/Vanpool (Neighborhood)/Transportacion Colectiva/Vecindarios
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19. Sound-Proofing / Contra Sonidos
20. Traffic Congestion/Congestion de Trafico
21. Widening of Streets/Ensachar las Calles
22. Youth Programs/Programas Juveniles

Gabriel del Campo  
Name (Optional)

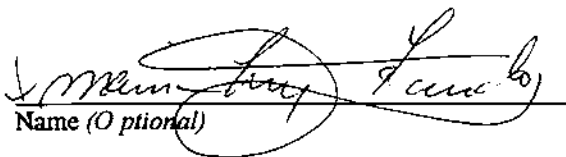
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22. Youth Programs/Programas Juveniles

Xheopoldo Cruz  
Name (Optional)

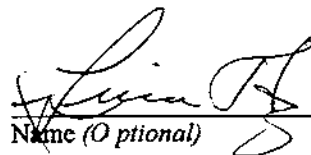
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Name (Optional)

**Suggested Areas for Input/Comentarios, sugerencias o ideas**

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21. Widening of Streets/Ensanchar las Calles
22. Youth Programs/Programas Juveniles

  
Name (Optional)

PETITION

We, the Latino residents and business owners of Lennox, Inglewood and South Central endorse this Petition that identifies our issues and needs as a direct result of our close proximity to the Los Angeles World Airport. We have chosen to address our concerns by means of this Petition in order to contribute to the planning process in a constructive and proactive manner and to ensure that Latinos are explicitly included in any and all actions considered or taken by the Los Angeles World Airports (LAWA).

Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
Jose Rivas	LULAC	10917 Condon Ave Lennox, CA. 90304	310-677-9403	Community Clinics Homeless Outreach Centers
Ruby Rivas		-	310-677-9403	17 Large library with more spanish books. <sup>construction of a</sup> High School <sup>Senior Center</sup>
Manuel Hernandez		10911 Condon Ave Lennox CA 90304	(310) 412-0843	more High Schools for Lennox School District.
Imelda Hernandez		10911 Condon Ave Lennox CA 90304	(310) 412-0843	Childcare centers * After school programs.
Laura Hernandez		10911 Condon Ave Lennox CA 90304	(310) 412-0843	<del>Libraries</del> Youth Programs for Middle Schools in Lennox
Crystal Hernandez		10911 Condon Ave. Lennox, CA 90304	(310) 412-0843	After school Programs * more High Schools, skate Parks
Brenda Garcia		10911 Condon Ave (Rev) Lennox, CA, 90304	(310) 412-0760	Youth programs, reading programs, High School Diploma programs
Ruben Garcia		10911 Condon Ave Lennox, CA, 90304	(310) 412-0760	Libraries, Senior Citizen programs Youth programs, Crime Prevention prog.
Enfilino Bautista		10929 Condon Ave Lennox, CA 90304	(210) 674-9265	Senior Citizen Centers, Free Clinics, meals for Senior Citizens
Naymil Bautista		10929 Condon Ave Lennox, CA 90304	(310) 674-9265	English classes at Community Parks and more Senior Citizen activities.
Silvia Vargas		10929 Condon Ave. Lennox, CA 90304	(310) 674-9265	Sports programs, Employment training skate Parks, Childcare programs
JR Juan Carlos Vargas		10929 Condon Ave. Lennox, CA 90304	(310) 674-9265	Skate Parks, After school Sports Library books * Programs *

PFI 001 to 012



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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
Silvia Rodriguez		3610 W. 106TH ST INGLEWOOD CA 90303		NOISE REDUCTION
miguel Mong		<sup>INGLEWOOD</sup> 3608 W 104TH		NOISE REDUCTION
Roberto Villegas		416 W ELM AVE INGLEWOOD CA		AIR QUALITY
JOSE GOMEZ		420 W ELM AVE		Inglewood Youth Programs
Hector Aguila		3918 W 105th ST		Educational options.
SALVADOR		3744 W 104TH ST	INGLEWOOD	FLIGHT SCHEDULING
Cassandra Butney		3927 W 105th ST	Inglewood	Noise Reduction
Ambrosio G		10303 DOTY	INGWOOD	TRAFFIC CONGESTION
Saul P.		3922 W 102 ST INGLEWOOD.		Educational Programs

PETITION

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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
HILDA GALLO	1	10917 CONDON AVENUE	(310) 677-9403	1- Programas Juveniles - 3- Entrenamiento de Empleo. 2- Sound-proofing 4- Programas de Salud y Bienestar.
ESPERANZA CAMACHO				1) Job training center 2) After school education programs
Mayra Lopez		4943 LENNOX BLV Inglewood ca	(310) 677-52-93	PROGRAMAS DE TALLERES
SANDRA SANCHEZ		LENNOX BLV 4943 Inglewood CA 90304		MAS EVENTOS A LA COMUNIDAD PARA QUE ESTEMOS MAS UNIDOS.
Felipe Hernandez		11123 S. Inglewood AV. Apt. 13		Educación, Programas de trabajo y Seguimiento a la comunidad.
Ana Maria Hernandez		4882 Arroyo Viejo st. Inglewood, Ca. 90301		Programas de trabajo y programas de Educación para jóvenes y Adultos.
David Hernandez		4882 Arroyo Viejo st. Inglewood Ca. 90301		Educación Bilingüe y talleres de aprendizaje para trabajo.
Elvia Gonzalez		10528 1/2 Hansel ave Inglewood Ca. 90304		Educación para Adultos
Claudia Damian		10204 Felton Apt 5 Inglewood ca. 90304		Programas de trabajo y Educación
Esperanza Cigarroa		10204 Felton Apt 5 Inglewood Ca. 90304		Programas de trabajo y Educación

PFI 022 to 031



## Petición

Nosotros, los residentes, trabajadores, dueños de negocios en Lennox, Inglewood, Hawthorne y el Sur Centro de Los Angeles firmamos esta petición que identifica nuestras cuestiones y necesidades como resultado directo de estar cerca del aeropuerto de Los Angeles (LAWA). Escojimos dirigir nuestras preocupaciones por esta petición para contribuir al proceso de planeación en una manera constructiva y proactiva y asegurar que nuestra comunidad Latina esta explícitamente incluida en todas las acciones consideradas o tomadas por el Aeropuerto de Los Angeles (LAWA).

Nombre	Afilación/Organización (Opcional)	Domicilio	Teléfono (Opcional)	Comentarios/Recomendaciones (Opcional)
Eddy Ojeda	Local 18	14755 Victory Blvd. UNN 0975 9 9147	(310) 3070032	Hacer Consider.

## PETITION

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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
Ruben GOUSSEN		11435 Grevillea ave Hawthorne CA 90250	(310) 679-0792	more recreational facilities (parks) money for compensation
Lorena Navarro		4747 W. 161st Lawndale, Ca 90260	(310) 214-3028	Sound proof / Car washes. money for compensation

## Petición

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Nombre	Afiliación/Organización (Opcional)	Domicilio	Teléfono (Opcional)	Comentarios/Recomendaciones (Opcional)
WALTER GARCIA	SEIU 1877	222 1/2 W 48 ST LACA CA 90037	323 / 233-5283	Facilidades Educativas
VICTOR ALVARADO	SEIU 1877	3709 MIDVALE AV #3 LA CA 90034	310 8388623	MAS BOSES
WILLIAM RAMIREZ	SEIU 1877	118 9/6 APT 11 In 640600	310-676 5603	15
Saul Zepeda	SEIU 1877	5140 SANTA ANA ST CUDOHY CO 90201	323-773-4255	
Rafael Alvarado	SEIU 1877	17247 S GREVILLEA AVE APT 0 HAWTHORNE	310-973-2534	
Alexandra Calderon	SEIU 1877	4821 W CENTURY BLVD INGLEWOOD CA 90304	310 419-0274	
Elena Medina	SEIU 1877	LONG BEACH	(562) 426-2237	

PFI 036 to 042

### Petition

Nosotros, los residentes, trabajadores, dueños de negocios en Lennox, Inglewood, Hawthorne y el Sur Centro de Los Angeles firmamos esta petición que identifica nuestras cuestiones y necesidades como resultado directo de estar cerca del aeropuerto de Los Angeles (LAWA). Escojimos dirigir nuestras preocupaciones por esta petición para contribuir al proceso de planeación en una manera constructiva y proactiva y asegurar que nuestra comunidad Latina esta explícitamente incluida en todas las acciones consideradas o tomadas por el Aeropuerto de Los Angeles (LAWA).

Nombre	Afilacion/Organizacion (Opcional)	Domicilio	Telefono (Opcional)	Comentarios/Recomendaciones (Opcional)
V. Tolino Alvarez	SEIU 1877			
Miguel Ortega Torres	SEIU 1877	6510 3/4 S. Victoria LA	323) 759 8970	7-10-17-17-
Maria Diaz	SEIU 1877	11519 Kozublan	310) 970 92 89	
Vicente Chavez	SEIU 1877	2828 W 8th St CA 90005	213) 589-8957	7-
Sonia Lopez	SEIU 1877	7515 Normandie Rd	213-739-1680	

PFI 043 to 047

## Petición

Nosotros, los residentes, trabajadores, dueños de negocios en Lennox, Inglewood, Hawthorne y el Sur Centro de Los Angeles firmamos esta petición que identifica nuestras cuestiones y necesidades como resultado directo de estar cerca del aeropuerto de Los Angeles (LAWA). Escojimos dirigir nuestras preocupaciones por esta petición para contribuir al proceso de planeación en una manera constructiva y proactiva y asegurar que nuestra comunidad Latina esta explícitamente incluida en todas las acciones consideradas o tomadas por el Aeropuerto de Los Angeles (LAWA).

Nombre	Afilación/Organización (Opcional)	Domicilio	Teléfono (Opcional)	Comentarios/Recomendaciones (Opcional)
<i>Tomás Pérez</i>	SEIU 1877			
<i>Dulce Hernández</i>	SEIU 1877		(323) 585-1222	



Peticion

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Nombre	Afiliacion/Organizacion (Opcional)	Domicilio	Telefono (Opcional)	Comentarios/Recomendaciones (Opcional)
Ed. Javier Jimenez	SEIU 1877			
<del>Jose</del>	SEIU 1877	320 E 60th St	323 231 1910	
Josefina Muñoz	seiu 1877	1521 Locust Ave #19	(822) 218 7623	
Emilia Lopez	seiu 1877		(323) 463-1992	
Elia Cruz	SEIU 1877		746-1979	
Joaquin Merino	SEIU-1877	6511 S. DENVER AV L.A. CA. 90044	(323) 778-9556	
Rosa Paredes	Seiu 1877	706 E Arbor Vitae Inglewood CA	(310) 412-1373	
<del>Jose</del>	seiu 1877	Inglewood	-	
<del>Jose</del>	SEIU 1877	4425 Live Oak		
Ramiro Velasco	SEIU 1877	10-217-	Condon Ave	
		INGLEWOOD		

PFI 050 to 059

## Petición

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Nombre	Afiliación/Organización (Opcional)	Domicilio	Teléfono (Opcional)	Comentarios/Recomendaciones (Opcional)
<i>Hilena Ponce</i>	SEIU 1877			
<i>Irma Rosales</i>	SEIU 1877	10136 FELTON AV #42 INGLEWOOD, CA 90304	(310) 672-0426	MEJORES BENEFICIOS A LA COMUNIDAD
<i>[Signature]</i>	SEIU 1877	<i>[Signature]</i> Block A	No me	Salud y bienestar
<i>Barron Luis</i>	SEIU 1877	4915 El Segundo # B		entrenamiento para empleos
<i>Maria Miranda</i>	SEIU 1877		9306715170	
<i>Dora Delgado</i>	SEIU 1877	256-105-25 <sup>393</sup>	564-20-81-	
<i>Roberto Velazquez</i>	SEIU 1877	1510 47 W 20th	310-533-8618	
<i>Leon Velazquez</i>	SEIU 1877	1617 VI-2476	(323) 373-0305	

PFI 060 to 067

### Peticion

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Nombre	Afiliacion/Organizacion (Opcional)	Domicilio	Telefono (Opcional)	Comentarios/Recomendaciones (Opcional)
<i>Elvira Cepala</i>	SEIU 1877			
<i>Maria Garcia</i>	SEIU 1877	6310 S. San Pedro <sup>LA</sup>	(323) 753-4074	
<i>Maria Ruano</i>	SEIU 1877	10397 Stanford Ave. <sup>SG</sup>	(323) 567-6890	
<i>NICOLAS MARRON</i>	SEIU 1877	10104 K FITZPATRICK	(310) 671-9512	
<i>MARIA AGUIRRE</i>	SEIU 1877	3802 W 116th St <sup>HAWTHORNE</sup>	(310) 676-3650	
<i>Eliana Angeles</i>	SEIU 1877	1830 N. Cherokee	323) 466-7950	#18
<i>NAPOLEON PASPARO</i>	SEIU 1877	3000 Echo St #13 LA, CA 90042	(323) 258 8152	
<i>Sofia Indurain</i>	SEIU 1877	1348 W 38th St LA LA 90062	(323) 733-75-07	
<i>Minna Delan</i>	SEIU 1877	1033 N. Park Ave	310 671 4037	

PFI 068 to 076

Peticion

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Nombre	Afiliacion/Organizacion (Opcional)	Domicilio	Telefono (Opcional)	Comentarios/Recomendaciones (Opcional)
77 Canales, Jose	SEIU 1877			
Leticia Catalan	SEIU 1877	10901 Larch #6	(310) 671-0019	12
Francisco Rodriguez	SEIU 1877	1236 1/2 S. PLYMOUTH	323-735-5929	
Margarita Tena	SEIU 1877	1017 W. 66 ST.	323-759-2729	
Berta Nolasco	SEIU 1877	<del>507 E. N</del>	310 412-0964	
Jose R. HERRERA	SEIU 1877	501 E 9th ST RIALTO	(909) 877-4364	10
Silvia Ortega	SEIU 1877	1608 E 33rd St Los Angeles CA 90011	(323) 232-7812	
Antonio		1630 1/2 W 12th St L.A.C.A.	213 382-2239	
Josefina Lopez	SEIU 1877	1608 E. 33rd St Los Angeles CA 90011	(323) 231-6412	
Rosa E. Diaz		5843 4th AV. S. A. CA 90043	(323) 2947415	
Jose Nolasco			310 672-4330	

Peticion

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Nombre	Afiliacion/Organizacion (Opcional)	Domicilio	Telefono (Opcional)	Comentarios/Recomendaciones (Opcional)
Rosalina Cabrera	SEIU 1877	Los Angeles CA 90087 710 W. Vernon Ave.	(323) 234-8891	y Aceras Mejoras de Caminas
Victoria Gutierrez	SEIU 1877	3200 W 99th St #15 Inglewood CA 90305	(310) 412-1877	Programas de Entrenamiento.
Rosa Ramirez	SEIU 1877	4375 S. 120th St Hawthorne CA 90250	(714) 675-9175	Programas de entrenamiento
MARIA Sotelo	SEIU 1877	8942 E 46th St LA CAF. 90011	(323) 234-3247	PROGRAMAS DE ENTRENAMIENTO
Maria Franco	SEIU 1877	12901 S. VERMONT AV. 62 Gardens CA 90240	(310) 352-6494	mejores beneficios
Maria Mendoza	SEIU 1877	7906 1/2 Malabar St Huntington Park CA	(323) 583-8531	Mejoras en todos los aspectos
ENRIQUE MENDOZA	SEIU 1877	2006 1/2 W 14th St HAWTHORNE CALIF	(323) 583 85 31	MEJORES BENEFICIOS
Jesús Medina	SEIU 1877	10104 FELTON INGLEWOOD		MEJORES BENEFICIOS
Roberto Villa	SEIU 1877	ACACIA AV. 902 Inglewood CA		LIMPIAR CALLES DE LA ZONA
Ma Angelica Chamaqua	SEIU 1877	Baldwin Hills		Programas Juveniles.

## Petición

Nosotros, los residentes, trabajadores, dueños de negocios en Lennox, Inglewood, Hawthorne y el Sur Centro de Los Angeles firmamos esta petición que identifica nuestras cuestiones y necesidades como resultado directo de estar cerca del aeropuerto de Los Angeles (LAWA). Escojimos dirigir nuestras preocupaciones por esta petición para contribuir al proceso de planeación en una manera constructiva y proactiva y asegurar que nuestra comunidad Latina esta explícitamente incluida en todas las acciones consideradas o tomadas por el Aeropuerto de Los Angeles (LAWA).

Nombre	Afiliación/Organización (Opcional)	Domicilio	Teléfono (Opcional)	Comentarios/Recomendaciones (Opcional)
Maria E. Magaña	SEIU 1877			
Amelia Rodriguez	SEIU 1877	972 N. Fl Centro <sup>SEIU</sup>	(323) 465 3942	
Maria Vivanco	CEIU 1877	9951 S Bullong	(323) 2928390	
Dionis E. Aguero	SEIU 1877	16517 S. Dinkler Ave.	(310) 523-1978	
Mario Garcia	S. EIU	6310 S. San Pedro L.A. 90003	323-7531074	
Francisco Garcia	SEIU	5162 <sup>PIA LA AVE</sup> MAYWOOD 90270	(323) 773-0518	
Boris O Garcia	SEIU	<del>(323) 696-4450</del>	(323) 696-4450	
Nora Rosales	SEIU	91250 1801 W 137th Pl Hawthorne	(310) 219-3225	
Angelica Ortega	SEIU	3739 STANBROOK	323-7310430	
Sidraoio Remondy	SEIU		(323) 7519407	

## Petition

Nosotros, los residentes, trabajadores, dueños de negocios en Lennox, Inglewood, Hawthorne y el Sur Centro de Los Angeles firmamos esta petición que identifica nuestras cuestiones y necesidades como resultado directo de estar cerca del aeropuerto de Los Angeles (LAWA). Escojimos dirigir nuestras preocupaciones por esta petición para contribuir al proceso de planeación en una manera constructiva y proactiva y asegurar que nuestra comunidad Latina esta explícitamente incluida en todas las acciones consideradas o tomadas por el Aeropuerto de Los Angeles (LAWA).

Nombre	Afiliación/Organización (Opcional)	Domicilio	Telefono (Opcional)	Comentarios/Recomendaciones (Opcional)
Gabriel del Campo	A.B.M.	5904 Ferguson Dr Commerce CA 90040		
Adolfo Arevalo	A.B.M.	2783 W. JAMES ST. AV. #2 L.A. 90006	800 391 8390	
Elmer Vasquez	A.B.M.	1223 W-78 St	LOS ANGELES C.A. 90044-323-7511947	
Concepción Priya	SEIU 1877			562-529-5399
Vitahira @ world	SEIU 1877	12834 W 36 PL. ST. L.A. 90007	(323) 3731882	
Alvaro Ayala	SEIU 1877	515 Nolden, ST.	(323) 258-67-20	L.A. C.A 90042
Blanca L. Cruz	SEIU 1877	1825 Kellen Pl.	(323) 5640678	COMPTON 90221
Silena France	SEIU 1877	8185 BELMONT ST	APT 210 L.A. CA 90005	
María E. Morasam	SEIU 1877	10934 MANGEL AVE	INGLEWOOD C.A. 90304	310-672-3524
Javier Gonzalez	SEIU 1877	3744 WILIZH ST	INGLEWOOD CA 90304	6726087
JOSE MORALES	SEIU 1877	2214 STOCKWELL ST. COMPTON C.A. 90222	310-763-7308	

## Petición

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Nombre	Afiliación/Organización (Opcional)	Domicilio	Teléfono (Opcional)	Comentarios/Recomendaciones (Opcional)
Mario				
Mario Hernandez	SEIU 1877	10219. mca st 90304 av 79/ewood.	310-674-8449	
Vicente Ponce	SEIU 1877	533. W 51 <sup>th</sup> St / A	327 310. 2321526	
Franklin Carrera	SEIU 1877	10934 <sup>Inglewood</sup> <del>Muse</del> Ave	90304 310 6723524	
Arturo Alvarez	ABM Co.	11008 0509 Ave	90304 310 674 9083	
Abraham Gutierrez	WORLD SERVICE	11129 FREEMAN AV.	INGLEWOOD 90304	310 674 7989
Twin Dominguez	fibers. Say Inc.	P.O. Box 82075 LA CA 4841 W 118 <sup>th</sup> St #1	90082	323 2345514
Juana Flores	SEIU 1877	HAWTHORNE CA 90270	(310) 676-5745	
J. G. Pardo	SEIU 1877	919 S PRAIRIE AVE <del>HAWTHORNE INGLEWOOD</del>	CA-90301	
Maria Guando	SEIU 1877	1408 E. 25TH ST.	Los Angeles, CA 90011	
Tommy	SEIU 1877	1223 W 78TH ST	LOS ANGELES CA. 90044	

PFI 119 to 128



## Petición

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Nombre	Afiliación/Organización (Opcional)	Domicilio	Teléfono (Opcional)	Comentarios/Recomendaciones (Opcional)
José Kerman	SEIU local 1877	121 maynard st. apt. E. E. Kendall, 91205	(818) 547-0072	7, 8, 9, 10, 12, 17, 22
SIMÓN MARTÍNEZ	SEIU LOCAL 21877	2026 678 ST L.A. 90001	323 5815090	7, 8, 9, 10, 12, 17, 22
Fredy Hernandez	SEIU Local 1877	432w 109 st LA 90061 N. Hollywood CA 91605	323) 777-8367	6, 7, 8, 9, 10, 12, 16, 17
Maria Hernandez	SEIU Local 1877	7224 Tujunga AV #2 AP23 LACA 9029		
Rosa Rodriguez	SEIU Local 1877	730N Mariposa ave L.A. 90061	323) 666-0321	
Modesta Morales	SEIU Local 1877	109935 MAIN ST L.A. Calif. 90044	323-7795163	
alicia Solis	SEIU 1877	4112 1/2 S. trinity OSAGE 11028 Inglewood 90304	(323) 231-6436	
José A. Medina	SEIU 1877	OSAGE 11028 Inglewood 90304	(310) 674-9083	
Blanca Zuniga		8110 Bernalto dr. H*	215 747 9108	
Antonia Lopez	SEIU 1877	12400 Eucalyptus AV	310 970-1858	
Olga Salazar	SEIU 1877	5745 Wester APT. 2	323 752-4826	

PETITION

We, the Latino residents and business owners of Lennox, Inglewood and South Central endorse this Petition that identifies our issues and needs as a direct result of our close proximity to the Los Angeles World Airport. We have chosen to address our concerns by means of this Petition in order to contribute to the planning process in a constructive and proactive manner and to ensure that Latinos are explicitly included in any and all actions considered or taken by the Los Angeles World Airports (LAWA).

Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
ANGEL	CABALLERO	10112 Grevillea Inglewood C.A. 90250		Air Quality EDUCATIONAL PROGRAM
FELIPE ESCALANTE		383 1/2 W. 106 ST INGLEWOOD, C.A. 90301		EDUCATIONAL PROGRAM
Filiberto Garcia		38-50 W 102-4 Inglewood, Ca.		Air Quality
Obdulia Silva		36-15 1/4 4th St Inglewood		Noise Reduction

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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
Elsa Sanchez		10414 Buford av. Lennox ca.		Beautification of Neighborhoods.
Trinidad Vega		3939 1/2 W 113 ST. Inglewood CA.		"
Patricio Avandano		3229 WILLIAM L R Inglewood CA.		"
Esmeralda Mendez		3935 W 107th #6 Inglewood C.A.		"
Tania Amargante		4014 W 105th EAST Inglewood		"
Melba Rojas Balan		4018 W 105 ST Inglewood.		"
Ana M <sup>a</sup> Gonzalez		3910 W 102 ST 18 Inglewood		"
EULIA VACA		19027 SOY PRAIRIE AV.		"
Jose Cisneros		11000 OSAGE LENNOX CA		
Antonio Gomez		10513 DOTY AV. Inglewood CA		
Silvia Lasso		3916 W. 105TH ST Inglewood ca.		Air Quality Noise reduction

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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
<i>[Signature]</i>	South Latino	P.O. Box 452391 Los Angeles, Ca		Scholarships
Aldora	604 E. Kelso	Inglewood		Season Housing
A. Cocoman		712 STEPHEN ST.		EDUCATIONAL PROGRAMS EMPLOYMENT TRAINING
Rebecca	604 E. Kelso	Inglewood		Jobs
<i>[Signature]</i>	South Latino	P.O. Box 452391 L.A. Ca. 90045		Procurement Contract Bidding table
Lulac	Dist 7	604 E. Kelso St Inglewood	90301-2806	Leadership Training Partner

PETITION

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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
Federico Coya	CSRA	10215 MONSEL AVE <del>Inglewood</del> LENNOX, CA.	(310) 6745275	WE NEED the high school for Lennox
Martha Coya	—	90804 12235 SOUTH OX FORD AVE	(310) 644/384	WE NEED windows for the noise the airplanes -
Jose Gutierrez	CSRA	Hawthorne Ca. 90250 10713 BUNKER AVE	(310) 673 4283	WE NEED MORE SCHOOLS.
Pedro Gonzalez	—	Lennox Ca. 90304 12277 S. OX FORD	(310) 676 8937	WE NEED protections for the noise of the airplanes -
Luis Garcia	—	Hawthorne Ca. 90250 10211 MONSEL AVE	(310) 419.2295	right School for Lennox
Lupe Aguiniga	—	Lennox Ca. 90304 11603 EDUCATION Hawthorne, CA 90250	310) 679-3064	Home Improvements
Alicia Arekab	—	10607 Grevillea Ave Lennox, CA.	310) 674-8716	Business Assistance Center
Lurdes DelAnta	—	10131 CORDON AVE LENNOX CA.		We need a high school and more after school programs
TERESA LEON	PAUL'S Jewelry	11315 1/2 HAWTHORNE Blvd. LENNOX, CA 90304	(310) 672-5794	BUSINESS ATTENDANCE CENTER
Epidio Guzman	—	4700 W. 104th ST LENNOX CA 90304	101 674 0882	We need a high school and more programs after school

PFI 161 to 170

PETITION

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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
AZUCENA GOUSSEN Susana Muratalla	CALIFORNIA SCHOOL EMPLOYEES ASSOC. CSEA	11435 GREVILLEA HAWTHORNE CA 90250 323 W. Buckthorn ST #5 Inglewood, CA 90203	(310) 330-4930 (310) 672-9475	ONE OUT OF TEN JOBS TO GO TO LENNOX RESIDENTS High School for our students, so our Lennox students don't have
Marta Giuliani	CSEA	4530 W. 140th St Hawthorne, Ca.	(310) 355-1835	to go out of the city. One out of 10 jobs to go to Lennox Residents
Otto Agencio		4311 W. 104th St. Inglewood, CA 90304	(310) 671-0124	Educational Programs
Cindy [unclear]		11401 Gary St Lennox CA 90504		Noise Reduction
Erica Giuliani		29704 Mt. Rose Rd. Rancho P.V., Ca. 90275	(714) 514-3628	
Elba Gloria	CSEA	10211, mousel Ave Inglewood Ca. 90304	(310) 414-2295	Air Quality (allergic babies)

PETITION

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Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
JUAN VEGA		70500 S. PRAIRIE AVE Inglewood CA	(310) 419-8127	SOUND PROOF HOMES BEAUTIFICATION OF NEIGHBORHOODS & BUS.
Patricia Vega		10500 S. PRAIRIE Inglewood CA	(310) 419-8127	"
Patricia Guzmán		4012 W 103 Inglewood Ca.		"
Elisa Diaz de León		5750 W. 106th St Inglewood Ca. 90303		Sound - Proofing
Ignacio Cerrillo		5th Inglewood Dr Inglewood CA		Air quality
JUAN ISAIS		3827 1/2 W. 104th St Inglewood CA 90303		EDUCATION PROGRAMS
Elisa Guzmán		10450 Prairie Ave. Inglewood Ca. 90303		Education programs
L3		10513 DOTY AVE ENGLEWOOD 90303		AIR QUALITY
Roberto Covarrubias		10513 Doty Av. INGLEWOOD 90303		BEAUTIFICATION - NEIGHBORHOODS - RESIDES
Roberto Covarrubias		111 St. av. cropshaw 1160 Inglewood C.A.		Educational programs.
Elmual Acosta		4016 W-103 Rd Inglewood ca		Noise Reduction

Return to Sergio Guevara / phone by mail 7/25/01.

PETITION

We, the Latino residents and business owners of Lennox, Inglewood and South Central endorse this Petition that identifies our issues and needs as a direct result of our close proximity to the Los Angeles World Airport. We have chosen to address our concerns by means of this Petition in order to contribute to the planning process in a constructive and proactive manner and to ensure that Latinos are explicitly included in any and all actions considered or taken by the Los Angeles World Airports (LAWA).

Lennox, Hawthorne, S. Los Angeles, Needs

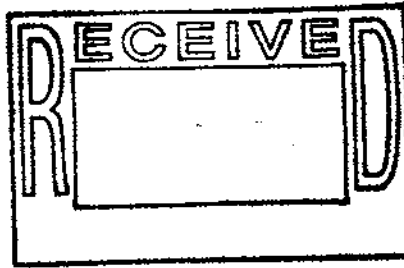
Name	Affiliation/ Organization (Optional)	Address	Phone No. (Optional)	Comments/Recommendations (Optional)
189 Mara Martinez	Lennox Middle School		—	street widening, job placement etc., Youth Services,
Cather Eguiza	Lennox Middle School		—	jobs, youth services, job training, street widening,
Brenda Muse	Lennox Mdsch.	11033 Buford Ave Lennox 90304	(310) 330 4910	job training for youth, sound proofing) more traffic control
Nellie Sanchez	Lennox Middle School	11033 Buford Ave Lennox 90304	(310) 330-4910	widening streets: youth programs, Road + sidewalk improvements
Jackie Luna	Lennox Middle School	11039 Mansel Ave. Lennox, CA. 90304	(310) 671-9310	Street widening, sound proofing, youth programs.
RENE M TRAVEL	LENNOX MIDDLE SCHOOL	11033 BUFORD AVE	(310) 330-4910	TRAFFIC CONGESTION, WIDENING STREETS EMPLOYMENT TRAINING, YOUTH PROGRAMS
185 Mara A. E.	Lennox Middle School	11033 Buford Ave	(310) 330-4910	widening streets youth programs

PFI 189 to 195



July 23, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) /  
Environmental Impact Report (EIR)

Dear Mr. Ritchie:

I am requesting that the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and Southern California Association of Governments (SCAG) terminate the expansion of LAX. I oppose the LAX expansion alternatives A, B, and C.

I am requesting that the ANo Action/ No Project Alternative@ for LAX Master Plan be approved.

I am requesting that a ARegional Solution@ be developed for airline passengers and airline cargo. Centralizing all the passengers and cargo from Los Angeles County, Orange County and San Diego County into LAX is ludicrous. Centralization of all the passengers and cargo into LAX is not feasible. The LAX draft EIS/EIR does mitigate nor address the issues adequately. Now is the time that each region should develop and accept responsibility for airplane passengers and airplane cargo.

I am requesting that the ARing Road@, AArbor Vitae Interchange@, and the AAirport Boulevard Connector Road@ which are development plans for the LAX expansion be terminated. The development of the ARing Road@, AArbor Vitae Interchange@, and the AAirport Boulevard Connector Road@ will not solve nor adequately mitigate any of the issues that the LAX draft EIS/EIR proposes. The development of the ARing Road@, AArbor Vitae Interchange@, and the AAirport Boulevard Connector Road@ will destroy the residential communities of Westport Heights, Westchester, and Inglewood.

My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

The LAX draft EIS/EIR does not adequately address nor mitigate the following issues:

1. The EIR does not adequately address nor mitigate traffic congestion. Traffic congestion on the 405 Fwy, 105 Fwy, 10 Fwy and the 101 Fwy have not and can not be mitigated. The freeways have become parking lots due to the excess LAX passengers and the cargo. For

PFJ00001

example, the EIR states that traffic congestion on the 405 Fwy exists between 7 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m. These statements are false. The traffic congestion on the 405 Fwy exists from 6:30 a.m. to 11:30 a.m. and from 2:30 p.m. to 7:30 p.m. The 405 Fwy is bumper to bumper with traffic congestion all day long due to the excess 27 million passengers and the 1.4 million tons of cargo that exceed the capacity that LAX was built to handle back in 1966.

LAX was built to handle 40 million passengers and 1 million tons of cargo per year. Currently, 67 million passengers and 2.4 million tons of cargo pass through LAX per year. All the freeways are becoming parking lots for LAX traffic.

There is no way that Los Angeles can adequately address or mitigate 98 million passengers and 4.2 million tons of cargo by 2015 via the expansion of LAX.

2. The EIR does not adequately address nor mitigate health issues. The EIR does not adequately address nor mitigate the air pollution from the passenger airplanes, the cargo airplanes and the freeway traffic due to LAX. The EIR does not address nor mitigate the increase in cancer and respiratory ailments due to jet fuel and automobile and truck exhaust.

Anyone that lives within 10 miles of the LAX airport has potential legal causes of action to sue for cancer and respiratory ailments.

3. The EIR does not adequately address nor mitigate the noise pollution due to the passenger and cargo airplanes and the freeway traffic due to LAX. The EIR limited the study of noise levels to 65 db. The EIR is inadequate. The noise levels exceed the 65db levels in all of the surrounding communities: Westchester, Inglewood, El Segundo, Manhattan Beach, and Playa del Rey.

Today the noise level in Westport Heights of Westchester exceeds 65 db twenty fours a day due to LAX excess passengers and cargo. Eight years ago the noise level dropped below 65 db after 8 p.m. to 6 a.m. due to LAX. LAX has failed to address noise pollution.

4. The EIR does not adequately address nor mitigate LAX safety of air space. The recently released FAA report indicates that LAX is the worst airport in the United States regarding near miss collisions. LAX has experienced 33 near miss collisions in the last four years. The limited airspace is dangerous. Common sense tells you that increasing the concentration of airplanes flying in and out of LAX will open the doors to civil actions against the FAA, LAWA and SCAG due the breach of their fiduciary duty to protect the passengers and the people who live in the vicinity of LAX. Expansion of LAX will only increase the liability, damages and deaths due to the concentration and centralization of airplane passengers and cargo in such limited air space.

5. The EIR did not address the issue of risk from earthquakes at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County and San Diego County, what will happen if there is a Northridge@ size earthquake at LAX? The LAX Master Plan for Expansion puts

All our eggs in one basket@ for the entire Southern California region. This is ludicrous. This is a breach of your fiduciary duty. The ARegional Solution@ to airport expansion is the only solution to diversify the risk from catastrophic disasters. Southern California=s entire economy would be destroyed when LAX is hit by a ANorthridge@ size earthquake.

6. The EIR did not address, incorporate nor mitigate the traffic congestion, noise, health, and safety issues that are the result of the development of the Howard Hughes project, Playa Vista project, Ballona Creek project and the Marina del Rey project(s). These four (4) developments are going to have a massive impact on the entire Westside of Los Angeles and the South Bay Areas. The LAX Master Plan for expansion and the EIS/EIR have failed to address the impact of these four developments on LAX. Again, this is ludicrous.

7. The LAX Master Plan for expansion does not address the fact that two (2) billion dollars will be wasted to demolish Westchester and Inglewood prior to the expansion of LAX. LAWA owns LAX, Palmdale and Ontario airports. Since the land in Palmdale and Ontario was purchase a long time ago why waste billions of dollars?

8. Orange County (El Toro airport, etc), San Diego County and the inland empires should be held responsible to provide airport facilities for passengers and cargo that are destined for that region.

I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

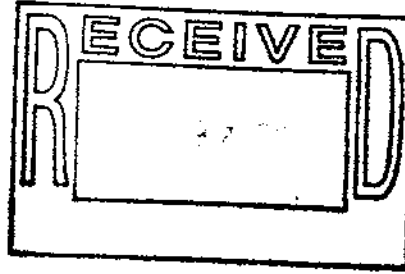
The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,

Name Elyse Guerrero  
Print name Elyse Guerrero  
Address 7562 Midfield Ave.  
City Los Angeles  
State CA  
Zip code 90045

July 23, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009



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PFJ00002

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8. Orange County (El Toro airport, etc), San Diego County and the inland empires should be held responsible to provide airport facilities for passengers and cargo that are destined for that region.

I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,

Name Ruth D-Hall  
Print name RUTH HALL  
Address 7913 BREEN AVE  
City LOS ANGELES  
State CA  
Zip code 90045

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PFJ00002

July 23, 2001

Mr. Jim Ritchie

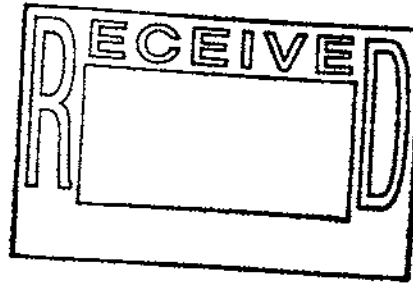
City of Los Angeles

Los Angeles World Airports

Master Plan Office

P.O. Box 92216

Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

Dear Mr. Ritchie:

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My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

The LAX draft EIS/EIR does not adequately address nor mitigate the following issues:

1. The EIR does not adequately address nor mitigate traffic congestion. Traffic congestion on the 405 Fwy, 105 Fwy, 10 Fwy and the 101 Fwy have not and can not be mitigated. The freeways have become parking lots due to the excess LAX passengers and the cargo. For example, the EIR states that traffic congestion on the 405 Fwy exists between 7 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m. These statements are false. The traffic congestion on the 405 Fwy exists from 6:30 a.m. to 11:30 a.m. and from 2:30 p.m. to 7:30 p.m. The 405 Fwy is bumper to bumper with traffic congestion all day long due to the excess 27

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PFJ00003

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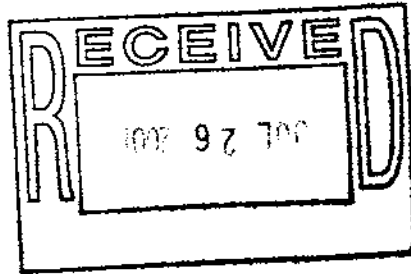
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PFJ00003



July 23, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

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My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

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PFJ00004

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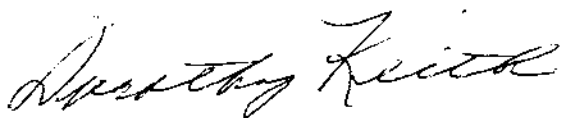
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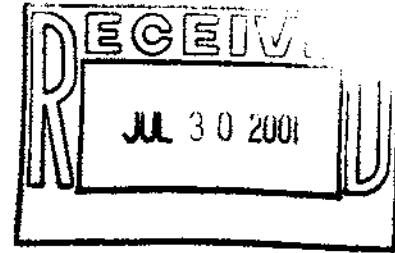


Name Dorothy Keith  
Print name DOROTHY KEITH  
Address 8012 KITTYHAWK AV.  
City LOS ANGELES  
State CA  
Zip code 90045

CALAXL010723.002

July 23, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

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Sincerely,

Name Judith Royen  
Print name Judith Royen  
Address 7847 Flight ave.  
City Los Angeles  
State Ca  
Zip code 90045

C:\LAX\L010723.002



July 23, 2001

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City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009

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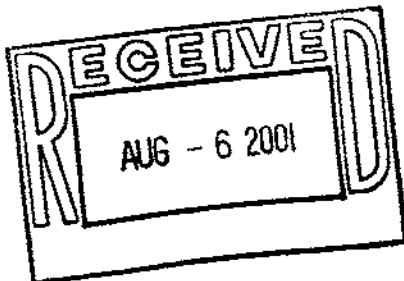
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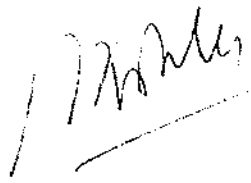
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Name JOSE JIKOHLY

Print name " 878 BOEING AVE

Address LOS ANGELES, CA 90045

City \_\_\_\_\_

State \_\_\_\_\_

Zip code \_\_\_\_\_

C:\LAX\L010723.002

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Environmental Impact Report (EIR)

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I am requesting that the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and Southern California Association of Governments (SCAG) terminate the expansion of LAX. I oppose the LAX expansion alternatives A, B, and C.

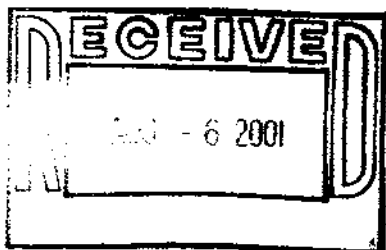
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I am requesting that a ARegional Solution@ be developed for airline passengers and airline cargo. Centralizing all the passengers and cargo from Los Angeles County, Orange County and San Diego County into LAX is ludicrous. Centralization of all the passengers and cargo into LAX is not feasible. The LAX draft EIS/EIR does mitigate nor address the issues adequately. Now is the time that each region should develop and accept responsibility for airplane passengers and airplane cargo.

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My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

1



PFJ00007

The LAX draft EIS/EIR does not adequately address nor mitigate the following issues:

1. The EIR does not adequately address nor mitigate traffic congestion. Traffic congestion on the 405 Fwy, 105 Fwy, 10 Fwy and the 101 Fwy have not and can not be mitigated. The freeways have become parking lots due to the excess LAX passengers and the cargo. For example, the EIR states that traffic congestion on the 405 Fwy exists between 7 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m. These statements are false. The traffic congestion on the 405 Fwy exists from 6:30 a.m. to 11:30 a.m. and from 2:30 p.m. to 7:30 p.m. The 405 Fwy is bumper to bumper with traffic congestion all day long due to the excess 27 million passengers and the 1.4 million tons of cargo that exceed the capacity that LAX was built to handle back in 1966.

LAX was built to handle 40 million passengers and 1 million tons of cargo per year. Currently, 67 million passengers and 2.4 million tons of cargo pass through LAX per year. All the freeways are becoming parking lots for LAX traffic.

There is no way that Los Angeles can adequately address or mitigate 98 million passengers and 4.2 million tons of cargo by 2015 via the expansion of LAX.

2. The EIR does not adequately address nor mitigate health issues. The EIR does not adequately address nor mitigate the air pollution from the passenger airplanes, the cargo airplanes and the freeway traffic due to LAX. The EIR does not address nor mitigate the increase in cancer and respiratory ailments due to jet fuel and automobile and truck exhaust.

Anyone that lives within 10 miles of the LAX airport has potential legal causes of action to sue for cancer and respiratory ailments.

3. The EIR does not adequately address nor mitigate the noise pollution due to the passenger and cargo airplanes and the freeway traffic due to LAX. The EIR limited the study of noise levels to 65 db. The EIR is inadequate. The noise levels exceed the 65db levels in all of the surrounding communities: Westchester, Inglewood, El Segundo, Manhattan Beach, and Playa del Rey.

Today the noise level in Westport Heights of Westchester exceeds 65 db twenty fours a day due to LAX excess passengers and cargo. Eight years ago the noise level dropped below 65 db after 8 p.m. to 6 a.m. due to LAX. LAX has failed to address noise pollution.

4. The EIR does not adequately address nor mitigate LAX safety of air space. The recently released FAA report indicates that LAX is the worst airport in the United States regarding near miss collisions. LAX has experienced 33 near miss collisions in the last four years. The limited

airspace is dangerous. Common sense tells you that increasing the concentration of airplanes flying in and out of LAX will open the doors to civil actions against the FAA, LAWA and SCAG due the breach of their fiduciary duty to protect the passengers and the people who live in the vicinity of LAX. Expansion of LAX will only increase the liability, damages and deaths due to the concentration and centralization of airplane passengers and cargo in such limited air space.

5. The EIR did not address the issue of risk from earthquakes at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County and San Diego County, what will happen if there is a Northridge@ size earthquake at LAX? The LAX Master Plan for Expansion puts Aall our eggs in one basket@ for the entire Southern California region. This is ludicrous. This is a breach of your fiduciary duty. The ARegional Solution@ to airport expansion is the only solution to diversify the risk from catastrophic disasters. Southern California=s entire economy would be destroyed when LAX is hit by a Northridge@ size earthquake.

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7. The LAX Master Plan for expansion does not address the fact that two (2) billion dollars will be wasted to demolish Westchester and Inglewood prior to the expansion of LAX. LAWA owns LAX, Palmdale and Ontario airports. Since the land in Palmdale and Ontario was purchase a long time ago why waste billions of dollars?

8. Orange County (El Toro airport, etc), San Diego County and the inland empires should be held responsible to provide airport facilities for passengers and cargo that are destined for that region.

I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,



Name

Print name

Address

City

State

Zip code

PETER P KOHLY

6382 RIGGS PL

LA

CA

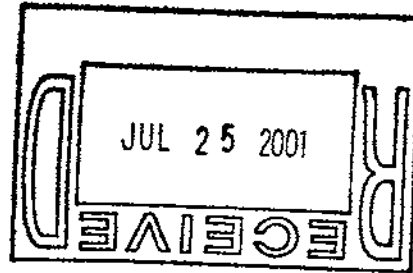
90045

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July 23, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

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I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,



Name Dawn Jacobs  
Print name Dawn Jacobs  
Address 7541 Midfield Av  
City h. A  
State CA  
Zip code 90045

C:\LAX\L010723.002

July 23, 2001

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
A. O. Box 92007  
Los Angeles, CA 90009

Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) /  
Environmental Impact Report (EIR)

Dear Mr. Kessler:

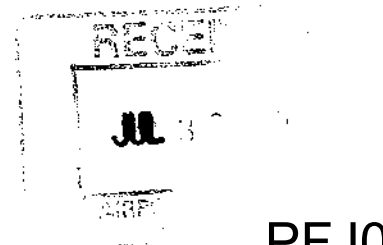
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The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,

Name Judith Royce  
Print name Judith Royce  
Address 7847 Flight ave.  
City Los Angeles, Ca.  
State Ca  
Zip code 90045

CALAXL010723.001



July 23, 2001

JUL 25 2001

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
P. O. Box 92007  
Los Angeles, CA 90009

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Sincerely,

Name Elyse Guerrero  
Print name Elyse Guerrero  
Address 7562 Midfield Ave.  
City Los Angeles  
State CA  
Zip code 90045

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JUL 25 2001

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5. The EIR did not address the issue of risk from earthquakes at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County and San Diego County, what will happen if there is a Northridge@ size earthquake at LAX? The LAX Master Plan for Expansion puts Aall our eggs in one basket@ for the entire Southern California region. This is ludicrous. This is a breach of your fiduciary duty. The ARegional Solution@ to airport expansion is the only solution to diversify the risk from catastrophic disasters. Southern California=s entire economy would be destroyed when LAX is hit by a Northridge@ size earthquake.

6. The EIR did not address, incorporate nor mitigate the traffic congestion, noise, health, and safety issues that are the result of the development of the Howard Hughes project, Playa Vista project, Ballona Creek project and the Marina del Rey project(s). These four (4) developments are going to have a massive impact on the entire Westside of Los Angeles and the South Bay Areas. The LAX Master Plan for expansion and the EIS/EIR have failed to address the impact of these four developments on LAX. Again, this is ludicrous.

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I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,



Name Dawn Jacobs  
Print name Dawn Jacobs  
Address 7541 Midfield Av  
City L.A.  
State CA  
Zip code 90045

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AIRPORTS  
AWD-10

July 23, 2001

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
P) O. Box 92007  
Los Angeles, CA 90009

Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

Dear Mr. Kessler:

I am requesting that the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and Southern California Association of Governments (SCAG) terminate the expansion of LAX. I oppose the LAX expansion alternatives A, B, and C.

I am requesting that the ANo Action/ No Project Alternative@ for LAX Master Plan be approved.

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My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

The LAX draft EIS/EIR does not adequately address nor mitigate the following issues:

1. The EIR does not adequately address nor mitigate traffic congestion. Traffic congestion on the 405 Fwy, 105 Fwy, 10 Fwy and the 101 Fwy have not and can not be mitigated. The freeways have become parking lots due to the excess LAX passengers and the cargo. For example, the EIR states that traffic congestion on the 405 Fwy exists between 7 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m. These statements are false. The traffic congestion on the 405 Fwy exists from 6:30 a.m. to 11:30 a.m. and from 2:30 p.m. to 7:30 p.m. The 405

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LAX was built to handle 40 million passengers and 1 million tons of cargo per year. Currently, 67 million passengers and 2.4 million tons of cargo pass through LAX per year. All the freeways are becoming parking lots for LAX traffic.

There is no way that Los Angeles can adequately address or mitigate 98 million passengers and 4.2 million tons of cargo by 2015 via the expansion of LAX.

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Sincerely,

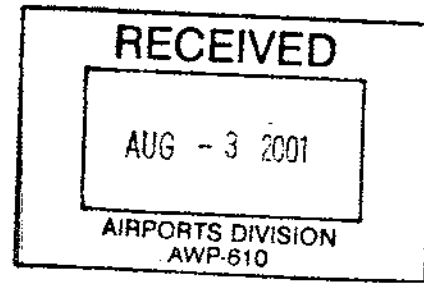
Name Ruth Hall  
Print name RUTH HALL  
Address 7913 BREEN AVE  
City LOS ANGELES  
State CA  
Zip code 90045

C:\LAX\L010723.001

PFJ00012

July 23, 2001

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
A. O. Box 92007  
Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

Dear Mr. Kessler:

I am requesting that the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and Southern California Association of Governments (SCAG) terminate the expansion of LAX. I oppose the LAX expansion alternatives A, B, and C.

I am requesting that the ANo Action/ No Project Alternative@ for LAX Master Plan be approved.

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My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

PFJ00013

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There is no way that Los Angeles can adequately address or mitigate 98 million passengers and 4.2 million tons of cargo by 2015 via the expansion of LAX.

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Anyone that lives within 10 miles of the LAX airport has potential legal causes of action to sue for cancer and respiratory ailments.

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I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,

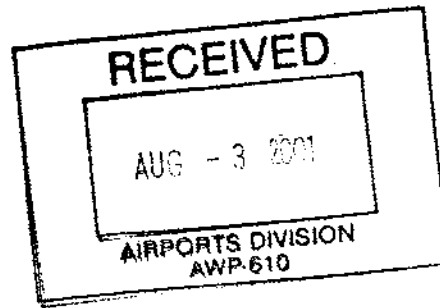
A handwritten signature in black ink, appearing to be 'M. Hahn', written over a horizontal line.

Name PETER KOHLY  
Print name \_\_\_\_\_  
Address 6382 RIGGS PL  
City LA  
State CA  
Zip code 90045

C:\LAXL010723.002

July 23, 2001

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
A. O. Box 92007  
Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

Dear Mr. Kessler:

I am requesting that the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and Southern California Association of Governments (SCAG) terminate the expansion of LAX. I oppose the LAX expansion alternatives A, B, and C.

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My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

PFJ00014

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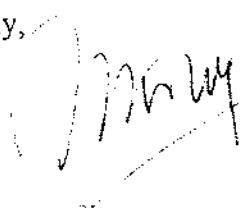
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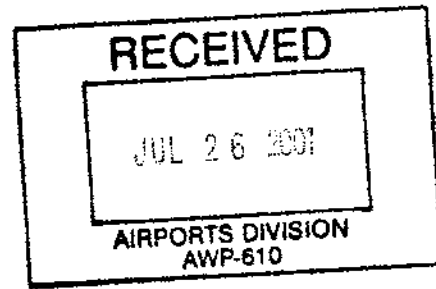
A handwritten signature in black ink, appearing to be "M. Hahn", written over a faint circular stamp or seal.

Name \_\_\_\_\_  
Print name JOSE J. KOHL  
Address 1828 BOEING AV.  
City LOS ANGELES  
State CA.  
Zip code 90045

C:\LAX\010723.002

July 23, 2001

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
P) O. Box 92007  
Los Angeles, CA 90009



Re: Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR)

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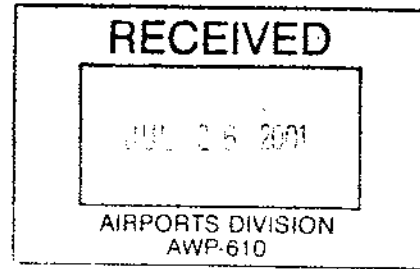
Name Melba Gillies  
Print name MELBA GILLIES  
Address 5718 W 75th St  
City LOS ANGELES  
State CA  
Zip code 90045

C:\LAX\L010723.001

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July 23, 2001

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
AWP-611.2  
A. O. Box 92007  
Los Angeles, CA 90009



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I am requesting that the ANo Action/ No Project Alternative@ for LAX Master Plan be approved.

I am requesting that a ARegional Solution@ be developed for airline passengers and airline cargo. Centralizing all the passengers and cargo from Los Angeles County, Orange County and San Diego County into LAX is ludicrous. Centralization of all the passengers and cargo into LAX is not feasible. The LAX draft EIS/EIR does mitigate nor address the issues adequately. Now is the time that each region should develop and accept responsibility for airplane passengers and airplane cargo.

I am requesting that the ARing Road@, AArbor Vitae Interchange@, and the AAirport Boulevard Connector Road@ which are development plans for the LAX expansion be terminated. The development of the ARing Road@, AArbor Vitae Interchange@, and the AAirport Boulevard Connector Road@ will not solve nor adequately mitigate any of the issues that the LAX draft EIS/EIR proposes. The development of the ARing Road@, AArbor Vitae Interchange@, and the AAirport Boulevard Connector Road@ will destroy the residential communities of Westport Heights, Westchester, and Inglewood.

My requests are based upon the Los Angeles International Airport Master Plan Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR).

PFJ00016

The LAX draft EIS/EIR does not adequately address nor mitigate the following issues:

1. The EIR does not adequately address nor mitigate traffic congestion. Traffic congestion on the 405 Fwy, 105 Fwy, 10 Fwy and the 101 Fwy have not and can not be mitigated. The freeways have become parking lots due to the excess LAX passengers and the cargo. For example, the EIR states that traffic congestion on the 405 Fwy exists between 7 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m. These statements are false. The traffic congestion on the 405 Fwy exists from 6:30 a.m. to 11:30 a.m. and from 2:30 p.m. to 7:30 p.m. The 405 Fwy is bumper to bumper with traffic congestion all day long due to the excess 27 million passengers and the 1.4 million tons of cargo that exceed the capacity that LAX was built to handle back in 1966.

LAX was built to handle 40 million passengers and 1 million tons of cargo per year. Currently, 67 million passengers and 2.4 million tons of cargo pass through LAX per year. All the freeways are becoming parking lots for LAX traffic.

There is no way that Los Angeles can adequately address or mitigate 98 million passengers and 4.2 million tons of cargo by 2015 via the expansion of LAX.

2. The EIR does not adequately address nor mitigate health issues. The EIR does not adequately address nor mitigate the air pollution from the passenger airplanes, the cargo airplanes and the freeway traffic due to LAX. The EIR does not address nor mitigate the increase in cancer and respiratory ailments due to jet fuel and automobile and truck exhaust.

Anyone that lives within 10 miles of the LAX airport has potential legal causes of action to sue for cancer and respiratory ailments.

3. The EIR does not adequately address nor mitigate the noise pollution due to the passenger and cargo airplanes and the freeway traffic due to LAX. The EIR limited the study of noise levels to 65 db. The EIR is inadequate. The noise levels exceed the 65db levels in all of the surrounding communities: Westchester, Inglewood, El Segundo, Manhattan Beach, and Playa del Rey.

Today the noise level in Westport Heights of Westchester exceeds 65 db twenty fours a day due to LAX excess passengers and cargo. Eight years ago the noise level dropped below 65 db after 8 p.m. to 6 a.m. due to LAX. LAX has failed to address noise pollution.

4. The EIR does not adequately address nor mitigate LAX safety of air space. The recently released FAA report indicates that LAX is the worst airport in the United States regarding near miss collisions. LAX has experienced 33 near miss collisions in the last four years. The limited airspace is dangerous. Common sense tells you that increasing the concentration of airplanes

flying in and out of LAX will open the doors to civil actions against the FAA, LAWA and SCAG due the breach of their fiduciary duty to protect the passengers and the people who live in the vicinity of LAX. Expansion of LAX will only increase the liability, damages and deaths due to the concentration and centralization of airplane passengers and cargo in such limited air space.

5. The EIR did not address the issue of risk from earthquakes at LAX. If LAWA, the FAA and SCAG proceed with the expansion of LAX to centralize and concentrate the passengers and cargo from all of Los Angeles County, Orange County and San Diego County, what will happen if there is a Northridge@ size earthquake at LAX? The LAX Master Plan for Expansion puts All our eggs in one basket@ for the entire Southern California region. This is ludicrous. This is a breach of your fiduciary duty. The Regional Solution@ to airport expansion is the only solution to diversify the risk from catastrophic disasters. Southern California=s entire economy would be destroyed when LAX is hit by a Northridge@ size earthquake.

6. The EIR did not address, incorporate nor mitigate the traffic congestion, noise, health, and safety issues that are the result of the development of the Howard Hughes project, Playa Vista project, Ballona Creek project and the Marina del Rey project(s). These four (4) developments are going to have a massive impact on the entire Westside of Los Angeles and the South Bay Areas. The LAX Master Plan for expansion and the EIS/EIR have failed to address the impact of these four developments on LAX. Again, this is ludicrous.

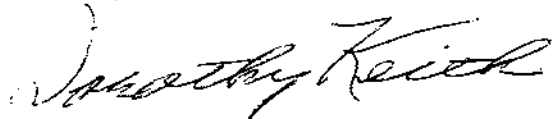
7. The LAX Master Plan for expansion does not address the fact that two (2) billion dollars will be wasted to demolish Westchester and Inglewood prior to the expansion of LAX. LAWA owns LAX, Palmdale and Ontario airports. Since the land in Palmdale and Ontario was purchase a long time ago why waste billions of dollars?

8. Orange County (El Toro airport, etc), San Diego County and the inland empires should be held responsible to provide airport facilities for passengers and cargo that are destined for that region.

I hope James Hahn, Mayor of Los Angeles, will fulfill his promise to stop the expansion of LAX.

The FAA, LAWA and SCAG has a fiduciary duty to address all these concerns. Try the regional airport approach. Stop the LAX expansion plan.

Sincerely,



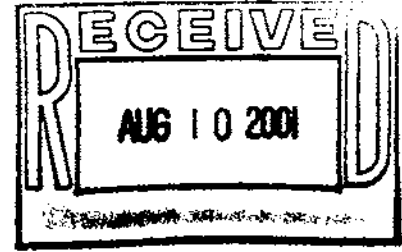


Name Dorothy Keith  
Print name DOROTHY KEITH  
Address 8012 KITTYHAWK AVE  
City LOS ANGELES  
State CA  
Zip code 90045

C:\LAX\010723.001

July 25, 2001

Hilda Kennedy  
Public Information Officer  
City of Inglewood  
One Manchester Blvd., 9<sup>th</sup> Floor  
Inglewood, CA 90301



**Ref: draft Environmental Impact Statement/Environmental Impact Report (dEIS/EIR)**

Dear Ms. Kennedy:

I am writing to you upon the request of Assemblyman Jerome Horton, 51<sup>st</sup> District and on behalf of **Dr. Jynona Norwood of the Family Christian Cathedral**. I am submitting to your office the original copies of the petition, which opposes the expansion of the Los Angeles Airport into the City of Inglewood.

As stated in Assemblyman Horton's letter dated June 29<sup>th</sup> of this year, "this expansion project will have a negative impact on our community". It fails to expose the economic and/or moral impact of the would be "displaced residents" as a result of this expansion project.

On behalf of myself and all the members of the Family Christian Cathedral, we say **NO** to this expansion project as it is of no benefit to our church or our community.

Sincerely,

Family Christian Cathedral

Cc: Jerome E. Horton  
Dr. Jynona Norwood

Encl: Expansion Project Petition(s)

PFK00001

# FCC Mr. J. NOYWOOD

Petition to stop the LAX Expansion project in the City of Inglewood

<p>Name: <u>Clara Holmes</u>            Address: <u>1934 S. Western ave</u>            City &amp; Zip: <u>LA Calif. 90018</u>            Phone#: <u>323 766-8923</u>            Signature: <u>Clara Holmes</u></p>	<p>Name: <u>Moulton A. Magers</u>            Address: <u>3533 Enville Opt.</u>            City &amp; Zip: <u>LA- CA. 90016</u>            Phone#: <u>931-318</u>            Signature: <u>Moulton A. Magers</u></p>
<p>Name: <u>Branka Holmes</u>            Address: <u>1934 S. Western Ave</u>            City &amp; Zip: <u>LA, CA 90018</u>            Phone#: <u>323 733-6521</u>            Signature: <u>Branka Holmes</u></p>	<p>Name: <u>Beverly JACKSON</u>            Address: <u>645 Arbo- viable</u>            City &amp; Zip: <u>In9 ca 90310</u>            Phone#: _____            Signature: _____</p>
<p>Name: <u>Alison JOHNSON</u>            Address: <u>1133 E Carson 2</u>            City &amp; Zip: <u>Wing Beach 90807</u>            Phone#: <u>562 981-3679</u>            Signature: <u>Alison Johnson</u></p>	<p>Name: <u>Sean Dawson</u>            Address: <u>P.O. Box 1017</u>            City &amp; Zip: <u>Kuala, CA</u>            Phone#: _____            Signature: <u>Sean Dawson</u></p>
<p>Name: <u>Leleith Middleton</u>            Address: <u>1347 West 69 Street</u>            City &amp; Zip: <u>Los Angeles, CA 90044</u>            Phone#: <u>323 753-6699</u>            Signature: <u>Leleith Middleton</u></p>	<p>Name: <u>Maura Stuenkel</u>            Address: <u>P.O. Box 1017</u>            City &amp; Zip: <u>Kuala CA</u>            Phone#: _____            Signature: <u>Maura Stuenkel</u></p>
<p>Name: <u>Hendrea Smith</u>            Address: <u>4210 Matira City Dr #727</u>            City &amp; Zip: <u>MOL CA 90292</u>            Phone#: <u>310-410-1462</u>            Signature: <u>Hendrea Smith</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>
<p>Name: <u>Judi Palano</u>            Address: <u>1321 N Las Palmas Ave</u>            City &amp; Zip: <u>LA CA 90028</u>            Phone#: <u>323 466-1696</u>            Signature: <u>Judi Palano</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>
<p>Name: <u>Ms. M. M. M. M.</u>            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>

# FCC Dr. J. Noywood

Petition to stop the LAX Expansion project in the City of Inglewood

<p>Name: MONICA MAKONNEN            Address: 5812 Arbor Vitae St.            City &amp; Zip: Los Angeles, CA 90045            Phone#: (310) 649-3396            Signature: <i>Monica Makonnen</i></p>	<p>Name: EVA HARVEY            Address: 1527 E. Helmsick St            City &amp; Zip: 90746 Carson Cal            Phone#: 310 6351002            Signature: <i>Eva Harvey</i></p>
<p>Name: Kim Woods            Address: 1411 S. 8th St            City &amp; Zip: Whamora, 91803            Phone#: 626.458.6685            Signature: <i>Kim Woods</i></p>	<p>Name: LIDA NETTLES            Address: 2920 W 132 Pl            City &amp; Zip: GARDENA CA 90249            Phone#: 310 327 9145            Signature: <i>Lida Nettles</i></p>
<p>Name: Hattie Kurrel            Address: 849 E Victoria St            City &amp; Zip: Carson, CA 90746            Phone#: (310) 538-4360            Signature: <i>Hattie Kurrel</i></p>	<p>Name: Verdel Howard            Address: 1601 N. Channing            City &amp; Zip: Compton, 90220            Phone#: (310) 438-4000            Signature: <i>Verdel Howard</i></p>
<p>Name: Fred Jackson            Address: P.O. Box 11764            City &amp; Zip: Carson, 90749            Phone#: (323) 588-7344            Signature: <i>Fred Jackson</i></p>	<p>Name: Dyan Malanson            Address: 1637 Upper Wg #109            City &amp; Zip: Santa Monica, Ca. 90401            Phone#: 5            Signature: _____</p>
<p>Name: Sandra Phemmo            Address: 534 N. Alexandria Ave            City &amp; Zip: L.A. CA 90004            Phone#: 323-913-5833            Signature: <i>Sandra Phemmo</i></p>	<p>Name: Carlean Williams            Address: 349 August St.            City &amp; Zip: Los Angeles CA 90008            Phone#: _____            Signature: <i>Carlean Williams</i></p>
<p>Name: Leah John            Address: 1717 W. Columbia            City &amp; Zip: Long Beach, CA            Phone#: 562 426 6463            Signature: <i>Leah John</i></p>	<p>Name: Yolanda Nancey            Address: 1527 E. Helmsick St.            City &amp; Zip: Carson 90746            Phone#: (310) 638-1002            Signature: <i>Yolanda Nancey</i></p>
<p>Name: Richard Holmes II            Address: 1934 S. Western Ave            City &amp; Zip: Los Angeles, 90008            Phone#: 323 766 9223            Signature: <i>Richard Holmes</i></p>	<p>Name: DEBORAH BROWN            Address: 26501 S. Western Apt 224            City &amp; Zip: Lomita, CA. 90717            Phone#: _____            Signature: <i>Deborah Brown</i></p>

Family Christian Cathedral

M. J. NOVWOCK

Petition to stop the LAX Expansion project in the City of Inglewood

Name: Brenda Hill Address: 2008 N. PARNELLE AVE City & Zip: COMPTON, CA 90223 Phone#: (310) 608-0675 Signature: Brenda Hill	Name: Rashandra Wilson Address: 1220 W. 95th St. City & Zip: LA, CA 90044 Phone#: (323) 422-8184 Signature: Rashandra Wilson
Name: Krystal Bracken Address: 2004 N. PARNELLE AVE City & Zip: Compton, CA 90222 Phone#: 310 438-1294 Signature: Krystal Bracken	Name: Dayu Spiller Address: 6080 Vernow Ave City & Zip: Long Beach Phone#: 310-715-1165 Signature: Dayu Spiller
Name: KOSHA RIVER Address: 2060 WILSON City & Zip: Compton CA 90222 Phone#: 310 438 7294 Signature: KOSHA RIVER	Name: MICHAEL TAYLOR Address: 2004 N PARNELLE City & Zip: Compton CA Phone#: 323-394 2961 Signature: Michael L. Taylor
Name: JAMES BRACKEN Address: 476 WEST PALMER ST. City & Zip: Compton 90220 Phone#: 310 635-6353 Signature: James Bracken	Name: Sophia Bracken Address: 470 W Palmer St City & Zip: Compton CA 90220 Phone#: (310) 713-8014 Signature: Sophia Bracken
Name: J. Colbert Address: 2004 N. Parnelle City & Zip: Compton, CA 90222 Phone#: 310-635-6353 Signature: J. Colbert	Name: Aaron M. Colbert Address: 13300 Duff City & Zip: Hawthorne, CA 90230 Phone#: (310) 675-6591 Signature: Aaron Colbert
Name: MARQUE WOVOK Address: 918 W 132 ST City & Zip: 90222 Phone#: 310) 603-9065 Signature: Marquell Wovok	Name: Joe Bracken Address: 470 Palmer City & Zip: Compton, Ca 90220 Phone#: (310) 587-5615 Signature: Joe Bracken
Name: JET COLBERT Address: 116096 Royal Oak Rd City & Zip: Encino, Ca 91436 Phone#: 310 718-5377 Signature: Jet Colbert	Name: Serius Carter Address: 14035 Northwood City & Zip: Compton CA 90222 Phone#: (323) 823 3825 Signature: Serius Carter

Family Chateau Collection  
**Dr. J. NOY WOOD**  
 Petition to stop the LAX Expansion project in the City of Inglewood

Name: FRANK TAYLOR	Name: WEDDIE MCCOY
Address: CHURCH	Address: South Bay
City & Zip: F. C. C.	City & Zip: Compton CA 90222
Phone#:	Phone#:
Signature:	Signature:
Name: Elizabeth Gibbs	Name: B. Lawrence & Joyce
Address: Church	Address: 802 W. Bay
City & Zip: F. C. C.	City & Zip: Compton CA
Phone#:	Phone#: B L O - 632 8498
Signature:	Signature: B Lawrence - Joyce
Name: Super Ross	Name: James E. Dues Jr
Address: 3917 Haldale	Address: 1001 W. Cresset St #418
City & Zip: L.A. Ca 900	City & Zip: Compton CA 90222
Phone#: (323) 737-1753	Phone#: 310 631-5901
Signature: Super Ross	Signature: James E. Dues Jr
Name: Sylvia Jackson	Name: George Coulter
Address: Church	Address: 1001 W. Cherry St #113
City & Zip: F. C. C.	City & Zip: Compton, Ca 90222
Phone#:	Phone#: (310) 635-7552
Signature:	Signature: George Coulter
Name: Theodore HANF	Name: Latanya Chatman
Address: 434 W 223 #211	Address: 40 W. 49 St
City & Zip: CARSON - 90745	City & Zip: Long Beach Ca.
Phone#: 310-328-6667	Phone#: (310) 715 1165
Signature: Theodore & Hauzja	Signature: Latanya Chatman
Name: Debbie Newman	Name: Michelle Anderson
Address: 5700 Beckwith Ave	Address: 19719 REINHART AVE
City & Zip: AB CA 90865	City & Zip: CARSON CA
Phone#: (510) 1634-2545	Phone#: 310 329-2330
Signature: Debbie Newman	Signature: Michelle Anderson
Name: Geraldine C. Chatman	Name: Daisy
Address: Church	Address: 1001 Cherry St #408
City & Zip: Compton, Ca. 90222	City & Zip: Compton, 90222
Phone#:	Phone#:
Signature: Geraldine C. Chatman	Signature: Daisy

# FCC - Mr. J. Noywood

Petition to stop the LAX Expansion project in the City of Inglewood

Name: <u>Lucia Reed</u>	Name: _____
Address: <u>3565 Linden # 343</u>	Address: _____
City & Zip: <u>Long Beach, Ca</u>	City & Zip: _____
Phone#: <u>562-395-1899</u>	Phone#: _____
Signature: <u>[Signature]</u>	Signature: _____
Name: <u>ALFONSO SANDER</u>	Name: _____
Address: <u>208 W 90th St #2</u>	Address: _____
City & Zip: <u>LA CA 90003</u>	City & Zip: _____
Phone#: <u>323 7560423</u>	Phone#: _____
Signature: <u>[Signature]</u>	Signature: _____
Name: <u>SAM PIENS</u>	Name: _____
Address: <u>1119 W. 87 St</u>	Address: _____
City & Zip: <u>L.A.C. 90044</u>	City & Zip: _____
Phone#: <u>323-750-9694</u>	Phone#: _____
Signature: <u>[Signature]</u>	Signature: _____
Name: <u>CARLA Amos</u>	Name: _____
Address: <u>6042 Dauphin Ave</u>	Address: _____
City & Zip: <u>Los Angeles 90034</u>	City & Zip: _____
Phone#: <u>323-9326023</u>	Phone#: _____
Signature: <u>[Signature]</u>	Signature: _____
Name: <u>Anturinita Davis</u>	Name: _____
Address: <u>200 North Second St</u>	Address: _____
City & Zip: <u>La Puente, 91744</u>	City & Zip: _____
Phone#: <u>626-369-1185</u>	Phone#: _____
Signature: <u>[Signature]</u>	Signature: _____
Name: _____	Name: _____
Address: _____	Address: _____
City & Zip: _____	City & Zip: _____
Phone#: _____	Phone#: _____
Signature: _____	Signature: _____
Name: _____	Name: _____
Address: _____	Address: _____
City & Zip: _____	City & Zip: _____
Phone#: _____	Phone#: _____
Signature: _____	Signature: _____

# Family Christian Cathedral

Petition to stop the LAX Expansion project in the City of Inglewood

<p>Name: <u>Jocelyn Robinson</u>            Address: <u>225 W Enterprise #2</u>            City &amp; Zip: <u>CA Inglewood</u>            Phone#: <u>310 966 4437</u>            Signature: <u>[Signature]</u></p>	<p>Name: <u>Robert Lebow</u>            Address: <u>1280 N. Laurel Ave</u>            City &amp; Zip: <u>Los Angeles CA 90046</u>            Phone#: <u>323 - 461 - 5850</u>            Signature: <u>Robert C. Lebow</u></p>
<p>Name: <u>Tim Turner</u>            Address: <u>1131 East 67 St</u>            City &amp; Zip: <u>Los Angeles CA 90044</u>            Phone#: _____            Signature: _____</p>	<p>Name: <u>Julie Fitzgibbon</u>            Address: <u>5400 Morella Ave # 10</u>            City &amp; Zip: <u>North Hollywood, CA 91607</u>            Phone#: <u>818 763-4621</u>            Signature: <u>Alice Fitzgibbon</u></p>
<p>Name: <u>Kadane Johnson</u>            Address: <u>5329 Clark St.</u>            City &amp; Zip: <u>Lynwood CA 90262</u>            Phone#: <u>310 438-5416</u>            Signature: <u>Kadane Johnson</u></p>	<p>Name: <u>ANGELA DARLOW</u>            Address: <u>504 W. Hillside Ave # 4</u>            City &amp; Zip: <u>Inglewood 90302</u>            Phone#: <u>(310) 670-5210</u>            Signature: <u>[Signature]</u></p>
<p>Name: <u>Shanice Williams</u>            Address: <u>2633 S FERRIS ST #10</u>            City &amp; Zip: <u>LA 90067</u>            Phone#: <u>(323) 777-1678</u>            Signature: <u>Shanice Williams</u></p>	<p>Name: <u>Frank Walker</u>            Address: <u>1021 ROSWELL AVE #3</u>            City &amp; Zip: <u>LONG BEACH, CA 90804</u>            Phone#: <u>562 856-5774</u>            Signature: <u>[Signature]</u></p>
<p>Name: <u>DeStoye Harro</u>            Address: <u>107010 Cimarron St.</u>            City &amp; Zip: <u>LOS Angeles 90047</u>            Phone#: <u>(323) 757 2354</u>            Signature: <u>DeStoye Harro</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>
<p>Name: <u>ALICIA R LARA</u>            Address: <u>3165 Broadway</u>            City &amp; Zip: <u>Huntington Park CA</u>            Phone#: <u>323 732-9124</u>            Signature: <u>[Signature]</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>
<p>Name: <u>April Cartwright</u>            Address: <u>10208 15th St</u>            City &amp; Zip: <u>LA CA 90002</u>            Phone#: <u>(323) 8644970</u>            Signature: <u>April Cartwright</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>

Dr. J. Noxwood



# FCC - Mr. J. NOVWOOD

Petition to stop the LAX Expansion project in the City of Inglewood

<p>Name: <u>Eva Aleksey</u>            Address: <u>P.O. Box 866</u>            City &amp; Zip: <u>Inglewood, Ca. 90307</u>            Phone#: <u>323 758-0016</u>            Signature: <u>Eva Aleksey</u></p>	<p>Name: <u>Richard J. Wood</u>            Address: <u>141 S. 84th St #4</u>            City &amp; Zip: <u>Alhambra</u>            Phone#: _____            Signature: <u>R. Wood</u></p>
<p>Name: <u>Kristal Aleksey</u>            Address: <u>12317 W. 77th St.</u>            City &amp; Zip: <u>Inglewood, Ca 90305</u>            Phone#: <u>323 759-1992</u>            Signature: <u>Kristal Aleksey</u></p>	<p>Name: <u>Karen Crawford</u>            Address: <u>16915 S. Vermont Ave APT C</u>            City &amp; Zip: <u>Gardena, CA 90247</u>            Phone#: <u>(310) 516-1021</u>            Signature: <u>Karen Crawford</u></p>
<p>Name: <u>Tiana Benson</u>            Address: <u>430 East Farnwick</u>            City &amp; Zip: <u>Inglewood, Ca.</u>            Phone#: <u>(310) 674-4133</u>            Signature: <u>Tiana Benson</u></p>	<p>Name: <del><u>Jim Woods</u></del>            Address: <del><u>141 S. 84th St #4</u></del>            City &amp; Zip: <del><u>Alhambra 91803</u></del>            Phone#: _____            Signature: <del><u>Jim Woods</u></del></p>
<p>Name: <u>Jackie Howard</u>            Address: <u>1616 W 75th St #4</u>            City &amp; Zip: <u>Los Angeles Ca</u>            Phone#: <u>210 7232611</u>            Signature: <u>Jackie Howard</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>
<p>Name: <u>Patrick Wright</u>            Address: <u>12433 S. Figueroa #15</u>            City &amp; Zip: <u>O.A. Ca. 90061</u>            Phone#: <u>(323) 757-3662</u>            Signature: <u>Patrick Wright</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>
<p>Name: <u>Mary Miller</u>            Address: <u>14126 Lemoli Ave</u>            City &amp; Zip: <u>Lawton, CA. 90258</u>            Phone#: <u>310 657648</u>            Signature: <u>Mary Miller</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>
<p>Name: <u>Krene Conley</u>            Address: <u>157 E. Spruce Ave</u>            City &amp; Zip: <u>Long Beach (90801)</u>            Phone#: <u>310-912-490</u>            Signature: <u>Krene Conley</u></p>	<p>Name: _____            Address: _____            City &amp; Zip: _____            Phone#: _____            Signature: _____</p>

# FCC - Dr. J. NOVWOOD

Petition to stop the LAX Expansion project in the City of Inglewood

Name: <u>Janette Clemens</u> Address: <u>453 E. Louise St.</u> City & Zip: <u>Long Beach Ca 90805</u> Phone#: <u>(562) 984-5155</u> Signature: <u>Janette Clemens</u>	Name: <u>Fanny Adamath</u> Address: <u>14322 Valerio St #2</u> City & Zip: <u>Vare Nuys Ca</u> Phone#: <u>818-988-6463</u> Signature: <u>Fanny Adamath</u>
Name: <u>Rachel Jefferson</u> Address: <u>16550 W. 157th St #10</u> City & Zip: <u>Gardena Calif 90249</u> Phone#: <u>(310) 768-3915</u> Signature: <u>Rachel Jefferson</u>	Name: <u>FANNIE L. HARRINGTON</u> Address: <u>14322 VALERIO ST #27</u> City & Zip: <u>VAN NUYS, CA 91405</u> Phone#: <u>(818) 988-6463</u> Signature: <u>Fannie L. Harrington</u>
Name: <u>KIA R. DORR</u> Address: <u>12525 Broadway Cir.</u> City & Zip: <u>Cerritos CA</u> Phone#: <u>(562) 974-5466</u> Signature: <u>Kia R. Dorrr</u>	Name: <u>Antwaine Evans</u> Address: <u>6042 Quaphinst</u> City & Zip: <u>LA 90034</u> Phone#: <u>(323) 932-6023</u> Signature: <u>Antwaine Evans</u>
Name: <u>Kristie Gleese</u> Address: <u>16915 S. VERMONT AVE APT C</u> City & Zip: <u>GARDENA, 90247</u> Phone#: <u>(310) 516-1021</u> Signature: <u>Kristie Gleese</u>	Name: <u>Ruth E. Evans</u> Address: <u>1517 South California St</u> City & Zip: <u>Compton 90221</u> Phone#: <u>(310) 7081558</u> Signature: <u>Ruth Evans</u>
Name: <u>Geornae Natchina</u> Address: <u>12192 Sol Victoria</u> City & Zip: <u>LA</u> Phone#: <u>(323) 931-2032</u> Signature: <u>Geornae Natchina</u>	Name: _____ Address: _____ City & Zip: _____ Phone#: _____ Signature: _____
Name: <u>Linda Smith</u> Address: <u>Box 17172</u> City & Zip: <u>ENCINO, CA 91416</u> Phone#: <u>818 901-6557</u> Signature: <u>Linda D. Smith</u>	Name: _____ Address: _____ City & Zip: _____ Phone#: _____ Signature: _____
Name: <u>Judith Cooper</u> Address: <u>921 1/2 S. DAK ST</u> City & Zip: <u>Inglewood 90301</u> Phone#: <u>(310) 677-1819</u> Signature: <u>Judith Cooper</u>	Name: _____ Address: _____ City & Zip: _____ Phone#: _____ Signature: _____

# FCC - Mr. J. Noywood

Petition to stop the LAX Expansion project in the City of Inglewood

Name: <u>Tamara Kelly</u>	Name: _____
Address: <u>15105 Victory Blvd # 206</u>	Address: _____
City & Zip: <u>Van Nuys, CA 91411</u>	City & Zip: _____
Phone#: <u>818-469-1641</u>	Phone#: _____
Signature: <u>Tamara Kelly</u>	Signature: _____
Name: <u>AVA HENKES</u>	Name: _____
Address: <u>345 W. 82<sup>nd</sup> ST.</u>	Address: _____
City & Zip: <u>L.A. CA. 90003</u>	City & Zip: _____
Phone#: <u>323-753-4828</u>	Phone#: _____
Signature: <u>Ava Henkes</u>	Signature: _____
Name: <u>PATRICIA BENFIELD</u>	Name: _____
Address: <u>152 W 37<sup>th</sup> St</u>	Address: _____
City & Zip: <u>Los Angeles 90007</u>	City & Zip: _____
Phone#: <u>323/735 6572</u>	Phone#: _____
Signature: <u>Patricia Benfield</u>	Signature: _____
Name: <u>MARIE MORRISON</u>	Name: _____
Address: <u>15437 LEADWELL ST</u>	Address: _____
City & Zip: <u>VAN NUYS CA 91406</u>	City & Zip: _____
Phone#: <u>818 780 2405</u>	Phone#: _____
Signature: <u>Marie Morrison</u>	Signature: _____
Name: <u>Miguel Leal</u>	Name: _____
Address: <u>15437 Leadwell St</u>	Address: _____
City & Zip: <u>Van Nuys CA 91406</u>	City & Zip: _____
Phone#: <u>818 780 2405</u>	Phone#: _____
Signature: <u>Miguel Leal</u>	Signature: _____
Name: <u>MAZIELLA KOLATA</u>	Name: _____
Address: <u>15437 Leadwell St</u>	Address: _____
City & Zip: <u>Van Nuys CA 91406</u>	City & Zip: _____
Phone#: <u>818 780 2405</u>	Phone#: _____
Signature: <u>Mazella Kolata</u>	Signature: _____
Name: <u>GYNORA DOWWOOD</u>	Name: _____
Address: <u>P.O. BOX 3333</u>	Address: _____
City & Zip: <u>HOLLYWOOD, CA 90028</u>	City & Zip: _____
Phone#: _____	Phone#: _____
Signature: <u>Gynora Dowwood</u>	Signature: _____



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last or Organization): <i>Mary Wade</i>		Date: <i>7-23-2001</i>
Address: <i>8217 7th Ave</i>		
City: <i>Inglewood</i>	State: <i>Calif</i>	Zip Code: <i>90305</i>
Telephone (Optional):	E-Mail (Optional):	

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): *1-12*  
Number: *All of the above* Title: *7th Ave ex club*

Comments: *below*

Based on the belief that the proposed LAX expansion will cause: 1) increased noise and air pollution; 3) increase and aggravate existing health effects; 4) decrease in property values due to the aggravation of existing health effects; and 5) a loss of personal comfort and property values due to the aggravation of existing health effects. In reviewing the draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed LAX Expansion Master Plan (the Plan), the following is evident:

*Please send  
letter to Charles  
Make copy for  
my file  
Thank you  
MKK*

1. The dEIS/EIR fails to satisfy federal policy concerning:
  - a. It does not consider alternatives and does not evaluate impacts equitably and reduce risks to human health and the environment;
  - b. It unfairly and disproportionately burdens low income and minority communities that lie directly under the primary arrival flight path with significant noise and air pollution; flights occur directly over the city of Inglewood;
2. The dEIS/EIR fails to satisfy state and federal law because:
  - a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;
  - b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and
  - c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.
3. The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.
4. The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.
5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.
6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.
7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.
8. The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.
9. The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative affect of increasing existing negative impacts.
10. The dEIS/EIR fails to properly analyze the traffic impact and propose an adequate mitigation plan, e.g., standing traffic on the surrounding freeways.
11. The dEIS/EIR fails to consider the economic impact on property and housing values as a result of the added noise; especially, the decrease in recreational value of local parks and residential back yards; plus the reluctance of certain businesses to locate within the flight pattern. It should be noted that while property values of homes under the flight path have increased, arguably, the marginal increase of home values in this area continue to suffer. This has a negative impact of construction of additional housing stock within the area and accordingly limits the growth of these communities. Additionally, the negative impact of the Airport limits the type, quantity and quality of homes that can be built in the area. This will serve to impede local communities' ability to comply with Federal Housing Regulations that require replacing housing.
12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

cc: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PFL00001



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

7TH AVE 861 E BLOCH CLUB - BARBARA J. SMITH

Date:

7-23-2001

Address:

8702 7th Ave

City:

INGLEWOOD

State:

CA

Zip Code:

90305

Telephone (Optional):

323 753 5286

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

Number:

1-12  
BELOW

Title:

Comments:

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) per the Expansion Master Plan (the Plan), the following is evident:

1. The dEIS/EIR fails to satisfy federal policy concerning environmental justice and state law because:
  - a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and
  - b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)
2. The dEIS/EIR fails to satisfy state and federal law because:
  - a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;
  - b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and
  - c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.
3. The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.
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5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.
6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.
7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.
8. The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.
9. The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative affect of increasing existing negative impacts.
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11. The dEIS/EIR fails to consider the economic impact on property and housing values as a result of the added noise; especially, the decrease in recreational value of local parks and residential back yards; plus the reluctance of certain businesses to locate within the flight pattern. It should be noted that while property values of homes under the flight path have increased, arguably, the marginal increase of home values in this area continue to suffer. This has a negative impact of construction of additional housing stock within the area and accordingly limits the growth of these communities. Additionally, the negative impact of the Airport limits the type, quantity and quality of homes that can be built in the area. This will serve to impede local communities' ability to comply with Federal Housing Regulations that require replacing housing.
12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): The Home 86' E. 9th Block Club - Milton Smith Date: 7-23-2001

Address: 8702 TRL Ave

City: Inglewood, CA State: CA Zip Code: 90305

Telephone (Optional): 323 1535286 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: 1-12 Title: Area

Comments: Office Use Only

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition:  
In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) pm the Expansion Master Plan (the Plan), the following is evident:

1. The dEIS/EIR fails to satisfy federal policy concerning environmental justice and state law because:
  - a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health, and
  - b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)
2. The dEIS/EIR fails to satisfy state and federal law because:
  - a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;
  - b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and
  - c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.
3. The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.
4. The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.
5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.
6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.
7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.
8. The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.
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12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): LLANICIA K. TOVAR Date: 7/24/01

Address: 8708 7th AVE

City: IN6 State: CA Zip Code: 90305

Telephone (Optional): 323 971-0148 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: 1-12 below Title:

Comments: Office Use Only

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution, 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc., and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition:  
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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): 7th Ave 86.5th Block Club ERMA SULLIVAN Date: 7-23-2001

Address: 8620 7th Ave

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: 1-12 below Title: \_\_\_\_\_

**Comments:**

*Office Use Only*

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition. In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) pm the Expansion Master Plan (the Plan), the following is evident:

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12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.





P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): HARRIETT P MITCHELL Date: 7-23-01

Address: 8717 7TH AVE.

City: INGLEWOOD State: CA Zip Code: 90305

Telephone (Optional): 323-767-3168 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: 1-12 Title: 7TH AVE 86TH BLOCK CLUB

Comments: Office Use Only

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition:  
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  - a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and
  - b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)
2. The dEIS/EIR fails to satisfy state and federal law because:
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  - b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and
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12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): EDDIE CHATE JR. Date: 7-23-01

Address: 8720 7TH AVE.

City: INGLEWOOD State: CALIF Zip Code: 90305

Telephone (Optional): 323-758-4980 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: ALL Below 11-12 Title: 7TH AVE 86TH Block Club

**Comments:**

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) for the Expansion Master Plan (the Plan), the following is evident:

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  - a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and
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12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Office Use Only

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): PENNY, ANTHONY Date: 7-23-01

Address: 8704 - 7th Ave

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): (323) 751-3700 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: ALL Below 1-12 Title: 7th Ave 8615th Block Club

**Comments:**

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition:  
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  - a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and
  - b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)
2. The dEIS/EIR fails to satisfy state and federal law because:
  - a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;
  - b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and
  - c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.
3. The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.
4. The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.
5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.
6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.
7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.
8. The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.
9. The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative affect of increasing existing negative impacts.
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12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c. Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): BARBARA KING Date: 7/23/01  
86th Block Club

Address: 8704-7th AVE

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): (323) 753-5248 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: ALL BELOW (1-12) Title: 7th Ave 86th Block Club

**Comments:**

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition:  
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2. The dEIS/EIR fails to satisfy state and federal law because:
  - a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;
  - b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and
  - c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.
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4. The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.
5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.
6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.
7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.
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9. The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative affect of increasing existing negative impacts.
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12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): <u>Clifton E. Mitchell</u>		Date: <u>7-22-01</u>
Address: <u>8717 7th Ave</u>		
City: <u>Inglewood</u>	State: <u>CA</u>	Zip Code: <u>90301</u>
Telephone (Optional): <u>(323) 751-3168</u>	E-Mail (Optional):	
Document:	<input type="checkbox"/> Draft Master Plan	<input checked="" type="checkbox"/> Draft EIS/EIR

Subsection (if applicable):  
 Number: SEE BELOW 1-12 Title: 7th Ave 861st Block Club

**Comments:**

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition. In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) per the Expansion Master Plan (the Plan), the following is evident:

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  - It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and
  - It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)
- The dEIS/EIR fails to satisfy state and federal law because:
  - It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;
  - It fails to create jobs in a manner beneficial to the impacted neighborhoods; and
  - It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.
- The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.
- The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.
- The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.
- The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.
- The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.
- The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.
- The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative effect of increasing existing negative impacts.
- The dEIS/EIR fails to properly analyze the traffic impact and propose an adequate mitigation plan, e.g., standing traffic on the surrounding freeways.
- The dEIS/EIR fails to consider the economic impact on property and housing values as a result of the added noise; especially, the decrease in recreational value of local parks and residential back yards; plus the reluctance of certain businesses to locate within the flight pattern. It should be noted that while property values of homes under the flight path have increased, arguably, the marginal increase of home values in this area continue to suffer. This has a negative impact of construction of additional housing stock within the area and accordingly limits the growth of these communities. Additionally, the negative impact of the Airport limits the type, quantity and quality of homes that can be built in the area. This will serve to impede local communities' ability to comply with Federal Housing Regulations that require replacing housing.
- Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): Iona J. Hood Date: 7-23-01

Address: 8621 S. 7th. Ave.

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: 1-12 Title: 7th Ave 8650 block club

Comments:	Office Use Only
<p>Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) pm the Expansion Master Plan (the Plan), the following is evident:</p> <ol style="list-style-type: none"> <li>1. The dEIS/EIR fails to satisfy federal policy concerning environmental justice and state law because:               <ol style="list-style-type: none"> <li>a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and</li> <li>b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)</li> </ol> </li> <li>2. The dEIS/EIR fails to satisfy state and federal law because:               <ol style="list-style-type: none"> <li>a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;</li> <li>b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and</li> <li>c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.</li> </ol> </li> <li>3. The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.</li> <li>4. The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.</li> <li>5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.</li> <li>6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.</li> <li>7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.</li> <li>8. The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.</li> <li>9. The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative affect of increasing existing negative impacts.</li> <li>10. The dEIS/EIR fails to properly analyze the traffic impact and propose an adequate mitigation plan, e.g., standing traffic on the surrounding freeways.</li> <li>11. The dEIS/EIR fails to consider the economic impact on property and housing values as a result of the added noise; especially, the decrease in recreational value of local parks and residential back yards; plus the reluctance of certain businesses to locate within the flight pattern. It should be noted that while property values of homes under the flight path have increased, arguably, the marginal increase of home values in this area continue to suffer. This has a negative impact of construction of additional housing stock within the area and accordingly limits the growth of these communities. Additionally, the negative impact of the Airport limits the type, quantity and quality of homes that can be built in the area. This will serve to impede local communities' ability to comply with Federal Housing Regulations that require replacing housing.</li> <li>12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.</li> </ol> <p>c: Jerome E. Horton, 51<sup>st</sup> Assembly District</p> <p>Attach additional sheets if necessary.</p>	

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): Willie R. Head Date: 7-23-01

Address: 8621 S. Hh. Avenue

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: 1-12 Title: 7th Ave 86 EA Block Club

Comments: \_\_\_\_\_ Office Use Only

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition:  
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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): *Bernice Hunter* Date: *7/23/01*

Address: *8705 7th Ave*

City: *Inglewood* State: *Calif.* Zip Code: *90305*

Telephone (Optional): E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: *1-12* Title: *2th Ave, Black Club*

Comments: *all above below* Office Use Only

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc., and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) pm the Expansion Master Plan (the Plan), the following is evident:

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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PFL00013





P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

*George Runtz*

Date:

*7/23/01*

Address:

*8705 - 7th ave*

City:

*Inglewood*

State:

*Calif.*

Zip Code:

*90305*

Telephone (Optional):

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

Number:

*1-12*

Title:

*7th ave, Block 4*

Comments:

*All above below*

Office Use Only

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition. In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) pm the Expansion Master Plan (the Plan), the following is evident:

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  - b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)
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12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PFL00014



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

OCIAN TOVAR

Date:

7-24-2001

Address:

870E 7th AVE

City:

ING

State:

CA

Zip Code:

90305

Telephone (Optional):

323 971-0148

E-Mail (Optional):

Document:

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

Comments:

Office Use Only

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.,; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) pm the Expansion Master Plan (the Plan), the following is evident:

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  - a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and
  - b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)
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  - c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.
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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PFL00015



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First, Middle Last, or Organization):

Effie Loretha Chate

Date:

7-24-01

Address:

8720 7th Ave

City:

Inglewood

State:

CA

Zip Code:

910 305

Telephone (Optional):

E-Mail (Optional):

Document: 1-12

Draft Master Plan

Draft EIS/EIR

Subsection (If applicable):

Number:

Title:

### Comments:

Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution, 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc., and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) on the Expansion Master Plan (the Plan), the following is evident:

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- Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.

c: Jerome E. Horton, 51st Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PFL00016



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): HARRISON WYLEY JR. Date: 7/25/2001

Address: 8716 S. 7TH AVE.

City: INGLEWOOD State: CA. Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document: 1-12  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:	Office Use Only
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Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): THELMA WYLEY Date: 7/25/2001

Address: 8716 S. 7TH AVE.

City: INGLEWOOD State: CA. Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document: 1-12  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments: \_\_\_\_\_ Office Use Only

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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

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PFL00018



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Margaret Nicks / Core Hawk Eyes Date: 7/19/01

Address: 8914 So 7<sup>th</sup> Core

City: Inglewood State: CA Zip Code: 90302

Telephone (Optional): 323-911-2178 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: Title:

Comments:	Office Use Only.
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Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): Patsy GARRETT Date: 7/17/01

Address: 8907 7th AV

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): 323 971-4450 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: Title:

Comments:	Office Use Only
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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): WALTER GARRETT Date: 7/17/01

Address: 8907 7th AV

City: INGLEWOOD State: CA Zip Code: 90305

Telephone (Optional): 323 971-4450 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): Number: Title:

<p><b>Comments:</b></p> <p>Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) pm the Expansion Master Plan (the Plan), the following is evident:</p> <ol style="list-style-type: none"> <li>1. The dEIS/EIR fails to satisfy federal policy concerning environmental justice and state law because:             <ol style="list-style-type: none"> <li>a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and</li> <li>b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)</li> </ol> </li> <li>2. The dEIS/EIR fails to satisfy state and federal law because:             <ol style="list-style-type: none"> <li>a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;</li> <li>b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and</li> <li>c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.</li> </ol> </li> <li>3. The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.</li> <li>4. The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.</li> <li>5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.</li> <li>6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.</li> <li>7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.</li> <li>8. The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.</li> <li>9. The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative affect of increasing existing negative impacts.</li> <li>10. The dEIS/EIR fails to properly analyze the traffic impact and propose an adequate mitigation plan, e.g., standing traffic on the surrounding freeways.</li> <li>11. The dEIS/EIR fails to consider the economic impact on property and housing values as a result of the added noise; especially, the decrease in recreational value of local parks and residential back yards; plus the reluctance of certain businesses to locate within the flight pattern. It should be noted that while property values of homes under the flight path have increased, arguably, the marginal increase of home values in this area continue to suffer. This has a negative impact of construction of additional housing stock within the area and accordingly limits the growth of these communities. Additionally, the negative impact of the Airport limits the type, quantity and quality of homes that can be built in the area. This will serve to impede local communities' ability to comply with Federal Housing Regulations that require replacing housing.</li> <li>12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.</li> </ol> <p>c: Jerome E. Horton, 51<sup>st</sup> Assembly District</p> <p>Attach additional sheets if necessary.</p>	<p><i>Office Use Only</i></p>
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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): GREGORY J. HAYS Date: 7-17-2001

Address: 8904 S. 7th Ave

City: INGLEWOOD State: Ca Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable):  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:	Office Use Only
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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): <b>Alicia C. Hays</b>		Date: <b>7/17/01</b>
Address: <b>8904 7th ave</b>		
City: <b>Inglewood</b>	State: <b>Calif</b>	Zip Code: <b>90305</b>
Telephone (Optional):	E-Mail (Optional): <b>LISA 2100 AOL.COM</b>	
Document: <input type="checkbox"/> Draft Master Plan <input type="checkbox"/> Draft EIS/EIR		

Subsection (if applicable):

Number: Title:

Comments:

Office Use Only

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c. Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.

PFL00023



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

**Name (First MI Last, or Organization):** Davion J. Hayes **Date:** 7-17-02

**Address:** 8904 S. 7th Ave

**City:** INGLEWOOD **State:** Ca **Zip Code:** 90305

**Telephone (Optional):** **E-Mail (Optional):**

**Document:**  Draft Master Plan  Draft EIS/EIR

**Subsection (if applicable):** **Number:** **Title:**

**Comments:** *Office Use Only*

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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): James A. Spencer Date: 7-20-01

Address: 8400 THE WAY 541 W. Manchester

City: Inglewood State: CA Zip Code: 90304

Telephone (Optional): 213 994-8414 E-Mail (Optional):

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: Title:

Comments:	Office Use Only
<p>Based on the belief that the proposed LAX expansion will cause 1) an increase in auto and air traffic, 2) increased noise and air pollution; 3) increase and aggravate existing health effects, i.e., asthma, hearing loss, sleep deprivation, etc.; and 4) a loss of personal comfort and property values due to the aggravation of existing nuisances, the following comments are submitted in opposition: In reviewing the draft Environmental Impact Statement/Environmental Impact report (dEIS/EIR) for the Expansion Master Plan (the Plan), the following is evident:</p> <ol style="list-style-type: none"> <li>1. The dEIS/EIR fails to satisfy federal policy concerning environmental justice and state law because:             <ol style="list-style-type: none"> <li>a. It does not consider alternatives and other locations that would shift or distribute burdens of expansion more equitably and reduce risks to human health; and</li> <li>b. It unfairly and disproportionately burdens minority and low-income communities that lie directly under the primary arrival flight path with significant impacts of noise and toxic air emissions. (i.e. 25% of incoming flights occur directly over the city of Inglewood.)</li> </ol> </li> <li>2. The dEIS/EIR fails to satisfy state and federal law because:             <ol style="list-style-type: none"> <li>a. It fails to disclose the economic gain of the Airport as a result of the expansion at the expense of the surrounding low income populations;</li> <li>b. It fails to create jobs in a manner beneficial to the impacted neighborhoods; and</li> <li>c. It fails to balance the economic benefits with the negative impact on surrounding neighborhoods.</li> </ol> </li> <li>3. The dEIS/EIR fails to satisfy existing law because alternatives to expansion have not been adequately explored or considered.</li> <li>4. The dEIS/EIR does not measure environmental impacts properly because it fails to use the current negative impact as a starting point.</li> <li>5. The dEIS/EIR fails to comply with Federal air quality regulations because it does not properly measure nor study toxic air pollutants or air emissions as required by law.</li> <li>6. The dEIS/EIR and Plan does not consider or factor time as a variable when assessing the added health risks, which result from increased passenger travel and traffic patterns.</li> <li>7. The dEIS/EIR fails to have specific criteria when determining the specific health risks involved in the expansion.</li> <li>8. The dEIS/EIR fails to assess and consider the impact of air and noise emissions mitigation measures on surrounding neighborhoods.</li> <li>9. The dEIS/EIR fails to address the negative impact of current air traffic and the recurring damages caused by the Airport's failure to expeditiously mitigate the current negative impacts. With this in mind, the dEIS/EIR should have taken into consideration the cumulative affect of increasing existing negative impacts.</li> <li>10. The dEIS/EIR fails to properly analyze the traffic impact and propose an adequate mitigation plan, e.g., standing traffic on the surrounding freeways.</li> <li>11. The dEIS/EIR fails to consider the economic impact on property and housing values as a result of the added noise; especially, the decrease in recreational value of local parks and residential back yards; plus the reluctance of certain businesses to locate within the flight pattern. It should be noted that while property values of homes under the flight path have increased, arguably, the marginal increase of home values in this area continue to suffer. This has a negative impact of construction of additional housing stock within the area and accordingly limits the growth of these communities. Additionally, the negative impact of the Airport limits the type, quantity and quality of homes that can be built in the area. This will serve to impede local communities' ability to comply with Federal Housing Regulations that require replacing housing.</li> <li>12. Finally, the dEIS/EIR fails to consider the negative impact of increased noise and flights over local schools under the flight path, including interruptions of instructional and recreational periods.</li> </ol> <p>c: Jerome E. Horton, 51<sup>st</sup> Assembly District</p>	<p><i>(This area is for Office Use Only and contains a large, faint, illegible stamp or watermark.)</i></p>

Attach additional sheets if necessary.

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): CLYDE HOGAN Date: 07-20-01

Address: 8910 So. 4th Ave.

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): LHHOGAN6@MSN.COM

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

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c/ Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): MONIQUE HOGAN Date: 07-20-01

Address: 8910 50th Ave

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): LAHOGANS@MSN.COM

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:

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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Evangeline V Ross Date: 7-20-01

Address: 8817. 7th Ave

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:	Office Use Only
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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Daryl L. Ross Date: 7-19-01

Address: 8817 7th Avenue

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_ Number: \_\_\_\_\_ Title: \_\_\_\_\_

Comments:	Office Use Only
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Official comments on the Draft LAX Master Plan and/or Draft EIS/EIR must be received no later than July 25, 2001.





P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): Saralyx L Ross Date: 7-19-01

Address: 8817. 7th Ave

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Julio Inayon Date: 7-19-01

Address: 8817. 7th Ave

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_ Title: \_\_\_\_\_

Comments: \_\_\_\_\_ Office Use Only

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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

**Please print.**

Name (First MI Last, or Organization): <i>Yvonne Perkins Grayson</i>		Date: <i>7-20-01</i>
Address: <i>8817. 7th Ave</i>		
City: <i>Inglewood</i>	State: <i>CA</i>	Zip Code: <i>90305</i>
Telephone (Optional):	E-Mail (Optional):	

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable):  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): E. J. Winston Date: 7-20-01

Address: 8817. 7th Ave.

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (if applicable): \_\_\_\_\_  
Number: \_\_\_\_\_ Title: \_\_\_\_\_

**Comments:**

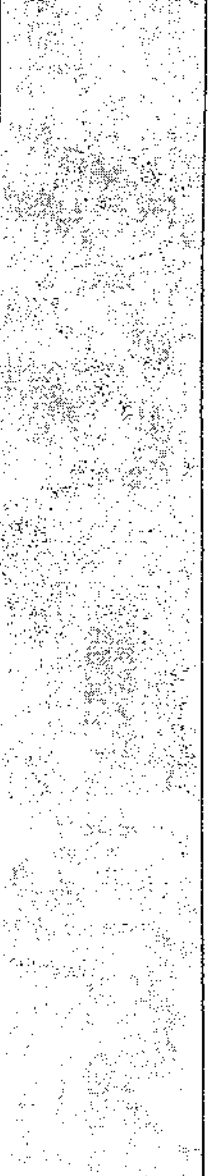
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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

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PFL00033



P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization): Marcus E. Perkins Date: 7-20-01

Address: 8817 7th Ave

City: Inglewood State: CA Zip Code: 90305

Telephone (Optional): \_\_\_\_\_ E-Mail (Optional): \_\_\_\_\_

Document:  Draft Master Plan  Draft EIS/EIR

Subsection (If applicable): \_\_\_\_\_

Number: \_\_\_\_\_ Title: \_\_\_\_\_

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c: Jerome E. Horton, 51<sup>st</sup> Assembly District

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P.O. Box 92216  
Los Angeles, CA 90009-2216

# Public Comments

Please print.

Name (First MI Last, or Organization):

Date: 7-18-01

Address: Terri Spencer

8808 78th AV

City: Inglewood

State: CA

Zip Code: 90305

Telephone (Optional): 323-718-0158

E-Mail (Optional): twstspn@hotmail.com

Document:  Draft Master Plan

Draft EIS/EIR

Subsection (if applicable):

Number: Title:

Comments:

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c. Jerome E. Horton, 51<sup>st</sup> Assembly District

Attach additional sheets if necessary.

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July 17, 2001

Hilda Kennedy, Public Information Officer  
City of Inglewood  
One Manchester Boulevard, 9<sup>th</sup> Floor  
Inglewood, California 90301

RESOLUTION  
of the  
CARLTON SQUARE HOMEOWNERS ASSOCIATION  
RE: The Draft LAX Master Plan and Draft Environmental Impact  
Statement/Environmental Impact Report

Dear Ms. Kennedy:

The Board of Directors of Carlton Square Homeowners Association along with its members, has passed the following resolution that is submitted in connection with the above referenced matter.

WHEREAS, Carlton Square, a residential development consisting of 470 residences located at 8700 Carlton Drive, within the City of Inglewood, California, and

WHEREAS, the residencies of the Carlton Square Homeowners Association community are situated directly beneath the existing flight path of the Los Angeles Airport, and

WHEREAS, the Carlton Square Homeowners and its Board of Directors are committed to bringing about civic betterment and social improvements by providing for preservation, management, maintenance and care of the architecture and appearance of the Carlton Square community, and

WHEREAS, there currently exists excessive noise air pollution, resulting from the continuous air traffic into and out of the Los Angeles Airport, and


WHEREAS, there are numerous violations the restrictions regarding the hours of take-off and landings by small and large aircraft, and

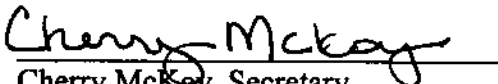
WHEREAS, expansion of Los Angeles Airport would significantly increase (1) the number of take-offs and landing, (2) noise exposure, (3) ground traffic throughout, (4) air pollution, (5) health risk, and (6) a decrease in property values, and.

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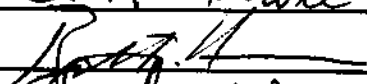
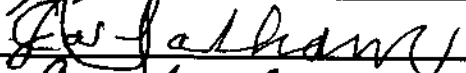
Resolution Adopted this 12 day of July, 2001.

  
John Latham, President

  
Cherry McKay, Secretary

cc: Jerome E. Horton  
Assembly member Fifty-First District

**RESIDENTS OF CARLTON SQUARE, CITY OF INGLEWOOD, CALIFORNIA**

NAME / SIGNATURE	ADDRESS
Mildred W. Davis	8809 Penridge place
Calvin L. Nick	8825 Penridge Place
Allen L. Harvin	8821 Penridge place
Margie L. Stephenson	8725 Edmontou place
C. A. Bowie	3716 Carrington Ct
	3700 Carrington Ct.
	8808 PENRIDGE PL
Cynthia C. Summelle	8800 Dartford Place
Carol M. Miller	8808 Bedford Pl.



MONICA BANKS / Monica Banks	3632 SUMMERSET PL Inglewood, CA 90305
Jeanett Hector / Jeanett Hector	3644 Summerscl PL Inglewood, CA 90305
TIM STORY	8813 GLENDOVER WAY INGLEWOOD
Jonathan Andersson	8816 Glendover Way Inglewood, CA 90305
DONALD BALLENGER / Donald Ballenger	8801 GLENDOVER WY INGLEWOOD, CA 90305
Connie M. Ballenger / Connie M. Ballenger	8801 Glendover Way, Inglewood, CA 90305
Rosalee K. Jackson	8800 Glendover Way, Inglewood, CA 90305
Jacqueline Scott	8812 GLENDOVER WAY Inglewood, CA 90305
Hortense Gordon	3608 Kensley Dr Inglewood CA 90305
Mary L. Watson	3628 Kensley Inglewood, CA 90305
Dorothy Turner	3648 Kensley Inglewood, CA 90305
Elaine James	3652 Kensley DR Inglewood, CA 90305
Douglas Franks / Douglas Franks	3674 KENSLEY DR. INGLEWOOD 90305
Sheila Wilkerson	3686 Kensley Dr. Inglewood 90305
Victoria Christopher	3677 Kensley Dr. Inglewood, 90305
Irene Berryhill PAC	3669 Kensley Dr. Inglewood 90305
Cyrl Sikes	3658 Kensley Dr. Inglewood 90305
John De Jure	8715-B Wenbridge Inglewood 90305
Shirley Bell	3689 Kensley Dr Inglewood
Diana M. Chemei	3637 Kensley Dr. Inglewood, CA 90305
VALERIE MCKNIGHT / Valerie McKnight	3612 KENSLEY DR. Inglewood, CA 90305
Mary M. Anderson / Mary M. Anderson	3612 KENSLEY DR. Inglewood, CA 90305
Kimberlee Pate	3705 Rutherford CT, 90305
Maria Harris	3700 RUTHERFORD CT 90305
Mary G. American	3704 Rutherford Ct 90305
Paul Hunter	3720 RUTHERFORD CT 90305

Brenda Walker	3855 THORNCROFT LN UNIT B
Theron Wiggins	3855 Thorncroft Lane
Sam S. Walker	3855 THORNCROFT WY. Unit G
Shelton Cammon	3859 Thorncroft LN Unit A
Micha Jackson	3859 Thorncroft Unit J
Odie Spruin	3859-D-Thorncroft
Robert Holt	3851-E Amberly
LaShaun Brown	3863 THORNCROFT Lane HN
Denderson Jones	3867-Thorncroft Ln
Nita M. Jones	3867* F Thorncroft Lane
Pearl Beylin	3867 B Thorncroft
Tatiana Van Johnson	3867 THORNCROFT G
Christy Medome	8806 Chelmsford Way #J
Yvonne Lane	8806 Chelmsford Way K1
Red Quinn	8806 Chelmsford Way #A
Michelle White	3860 Amberly #N, Ind
Shirley Walker	3860 Amberly #M, Ind
Sam Holt	3860-P Amberly PTHG.
Carl Mc Gill	3860-H AMBERLY BLVD ING.
Dorothy Richardson	3851-Chelmsford #J
John Robbott	3851 Amberly Ln #H
Estace & Debra	3851-A Amberly Ln
Lena Rose	8725-D Beckenham Lane
MICHAEL WILLIAMS	8725 <sup>th</sup> BECKENHAM
Uvette Williams	8725 Beckenham Ln #I Ing 90305
Carol Clay	8725-P Beckenham Ln, Ing 90305
Yvonne Dawson	8725 Beckenham Ln #F

Kelvin G. Howard	3725 Farnham Lane
Natoma Baker	8705 Dartford Place
Belva McCreech	8713 Dartford Pl.
Melvin Miller	8713 Dartford Pl.
Belvin Miller	8713 Dartford Pl.
Wilda Joyce Mahon	8713 Dartford Pl.
Louis Austin Forde	8725 Dartford Pl.
Alan B. Murrin	8729 Parkford Pl.
Enlightenment	8729 Dartford Pl.
Julia L. Brondy	8737 Dartford pl
Jay A. Juba	8741 Dartford Pl.
Samuel McDonald	8813 DARTFORD PL.
Harold Robert	8800 DARTFORD PL.
Leslie P. Cooper	8744 CARLTON DRIVE
Ruby Curtis	8740 Carlton Drive
Blanca Haley	3751 Danbury Ln
Greg. Miller	8704 EDMONTON PL. Eng. Co.
Charles Williams	8708 EDMONTON P. Eng. Co.
Edel Robinson	8720 Edmonton Place
Blair Moe & Audrey	8724 Edmonton Pl.
Cheryl G. Pl.	8728 EDMONTON PL.
Mary Calving Harris	8744 Edmonton Pl.
Melva Carmack	8745 Edmonton Pl.
Samuel A. Spikes	8805-D Berkshire Way
<del>John G. Spikes</del>	8805 BERKSHIRE WAY
<del>John G. Spikes</del>	8805 BERKSHIRE WAY
Emma J. Wexler	8805 BERKSHIRE WAY

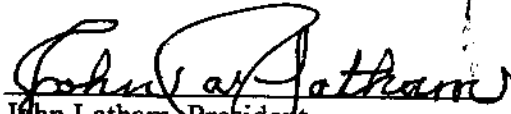
Danaris Sbars	3860 Amberly Dr. # E
Regina A. Lopez	3613 Kinsley Dr. Long. Ca. 90305
Melinda A. Smith	3708 Carrington Ct Long CA 90305
Barry D. Almerick, Sr.	3708 Carrington Ct. Long, CA 90305
Charles P. Jomari	8711-E Chesterton Dr. Inglewood CA 90304
Israel J. Foster	3859-J Thorncroft Ln. Long 90305
Jessie Fritts	3674 Kinsley Dr Long 90305
Chaudette Payne	8712-F Endsleigh Ave Long CA 90305
Barbara M. Mitchell	8722-B BEECHAM LN INGLEWOOD 90305
Wanda Price	8712-B Chesterton Dr. Long 90305
Mae M. Reed	3855-F-THORNCROFT LN- INGLEWOOD CA-90305
Annie M. Franklin	3767 Danbury Ln Long 90305
Vivian Chancellor	8716 ENDSLEIGH AVE #1 INGLEWOOD CA-90305
Heidi Chancellor	"
Matthe McDonald	8813 DARTMOUTH PL. 90305
Shirley Harris	8711-F CHESTERTON DR. INGLEWOOD 90305
Bruce A. W.	8736 EDWARDS PL. 90305
Bertie B. Hall	3859 THORNCROFT-I-90305
Hanif El-Amin	8712 Endsleigh Ave 90305
Jesse Ward	8825 Pennridge Pl
Milton Wesner	8809 Pennridge Pl

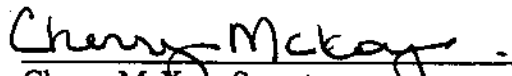
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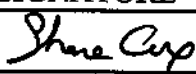
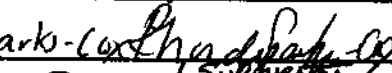
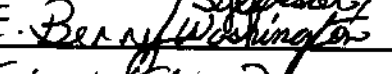
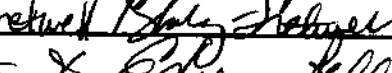
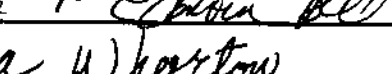
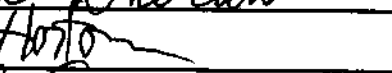



Resolution Adopted this 12 day of July, 2001.

  
John Latham, President

  
Cherry McKay, Secretary

cc: Jerome E. Horton  
Assembly member Fifty-First District

**RESIDENTS OF CARLTON SQUARE, CITY OF INGLEWOOD, CALIFORNIA**

NAME / SIGNATURE	ADDRESS
Shane Cox 	3105 Kenley Dr. Inglewood, Ca. 90305
Rhonda Sparks-Cox  <i>Supervisor</i>	3105 Kenley Dr. Inglewood, CA 90305
Dawn E. Berry  <i>Washington</i>	3609 Kenley Dr. Inglewood, CA 90305
Spireley Fretwell  <i>Stacy DeAngelis</i>	3601 Kenley Dr. Inglewood, CA 90305
Charlotte & Ernie Bell 	3604 Summerset Pl. Inglewood, CA 90305
Barbara Whorton 	3600 Summerset Pl. Inglewood, CA 90305
Crystal Horton 	3608 Summerset Pl. Inglewood, CA 90305
Randy 	3609 Summerset Pl. Inglewood, CA 90305
Ray 	3608 Summerset Pl. Inglewood, CA 90305

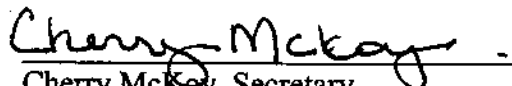
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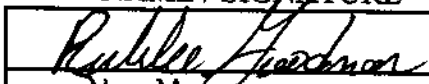

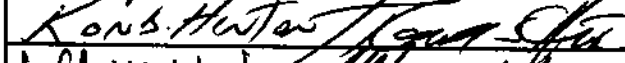




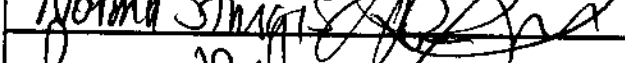

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**RESIDENTS OF CARLTON SQUARE, CITY OF INGLEWOOD, CALIFORNIA**

NAME / SIGNATURE	ADDRESS
	3729 Armitage
	3721 Armitage
	3715 Armitage Ave
	3709 Armitage
	3705 Armitage Ave
	3701 ARMITAGE AVE.
	3732 Armitage AVE.
	8740 Dartford Pl
	8724 Dartford Pl

Daniel D Minor	8813 Penridge Pl Inglewood
Jean Minor	8813 Penridge Pl Inglewood
Julie McKinney	8800 Penridge Pl Inglewood
Alma Davis	8809 Dunford Place
Sylvia Harrison	8821 Penridge Place
Cherry G. Sney	8729 Beckerton Lane # 8
Michael M...	3814 Dunford Lane # 9 Inglewood
Tommy J...	8713 Penridge Pl Inglewood

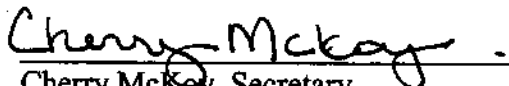
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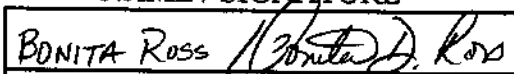


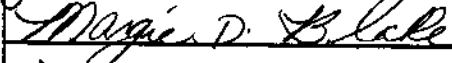
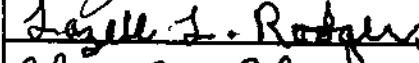
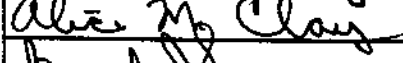
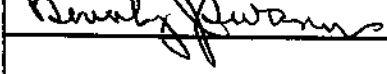
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 John Latham, President

  
 Cherry McKay, Secretary

cc: Jerome E. Horton  
 Assembly member Fifty-First District

**RESIDENTS OF CARLTON SQUARE, CITY OF INGLEWOOD, CALIFORNIA**

NAME / SIGNATURE	ADDRESS
BONITA ROSS 	3860 Amberly Drive UNIT J Inglewood
	3736 ARMITAGE AV. INGLEWOOD
	8721-H ENDSIGHT AVENUE.
	8749 Penridge pl. Inglewood
	8737 Penridge Pl Inglewood
	3701 Rutherford Inglewood
	8805-B BERKSHIRE Way



September 24, 2001

**PETITION REGARDING LAX MASTER PLAN EIR & EIS TO:**

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

David B. Kessler, ACIP  
U.S. Dept. of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 9009-2007

Dear Mr. Ritchie and Mr. Kessler:

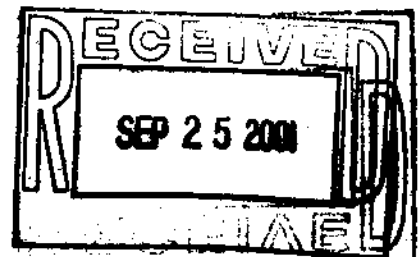
We the undersigned support the acquisition of the West Bluff of the Ballona wetland ecosystem as mitigation for any loss of habitat for the endangered Riverside Fairy Shrimp recently found at LAX. It is our understanding that the United States Fish and Wildlife Service has approved this mitigation.

The West Bluff has what is probably the very last vernal pool left in the City of Los Angeles. It is shown on the historical maps, and in recent photographs. It is also a critical component of the last large coastal wetland system left in Los Angeles County.

In signing this petition, we are not supporting the expansion of LAX. We are supporting the acquisition of the West Bluff in regards to the impacts of the current operations of LAX.

Please include this petition in the EIS/EIR. Thank you very much.

- | <u>NAME</u>        | <u>ADDRESS</u>                                     |
|--------------------|----------------------------------------------------|
| 1. Monty Loh       | MONTY LOH 7503 BALCON AVE., REBECCA, CA. 91335     |
| 2. Albert J. J. J. | 8117 W. Manchester Ave., Playa Del Rey, Ca - 90293 |
| 3. ELIZABETH J. J. | 8117 W. MANCHESTER AVENUE, PLAYA DEL REY, CA 90293 |
| 4. SYLVIA PATINO   | 7924 BERGER AVE, PLAYA DEL REY, CA 90293           |
| 5. Leonardo Patino | 7924 Berger Avenue, Playa Del Rey, Ca 90293.       |
| 6. Jaime Bolsteros | 1165 Harding Ave, San Fernando, Ca, 91340.         |
| 7. Sylvia Henely   | 1165 Harding Ave, San Fernando, Ca 91340           |
| 8.                 |                                                    |
| 9.                 |                                                    |



September 22, 2001

**PETITION REGARDING LAX MASTER PLAN EIR & EIS TO:**

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

David B. Kessler, ACIP  
U.S. Dept. of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 9009-2007

Dear Mr. Ritchie and Mr. Kessler:

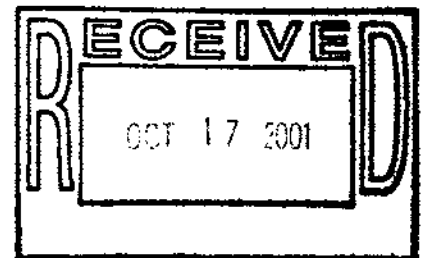
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In signing this petition, we are not supporting the expansion of LAX. We are supporting the acquisition of the West Bluff in regards to the impacts of the current operations of LAX.

Please include this petition in the EIS/EIR. Thank you very much.

NAME	ADDRESS
Bryan W. Hallmark	1325 N. Kentler Ave Los Angeles, CA 90049
Shirley Crumb	1847 Colby Ave. Los Angeles, CA 90025
Marian Branch	4646 W. 141st St, Hawthorne, CA 90250-6820
Nancy Moore	640 Las Casas Ave, Pacific Palisades, CA 90272



PFN00002

MM

**Playa Serena Homeowners Association  
8828 Pershing Drive  
Playa del Rey, California 90293**

DISTRICT OFFICE

JUL 13 2001

COUNCIL DISTRICT 6

18 July 2001

Councilwoman Ruth Galanter  
District 6 Councilmember  
7166 West Manchester Avenue  
Los Angeles, CA 90045

Dear Councilwoman Galanter:

We need your help.

The planned expansion of Los Angeles International Airport, including the construction of a new International Terminal, the access to which would be from Pershing Drive, will significantly and adversely affect the residents of this community. If the new terminal is constructed, the airport authorities intend to close Pershing Drive (south of the Westchester Parkway) to vehicular traffic other than that specifically going to LAX.

Consequently, construction of a new International Terminal has the potential of making an already undesirable situation intolerable. Over the past four decades, airport authorities have substituted their prerogatives over the will of the people. Rather than seek more constructive and less destructive alternatives, they have condemned hundreds of local homes through writ of eminent domain. Rather than seek ways and means to lessen the air and vehicular congestion around LAX, they have acted to increase it. Apparently, they intend to again do so.

The attached petition, signed by the residents of this condominium complex, requests your assistance in halting the proposed LAX expansion. In our opinion, it is time for the LAX authorities to behave as good citizens!

Sincerely,



Steve N. Shneider

President, Playa Serena Homeowners Association

Atch: Playa Serena Petition

PFO00001

# Petition

We, the residents of the Playa Serena condominiums, located at 8828 Pershing Drive in Playa del Rey, California 90293, hereby petition our elected officials and request them to act on our behalf to halt the announced Los Angeles International Airport (LAX) plan to build a large new International Terminal, the access to which would be from Pershing Drive. An integral part of the LAX expansion plan is to close Pershing Drive (south of the Westchester Parkway) to vehicular traffic other than that specifically going to LAX.

If this expansion is approved, it will adversely affect the quality of life of everyone in this community. The residents of Playa Serena – and indeed all Playa del Rey – will be inundated with traffic at all hours of the day and night. Going to and from work, school, shopping, religious services, and other essential activities will be much more difficult. Air and noise pollution will rise and property values could decrease significantly.

LAX is one of the world's busiest and most dangerous airports. Vehicular access into and egress from LAX already is difficult and makes commuting in this area very arduous. Rather than seeking to route some of the air traffic to less congested facilities such as the airports in Ontario and Palmdale, California, the LAX authorities have ignored the will of the people and have pushed ahead with expansion plans. If these plans are adopted, they will exacerbate what is already an almost intolerable situation for local residents.

**Please stop the planned LAX expansion! Make the LAX authorities responsive to the will of the people!**

Sincerely,

Jennifer A. Rougias  
David J. ...

Date: 7 July 01

Date: 7<sup>th</sup> July, 01

Walter J. Hunter  
Coral J. Hunter

Date: 9 July 01

Date: July 9 2001

George C. ...

Date: July 10, 2001

James E. St. John

Date: July 10, 2001

Donald R. ...

Date: July 10, 2001

William ...

Date: July 10, 2001

Ann ...

Date: July 10, 2001

...

Date: July 10, 2001

# Petition

We, the residents of the Playa Serena condominiums, located at 8828 Pershing Drive in Playa del Rey, California 90293, hereby petition our elected officials and request them to act on our behalf to halt the announced Los Angeles International Airport (LAX) plan to build a large new International Terminal, the access to which would be from Pershing Drive. An integral part of the LAX expansion plan is to close Pershing Drive (south of the Westchester Parkway) to vehicular traffic other than that specifically going to LAX.

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**Please stop the planned LAX expansion! Make the LAX authorities responsive to the will of the people!**

Sincerely,

<u>[Signature]</u>	7/9/01	Date:
<u>[Signature]</u>		Date: 7/9/01
<u>[Signature]</u>	7/9/01	Date:
<u>Scott S. McCosh</u>		Date: 7/9/01
<u>Virginia McCosh</u>		Date: 7/9/01
<u>[Signature]</u>	7	Date: 7/9/01
<u>[Signature]</u>		Date: 7/9/01
<u>[Signature]</u>		Date: 7/9/01
<u>Virginia M. Cowdy</u>		Date: 7/9/01
<u>[Signature]</u>		Date: 7/10/01

## Petition

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**Please stop the planned LAX expansion! Make the LAX authorities responsive to the will of the people!**

Sincerely,

<u><i>Stephen K. Hoffman</i></u>	Date: <i>July 9, 2001</i>
<u><i>Keith D. Heron</i></u>	Date: <i>July 9, 2001</i>
<u><i>Judith D. Hoffman</i></u>	Date: <i>07/09/01</i>
<u><i>Aera Curimbhoy</i></u>	Date: <i>7/9/01</i>
<u><i>Jim Luby</i></u>	Date: <i>7/9/01</i>
<u><i>Christa McNeil</i></u>	Date: <i>7/9/01</i>
<u><i>Robin D'Amico</i></u>	Date: <i>7/9/01</i>
<u><i>Carol McWilliams</i></u>	Date: <i>7/4/01</i>
<u><i>Gabriel Redone</i></u>	Date: <i>7/9/01</i>
<u><i>Ralph McKean</i></u>	Date: <i>7/8/01</i>

# Petition

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Sincerely,

<u>David L. Gray</u>	Date: 07/09/01
<u>B. Ahoy</u>	Date: 7-9-01
<u>Roger J. Smith</u>	Date: 7-9-01
<u>Maicia Gray-Smith</u>	Date: 7-9-01
<u>Andy Pohl</u>	Date: 7-9-01
<u>Angela Pohl</u>	Date: 7-9-01
<u>Joe Gutierrez</u>	Date: 7-9-01
<u>David E. Smith</u>	Date: 7/9/01
<u>Shela M. Donald</u>	Date: 7/9/01
<u>W. Pohl</u>	Date: 7/9/01

# Petition

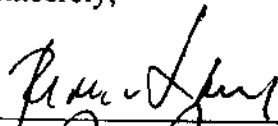

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**Please stop the planned LAX expansion! Make the LAX authorities responsive to the will of the people!**

Sincerely,

	Date: 7/9/01
	Date: 7/9/01
Anthony Banzuela	Date: 7/9/01
RICHARD VEERMA	Date: 7/9/01
Ch Stein	Date: 7/9/01
Frank Stein	Date: 7/9/01
Lidia Apostol	Date: 7/9/01
Paul D. Bone	Date: 7/9/01
Paul Hite	Date: 7/9/01
Rumika Arley	Date: 7/9/01



# Petition



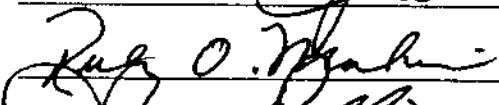
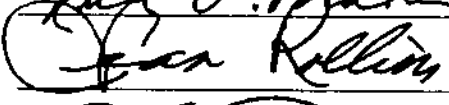
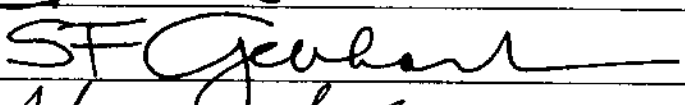
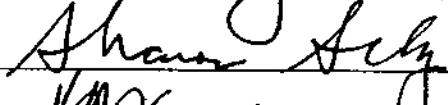
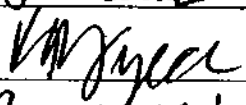
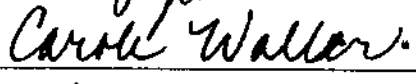

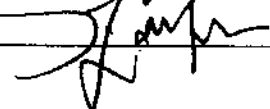
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Sincerely,

	7-9-01	Date:
		Date: 9 Jul 2001
		Date: 9 July 2001
		Date: 9 July 2001
		Date: 9 July 2001
		Date: 9 July 2001
		Date: 9 July 2001
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		Date: 9 July 2001
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Sincerely,

<u>Christina Hallan</u>	Date: 7/10/01
<u>[Signature]</u>	Date: 7/10/01
<u>Charlene Costa</u>	Date: 7/10/01
<u>Joseph C. Kenny</u>	Date: 7/10/01
<u>[Signature]</u>	Date: 7/11/01
<u>[Signature]</u>	Date: 7/11/01
_____	Date:
_____	Date:
_____	Date:
_____	Date:

# Petition

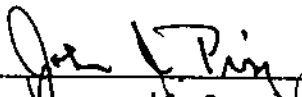
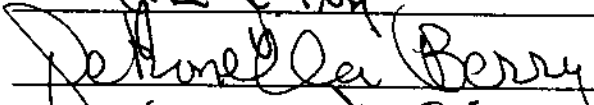
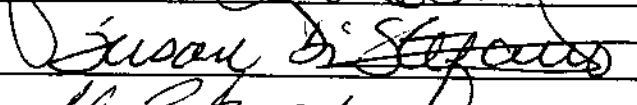
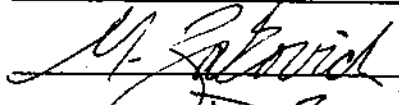
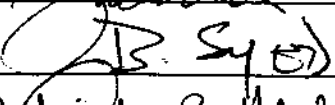
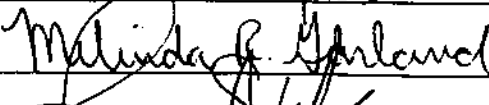


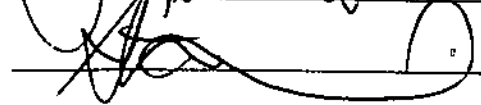
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Sincerely,

	Date: July 17, 2001
	Date: 7/17/01
	Date: 7/18/01
	Date: 7/17/01
	Date: 7/17/01
	Date: 7/17/01
	Date: 7/17/01
	Date: 7/17/01
	Date: 7/18/01
_____	Date: _____

**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

**WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.**

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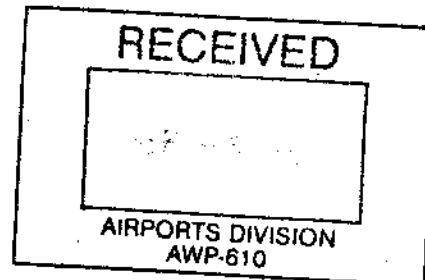
Thank you.

Organization/Individual: ANNE E. MULLIGAN

Address: 7806 HENRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/20/01



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U.S. House Speaker, Majority and Minority Leader

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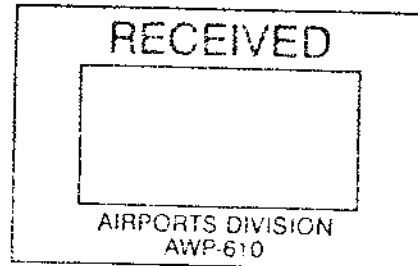
Thank you.

Organization/Individual: EUGENE L. SCHOLL

Address: 7812 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90048

Name: \_\_\_\_\_ Date: 5/29/01



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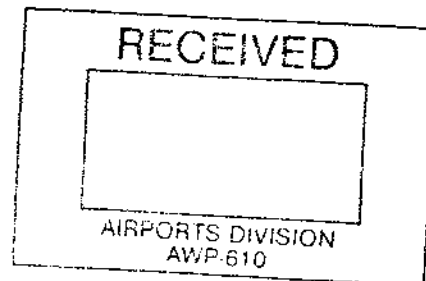
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Organization/Individual: BRIDGET O'ROURKE

Address: 7807 HILHORY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/29/01



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Thank you.

Organization/Individual:

STANLEY WINSTEIN

Address: 7813 HINDRY AVE

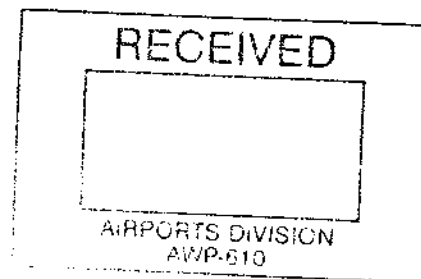
City: LOS ANGELES

State: CA

Zip: 90045

Name:

Date: 5/24/01



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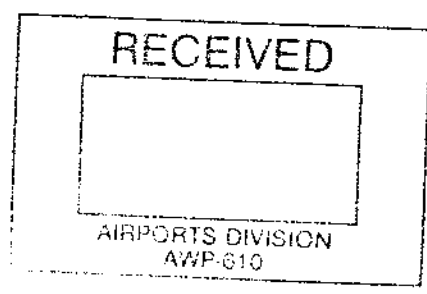
Thank you.

Organization/Individual: ALICE LOGRIP

Address: 7816 HILTON AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/29/01





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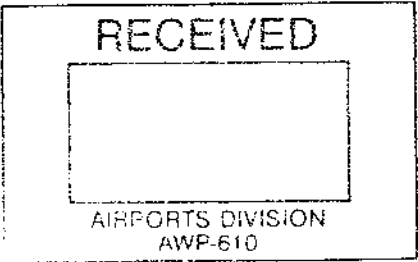
Thank you.

Organization/Individual: ALISON BOERIP

Address: 7816 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90048

Name: \_\_\_\_\_ Date: 4/24/01



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Organization/Individual:

MARIAN LUCAS

Address: 7816 HILARY AVE

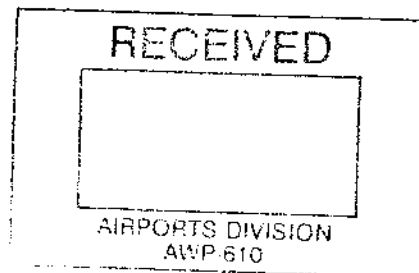
City: LOS ANGELES

State: CA

Zip: 90045

Name: \_\_\_\_\_

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U.S. House Speaker, Majority and Minority Leader

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Thank you.

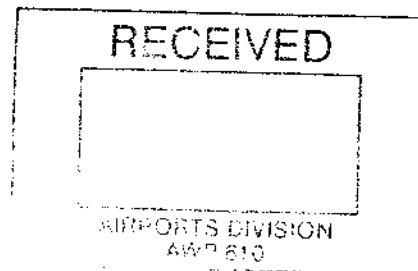
Organization/Individual:

ROBERT BURIP

Address: 2816 H HADLEY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/24/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual:

JOHN COMBOLLY

Address: 7816 HINDRY AVE

City: LOS ANGELES

State: CA

Zip: 90045

Name: \_\_\_\_\_

Date: 4/24/01



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Organization/Individual:

MARY A. CUTIERREY

Address: 7861 HINORY BLVD

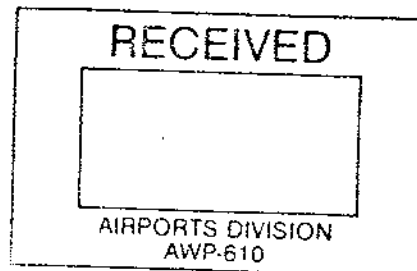
City: LOS ANGELES

State: CA

Zip: 90045

Name: \_\_\_\_\_

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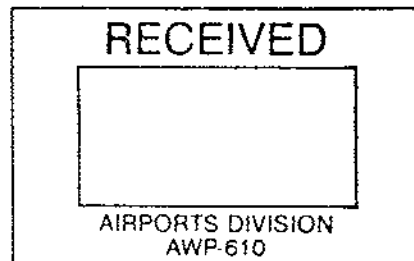
Thank you.

Organization/Individual: REBBIWA SWIFT

Address: 7722 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90048

Name: \_\_\_\_\_ Date: 5/20/01



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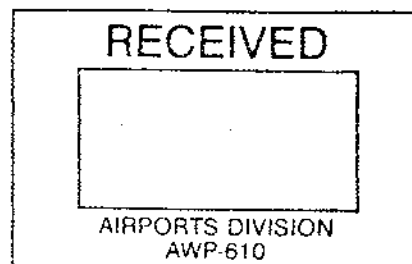
Thank you.

Organization/Individual: CAROLINE HUSSAM

Address: 7725 HENRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/20/01



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Thank you.

Organization/Individual:

HARRY RUSE

Address:

7725 HINDRY AVE

City:

LOS ANGELES

State:

CA

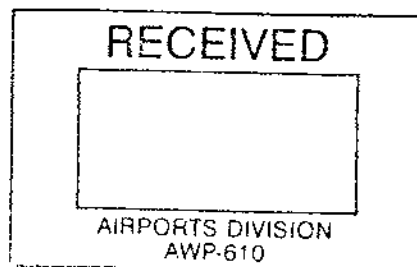
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Organization/Individual:

ARHOLD TEMA

Address:

7728 HILARY AVE

City:

LOS ANGELES

State:

CA

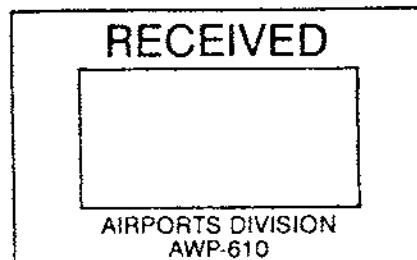
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Organization/Individual:

DEBORAH FARLEY

Address: 7731 HINDAY AVE

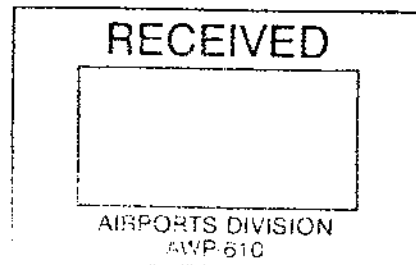
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State: CA

Zip: 90041

Name: \_\_\_\_\_

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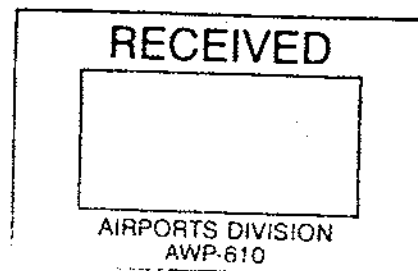
Thank you.

Organization/Individual: JULIE K. BUCHALTER

Address: 7734 HILTON AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/29/01



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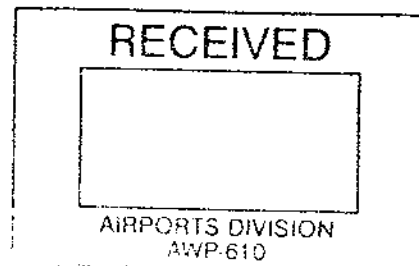
Thank you.

Organization/Individual: CAROL D. HENRY

Address: 7737 HENRY AVE

City: LOS ANGELES State: CA Zip: 90041

Name: \_\_\_\_\_ Date: 5/29/01



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Thank you.

Organization/Individual:

ARLENE D LISKU

Address:

7740 HILARY AVE

City:

LOS ANGELES

State:

CA

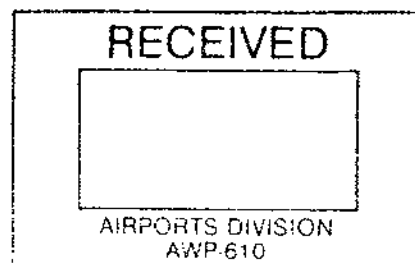
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Organization/Individual: PAUL H. LISKO

Address: 7740 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/29/01



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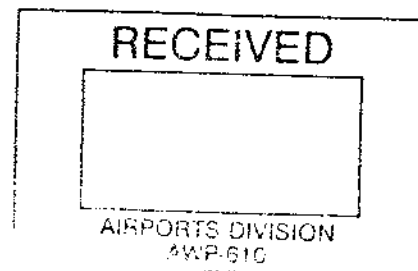
Thank you.

Organization/Individual: WILLIAM G. CARDWELL

Address: 7747 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 4/31/01



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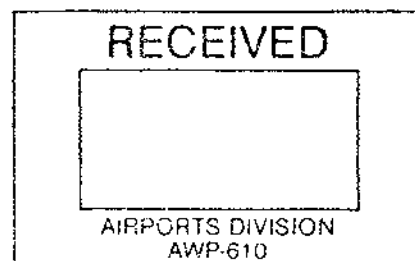
Thank you.

Organization/Individual: JOSEPH DUCTOR

Address: 7744 HILSON AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/24/01





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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

WILLIAM D BUCHANAN JR.

Address:

7749 HINDRY AVE

City:

LOS ANGELES

State:

CA

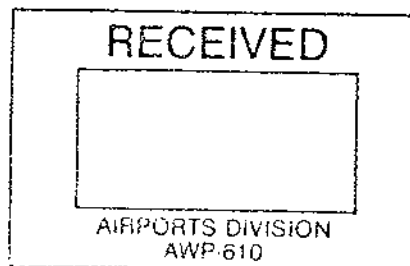
Zip:

90045

Name:

Date:

5/26/01



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Due Date: August 31, 2000

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Thank you.

Organization/Individual:

PENNY S. BOLIVIS

Address: 7749 HINDRY AVE

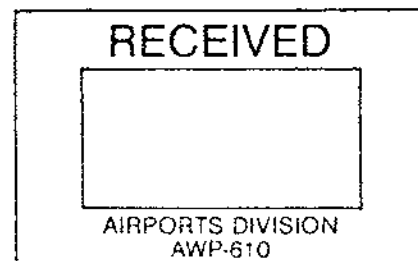
City: LOS ANGELES

State: CA

Zip: 90048

Name: \_\_\_\_\_

Date: 5/24/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

PATRICIA W. CAYLE

Address:

7755 TIMPARY AVE

City:

LOS ANGELES

State:

CA

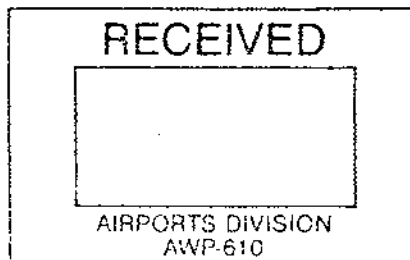
Zip:

90045

Name:

Date:

5/20/01



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Thank you.

Organization/Individual:

JEANINE M. MAZIE

Address: 7755 HINDRY AVE

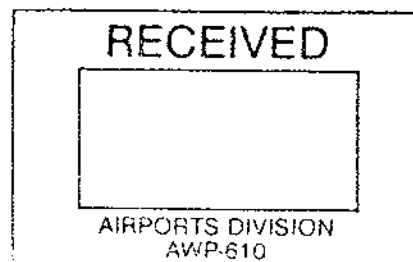
City: LOS ANGELES

State: CA

Zip: 90045

Name: \_\_\_\_\_

Date: 5/24/01



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Thank you.

Organization/Individual:

CARLU 1251 2nd St

Address:

7757 1140th AVE

City:

LA HABRA

State:

CA

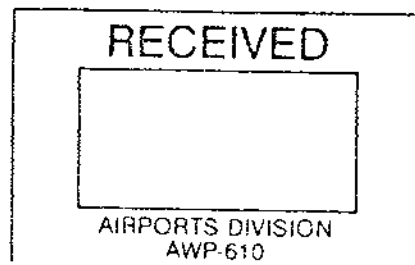
Zip:

92641

Name:

Date:

4/30/01



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U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual:

*CAROL A. B. MESTREZ*

Address:

*7756 HAWTHORNE AVE*

City:

*LOS ANGELES*

State:

*CA*

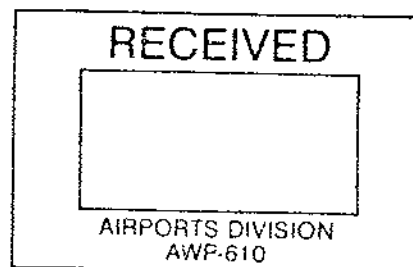
Zip:

*90049*

Name:

Date:

*5/24/01*



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U.S. House Speaker, Majority and Minority Leader

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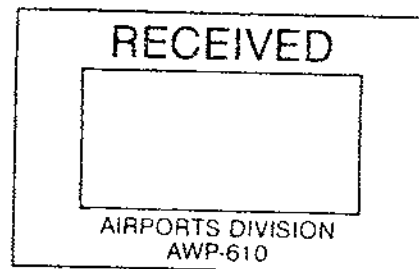
Thank you.

Organization/Individual: MIRIAM MESTENZEL

Address: 7750 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/24/01



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Thank you.

Organization/Individual:

CAROL A. SULLIVAN

Address:

7800 HAYDEN AVE

City:

LOS ANGELES

State:

CA

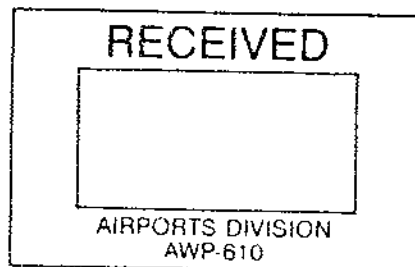
Zip:

90045

Name:

Date:

4/29/01





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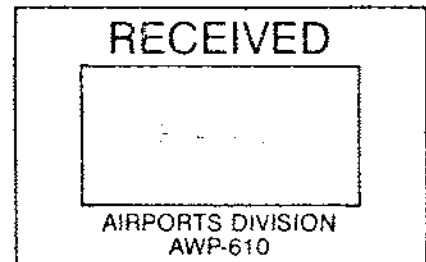
Thank you.

Organization/Individual: LIEAH W. BRUSSARD

Address: 7861 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/24/01



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Due Date: August 31, 2000

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Thank you.

Organization/Individual:

LAUREL A. ANDERSON

Address:

7857 BOONARD AVE

City:

LOS ANGELES

State:

CA

Zip:

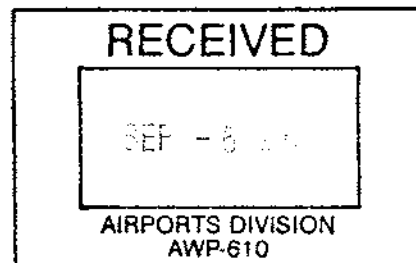
90044

Name:

LAUREL A. ANDERSON

Date:

5/26/01



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U.S. Senate Majority and Minority Leader  
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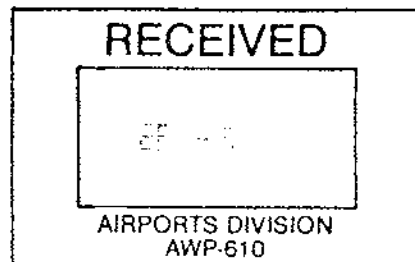
Organization/Individual:

NICHOLAS J. JENNINGS

Address: 7701 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: NICHOLAS J. JENNINGS Date: 5/24/01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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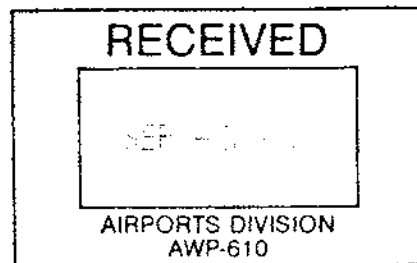
Thank you.

Organization/Individual: ANTONIO PEREZ

Address: 7701 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90048

Name: ANTONIO PEREZ Date: 5/29/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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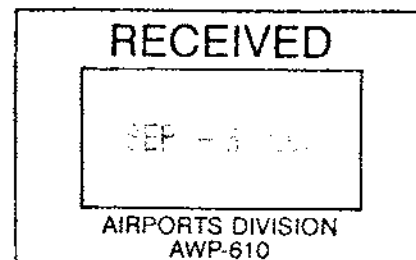
Thank you.

Organization/Individual: CAROLINA PEREZ

Address: 7201 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: CAROLINA PEREZ Date: 5/22/01



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To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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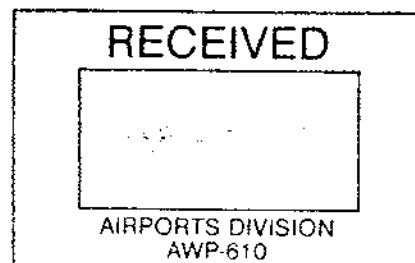
Thank you.

Organization/Individual: EVAN FRESTONE

Address: 7707 HARMONY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: EVAN FRESTONE Date: 5/26/01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

RUTH ODELL

Address:

7707 HILARY AVE

City:

LOS ANGELES

State:

CA

Zip:

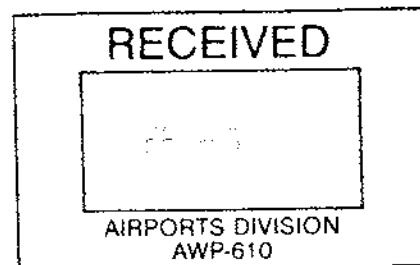
90045

Name:

RUTH ODELL

Date:

5/22/01



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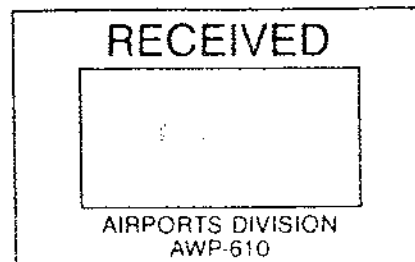
Thank you.

Organization/Individual: BARRY NACKUS

Address: 7712 HINORY

City: LOS ANGELES State: CA Zip: 90045

Name: BARRY NACKUS Date: 5/24/01





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

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Thank you.

Organization/Individual:

ROSLY MOJEL

Address: 2713 HINDRY AVE

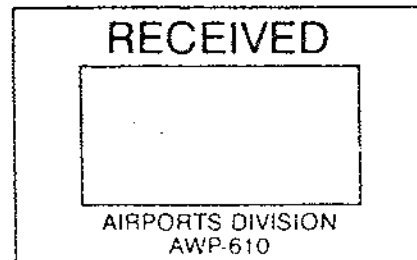
City: LOS ANGELES

State: CA

Zip: 90044

Name: \_\_\_\_\_

Date: 5/24/01



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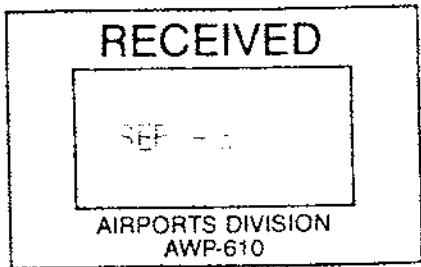
Thank you.

Organization/Individual: GEORGE CALLINAN

Address: 7718 HINDAY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 5/25/01



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U.S. House Speaker, Majority and Minority Leader

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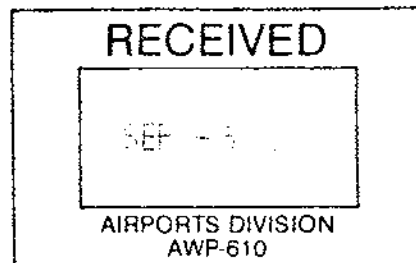
Thank you.

Organization/Individual: PAUL CARLINAW

Address: 7718 HUNNY AVE

City: LOS ANGELES State: CA Zip: 90048

Name: \_\_\_\_\_ Date: 4/24/01



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U.S. Senate Majority and Minority Leader  
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Thank you.

Organization/Individual:

BRENDA KUZNIA

Address:

7222  
~~7218~~ HINDRY AVE

City:

LOS ANGELES

State:

CA

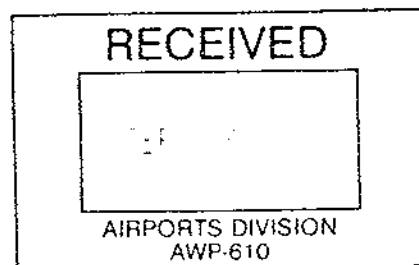
Zip:

90042

Name:

Date:

4/29/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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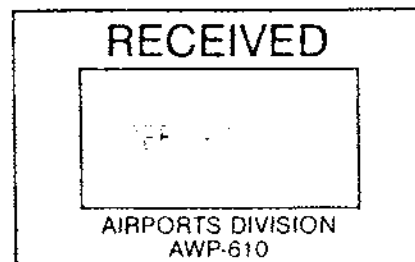
Thank you.

Organization/Individual: CHARLES KUZMIA

Address: 7722 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90041

Name: \_\_\_\_\_ Date: 5/29/01



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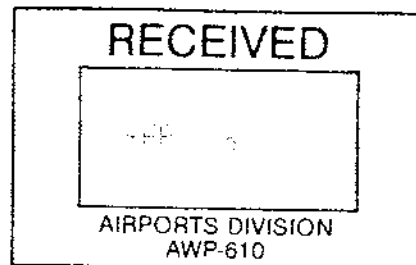
Organization/Individual:

*PAUL SWIFER*

Address: 7722 HADLEY AVE

City: LOS ANGELES State: CA Zip: 90048

Name: \_\_\_\_\_ Date: 5/24/01



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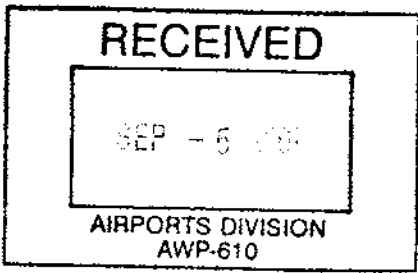
Thank you.

Organization/Individual: KEVIN A MENDEZ

Address: 7900 ISIS AVE

City: LOS ANGELES State: CA Zip: 90048

Name: KEVIN A MENDEZ Date: 5/18/01



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Due Date: August 31, 2000

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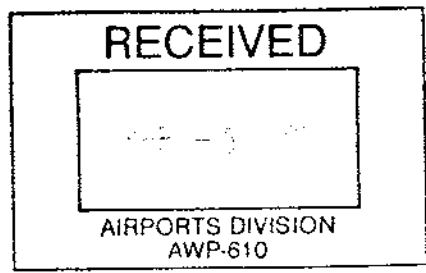
Organization/Individual:

MARGUERITE M. VARDAS

Address: 7900 E 11 AVE

City: LOS ANGELES State: CA Zip: 90041

Name: MARGUERITE M. VARDAS Date: 5/18/01





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U.S. House Speaker, Majority and Minority Leader

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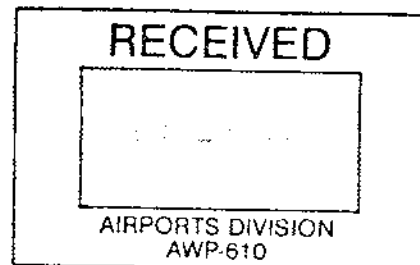
Thank you.

Organization/Individual: FREDRICK BASTARDCHURY

Address: 7906 ISIS AVE

City: LOS ANGELES State: CA Zip: 90042

Name: FREDRICK BASTARDCHURY Date: 5/18/01



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Due Date: August 31, 2000

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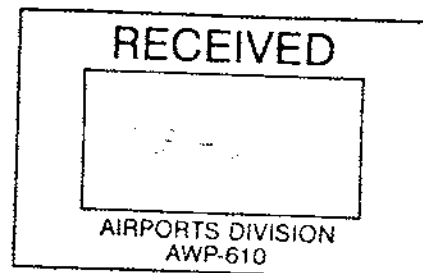
Thank you.

Organization/Individual: BETH F RUBENSTEIN

Address: 7906 ISIS AVE

City: LOS ANGELES State: CA Zip: 90048

Name: BETH F RUBENSTEIN Date: 5/18/01



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U.S. House Speaker, Majority and Minority Leader

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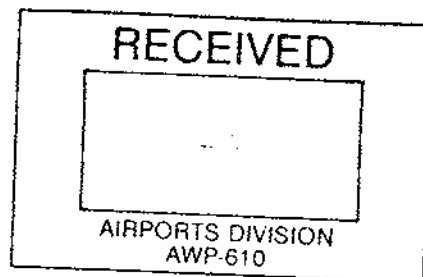
Thank you.

Organization/Individual: SANDRA Y. ANAYA

Address: 7812 FISB AVE

City: LOS ANGELES State: CA Zip: 90045

Name: SANDRA Y. ANAYA Date: 5/10/01



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U.S. House Speaker, Majority and Minority Leader

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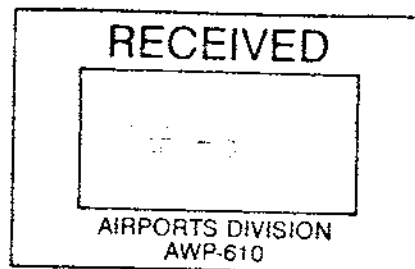
Thank you.

Organization/Individual: HUONG K. HUYNH

Address: 7912 ISIS AVE

City: LOS ANGELES State: CA Zip: 90045

Name: HUONG K. HUYNH Date: 4/18/01



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U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual:

RILEY R. TRIPP

Address: 7834 BODDARD AVE

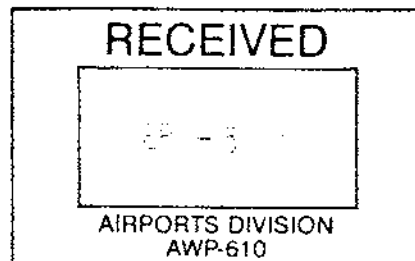
City: LOS ANGELES

State: CA

Zip: 90048

Name: RILEY R. TRIPP

Date: 5/20/01



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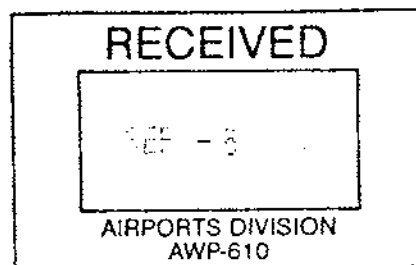
Thank you.

Organization/Individual: TERRY A BUTTLIEB

Address: 7840 BODDARD AVE

City: LOS ANGELES State: CA Zip: 90045

Name: TERRY A BUTTLIEB Date: 5/24/01



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Thank you.

Organization/Individual:

JASON L. RICH

Address:

7940 GUADALUPE AVE

City:

LOS ANGELES

State:

CA

Zip:

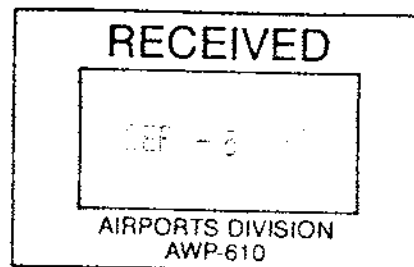
90044

Name:

JASON L. RICH

Date:

5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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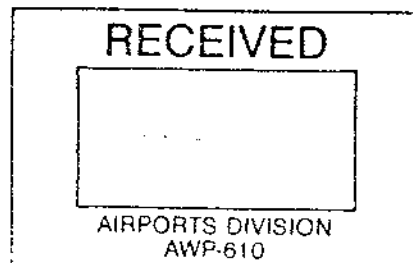
Thank you.

Organization/Individual: LOUIS F. SULLIVAN

Address: 7840 BOODARD AVE

City: LOS ANGELES State: CA Zip: 90045

Name: LOUIS F SULLIVAN Date: 5/20/01





**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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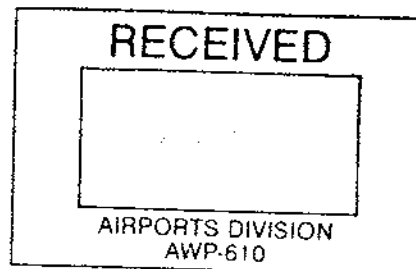
Thank you.

Organization/Individual: JULIE MARCACCIO

Address: 7846 CORDARO AVE

City: LOS ANGELES State: CA Zip: 90045

Name: JULIE MARCACCIO Date: 5/2/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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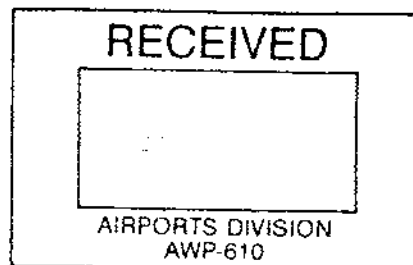
Thank you.

Organization/Individual: PATRICIA E. POND

Address: 7846 RUDMAN AVE

City: LOS ANGELES State: CA Zip: 90041

Name: PATRICIA E POND Date: 5/20/01



**Halt All Airport Expansion!**

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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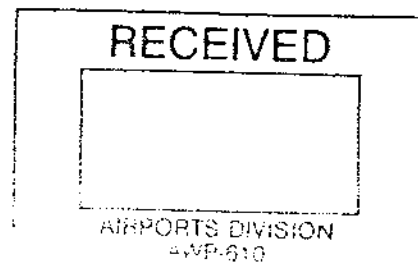
Thank you.

Organization/Individual: CATHERINE L. BASSO

Address: 7847 GOODMAN AVE

City: LOS ANGELES State: CA Zip: 90048

Name: CATHERINE L. BASSO Date: 5/20/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual:

STEVEN G. BASSO

Address: 7847 GOODARD AVE

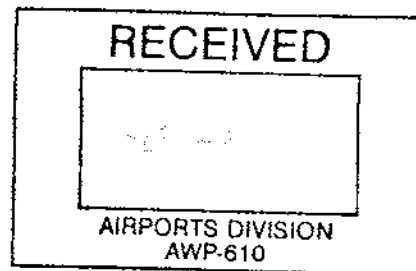
City: LOS ANGELES

State: CA

Zip: 90045

Name: STEVEN G. BASSO

Date: 5/20/01



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Thank you.

Organization/Individual:

GEMIEVIEVE H. CLAWSON

Address: 7847 BROADWAY AVE

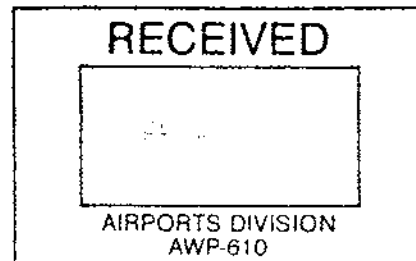
City: LOS ANGELES

State: CA

Zip: 90048

Name: GEMIEVIEVE H. CLAWSON

Date: 5/27/01



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Thank you.

Organization/Individual:

*Thomas W. Spillaker*

Address:

*7800 - ...*

City:

*... Airport*

State:

*CA*

Zip:

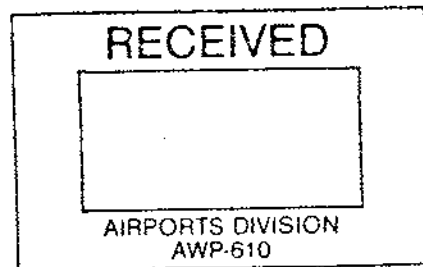
*91204*

Name:

*Thomas W. Spillaker*

Date:

*5/1/01*



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U.S. House Speaker, Majority and Minority Leader

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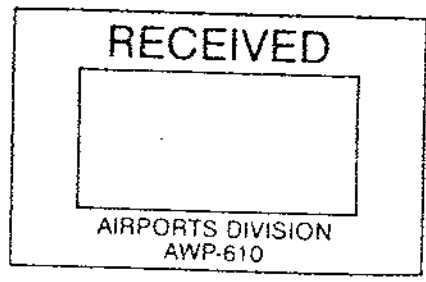
Thank you.

Organization/Individual: SCOTT A. EMERSON

Address: 2101 - 11th St

City: LA JOLLA, CA State: CA Zip: 92037

Name: SCOTT A. EMERSON Date: 4/30/01



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U.S. House Speaker, Majority and Minority Leader

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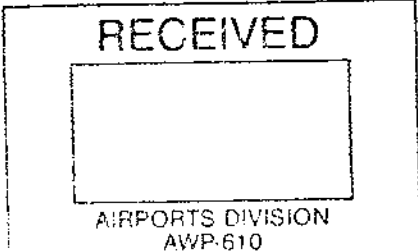
Thank you.

Organization/Individual: THOMAS R. SPILLER M.D.

Address: 7201 LINDEN AVE

City: LOS ANGELES State: CA Zip: 90048

Name: THOMAS R. SPILLER M.D. Date: 5/1/01





**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual: KRISTIN M. KESLEY

Address: 7802 ...

City: WEST ... State: CA Zip: 94040

Name: KRISTIN M. KESLEY Date: 5/1/01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

COLUMBIA UNIV AIRPORTS

Address:

7255 HANOVER BLVD

City:

WASH DC

State:

DC

Zip:

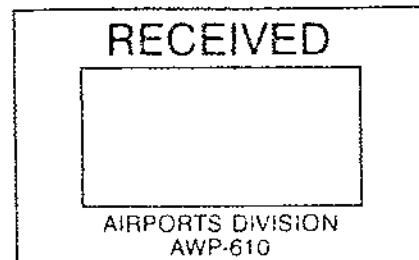
20041

Name:

COLUMBIA UNIV AIRPORTS

Date:

5/18/01



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U.S. House Speaker, Majority and Minority Leader

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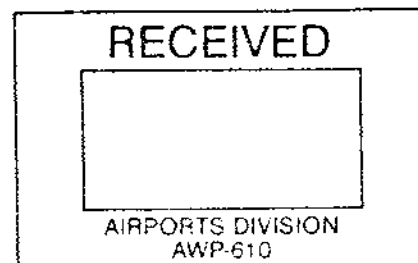
Thank you.

Organization/Individual: DAVID T. HATHORN

Address: 7835 HATHORN DR

City: LAKE ARTHUR State: TX Zip: 75849

Name: DAVID T. HATHORN Date: 4/30/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual: DESER L. PATTON

Address: 7855 HAWTHORNE AVE

City: LOS ANGELES State: CA Zip: 90046

Name: DESER L. PATTON Date: 5/18/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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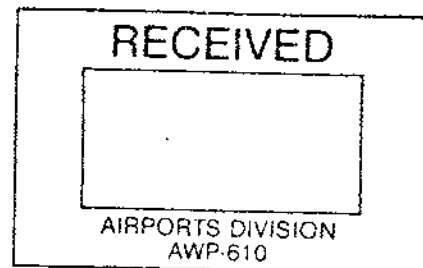
Thank you.

Organization/Individual: CAROLINE L. WILLIAMS

Address: 7800 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90044

Name: CAROLINE L. WILLIAMS Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

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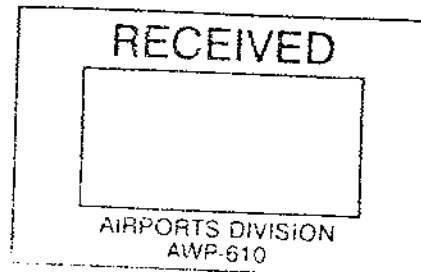
Thank you.

Organization/Individual: JUDITH M. TEMM

Address: 777 S HENDRY

City: LOS ANGELES State: CA Zip: 90049

Name: \_\_\_\_\_ Date: 5/24/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

**WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.**

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Thank you.

Organization/Individual:

SUZANNE TENA

Address:

7728 HINDRY AVE

City:

LOS ANGELES

State:

CA

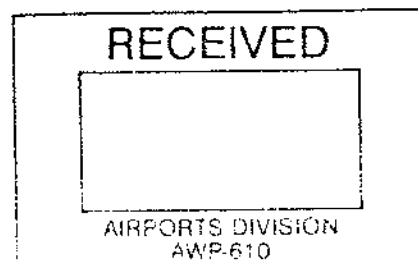
Zip:

90045

Name:

Date:

5/29/01



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Organization/Individual:

THEIRIA TEAA

Address:

7728 HIGHWAY AVE

City:

LUS ANGELES

State:

CA

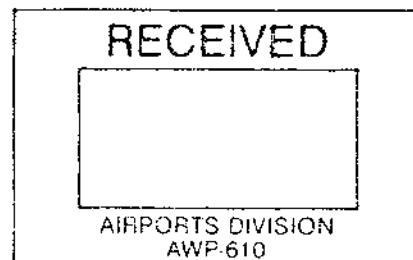
Zip:

90048

Name:

Date:

5/20/01





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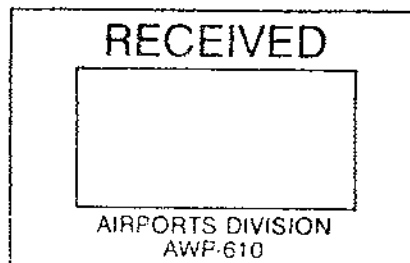
Thank you.

Organization/Individual: SERENIE R. DUFFUR

Address: 7744 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90048

Name: \_\_\_\_\_ Date: 5/24/01



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Thank you.

Organization/Individual:

KAREN S. MALDONADO

Address:

7750 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip:

90044

Name:

Date:

9/20/01



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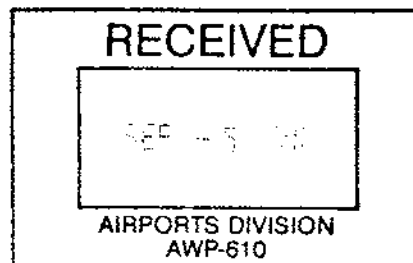
Thank you.

Organization/Individual: TERESA Y. CIANOLA

Address: 7850 GUNNARD AVE

City: LOS ANGELES State: CA Zip: 90045

Name: TERESA Y CIANOLA Date: 5/20/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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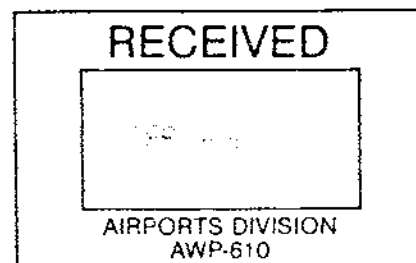
Thank you.

Organization/Individual:

Address: 7712 HISTORY AVE

City: LOS ANGELES State: CA Zip: 90044

Name: MARGARET MCELROY Date: 5/24/01



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U.S. Senate Majority and Minority Leader  
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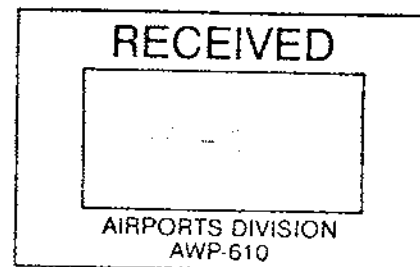
Thank you.

Organization/Individual: KAYLA S. PODOFSKY

Address: 7906 LISIS AVE

City: LOS ANGELES State: CA Zip: 90044

Name: KAYLA S. PODOFSKY Date: 5/18/01



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U.S. House Speaker, Majority and Minority Leader

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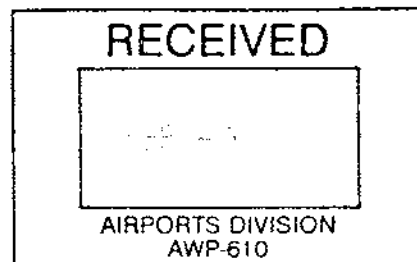
Thank you.

Organization/Individual: RYAN MORSELY

Address: 7912 FAY AVE

City: LOS ANGELES State: CA Zip: 90043

Name: RYAN MORSELY Date: 5/18/01



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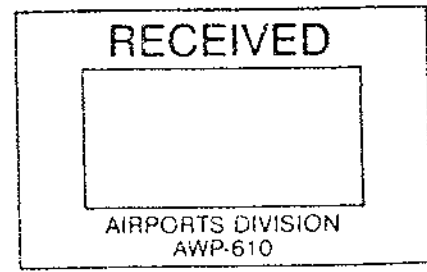
Thank you.

Organization/Individual: FRANK G. COLWELL

Address: 7843 HARRIS ST

City: LOS ANGELES State: CA Zip: 90048

Name: FRANK G. COLWELL Date: 4/30/01



**Halt All Airport Expansion!**

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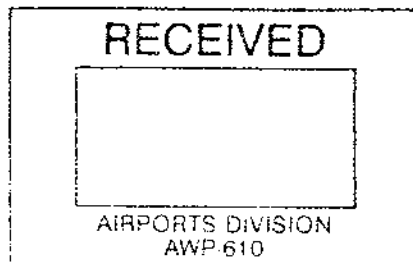
Thank you.

Organization/Individual: HERMINE S. BURGER

Address: 7249 FAIRWAY ROAD

City: LOS ANGELES State: CA Zip: 90048

Name: HERMINE S. BURGER Date: 4/18/01





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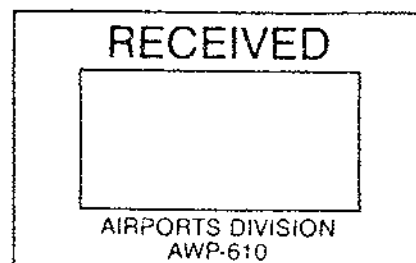
Thank you.

Organization/Individual: Green Party

Address: 708 W. 100th St. #100

City: Wichita, KS State: KS Zip: 67202

Name: John Green Date: 5-1-01



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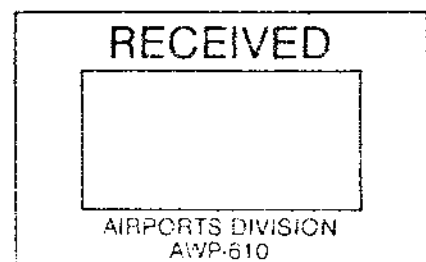
Thank you.

Organization/Individual: JOAN M. BURDE

Address: 17854 HAINES AVE

City: LOS ANGELES State: CA Zip: 90044

Name: JOAN M. BURDE Date: 4/18/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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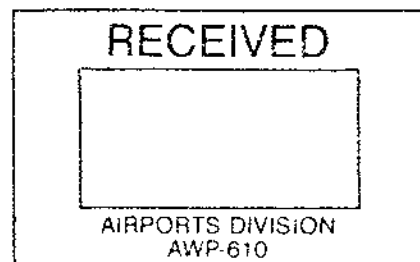
Thank you.

Organization/Individual: HOWARD J. WATKINS

Address: 7801 HAWAY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: HOWARD J. WATKINS Date: 5/2/01



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U.S. House Speaker, Majority and Minority Leader

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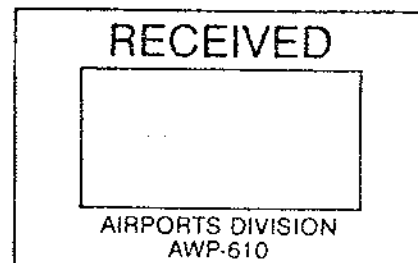
Thank you.

Organization/Individual: CHRISTINA M. WAHLE

Address: 7801 HILTON AVE

City: LOS ANGELES State: CA Zip: 90048

Name: CHRISTINA M. WAHLE Date: 4/18/01



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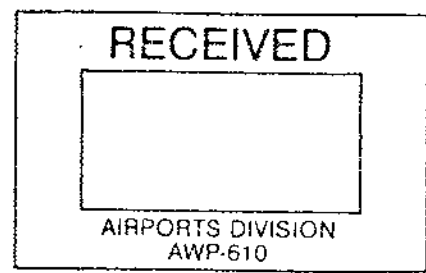
Thank you.

Organization/Individual: BRIAN D. WAINKE

Address: 2811 HIDDEN HILL

City: LOS ANGELES State: CA Zip: 90045

Name: BRIAN D. WAINKE Date: 5/18/01



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To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

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Thank you.

Organization/Individual: SHARPE E. WALKER

Address: 7061 HAWTHORNE AVE

City: LOS ANGELES State: CA Zip: 90048

Name: SHARPE E WALKER Date: 5/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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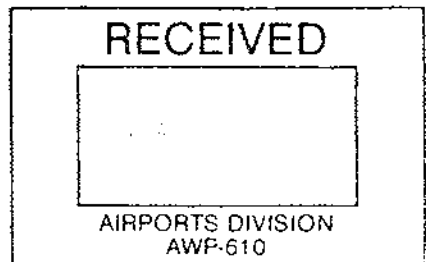
Thank you.

Organization/Individual: RUTH C. WAMME

Address: 786 HINDRY AVE

City: US AIRBORNE State: CA Zip: 90041

Name: RUTH C. WAMME Date: 5/10/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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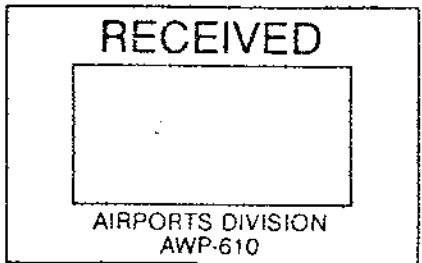
Thank you.

Organization/Individual: DAVE C. MCMAHON

Address: 7750 ESB AVE

City: LOS ANGELES State: CA Zip: 90045

Name: DAVE C. MCMAHON Date: 5/18/01





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To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

ROSEMARY C. CONRADY

Address: 7818 HUNTERY AVE

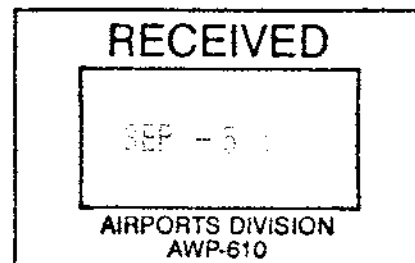
City: LOS ANGELES

State: CA

Zip: 90048

Name: ROSEMARY C. CONRADY

Date: 5/19/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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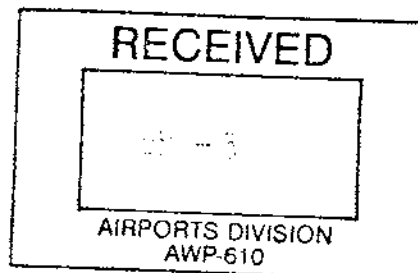
Thank you.

Organization/Individual: GWEN SPERRY

Address: 7822 HINDON AVE

City: LOS ANGELES State: CA Zip: 90048

Name: GWEN SPERRY Date: 5/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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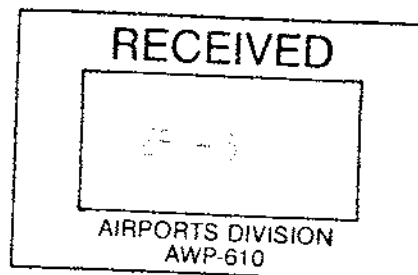
Thank you.

Organization/Individual: ROHARD K. SPEERAY

Address: 7822 KIMMAY HWY

City: LOS ANGELES State: CA Zip: 90045

Name: ROHARD K. SPEERAY Date: 5/1/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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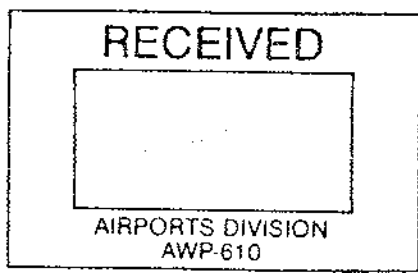
Thank you.

Organization/Individual: THOMAS KENT SPERRY

Address: 7322 HAWTHORN AVE

City: LOS ANGELES State: CA Zip: 90048

Name: THOMAS K SPERRY Date: 5-1-01



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To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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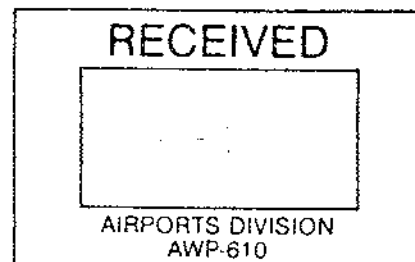
Thank you.

Organization/Individual: MR ROBERT A JAMES

Address: 7525 THOMAS AVE

City: LOS ANGELES State: CA Zip: 90048

Name: MR ROBERT A JAMES Date: 5/1/01



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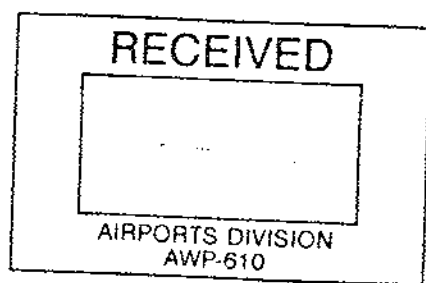
Thank you.

Organization/Individual: PATRICIA ANNE WILD

Address: 2825 HINDRY AVE

City: LOS ANGELES State: CA Zip: 90045

Name: PATRICIA ANNE WILD Date: 4/30/01



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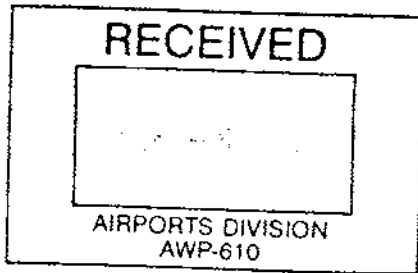
Thank you.

Organization/Individual: DONNA J. DIMARCO

Address: 7826 HUNTER

City: LOS ANGELES State: CA Zip: 90045

Name: DONNA J. DIMARCO Date: 5/18/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

OLIVER J. DIMARCO

Address:

2826 HINDRY AVE

City:

LOS ANGELES

State:

CA

Zip:

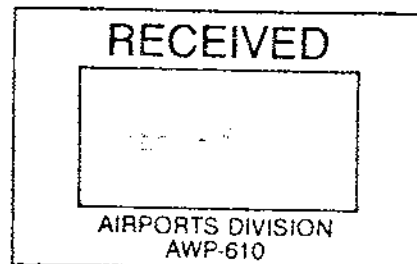
90004

Name:

OLIVER J. DIMARCO

Date:

4/30/01





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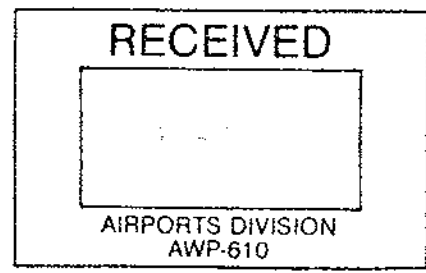
Thank you.

Organization/Individual: STEVE SIDNEY

Address: 7031 HAIN DR

City: LOS ANGELES State: CA Zip: 90048

Name: SIDNEY STEVE Date: 5/2/01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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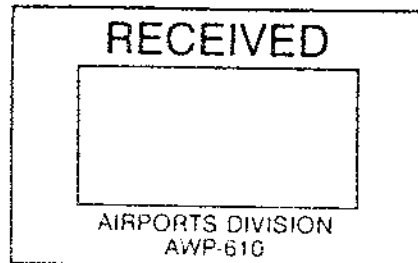
Thank you.

Organization/Individual: LISA E. REYNOLDS

Address: 7832 IRINDALE AVE

City: LOS ANGELES State: CA Zip: 90044

Name: LISA E. REYNOLDS Date: 5/1/01



**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual: DEMIUS R. HARRIS

Address: 7837 HINDMAN RD

City: WINN RIVER State: GA Zip: 30242

Name: DEMIUS R. HARRIS Date: 5/2/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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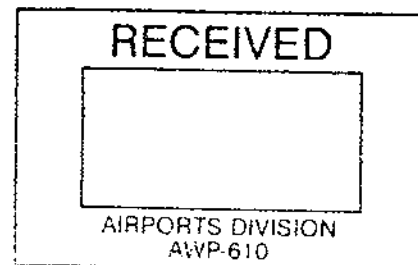
Thank you.

Organization/Individual: ERNESTINE T. BIAHOLA

Address: 7850 BUDDARD AVE

City: LOS ANGELES State: CA Zip: 90045

Name: ERNESTINE T. BIAHOLA Date: 5/24/01



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To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

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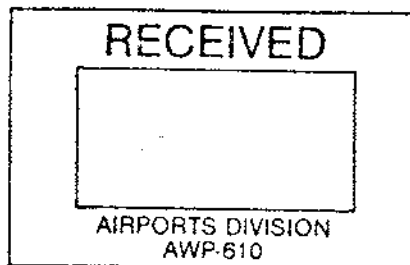
Thank you.

Organization/Individual: DIANE A. MORETTI

Address: 7750 E 515 Ave

City: LOS ANGELES State: CA Zip: 90045

Name: DIANE A. MORETTI Date: 5/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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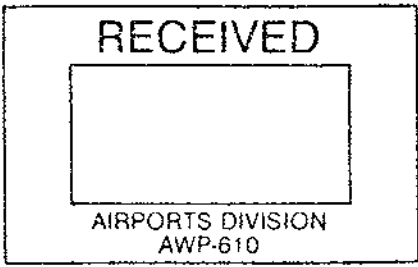
Thank you.

Organization/Individual: ANDREA L. ARON

Address: 7310 53RD AVE

City: LOS ANGELES State: CA Zip: 90040

Name: ANDREA L. ARON Date: 5/18/01



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Thank you.

Organization/Individual: LINDA D THURSEN

Address: 7760 ISB AVE

City: LOS ANGELES State: CA Zip: 90041

Name: LINDA D THURSEN Date: 5/18/01



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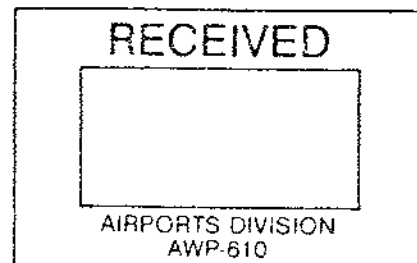
Thank you.

Organization/Individual: JAMES T. DUNLAP

Address: 7766 ESB ALE

City: LOS ANGELES State: CA Zip: 90048

Name: JAMES T. DUNLAP Date: 5/1/01





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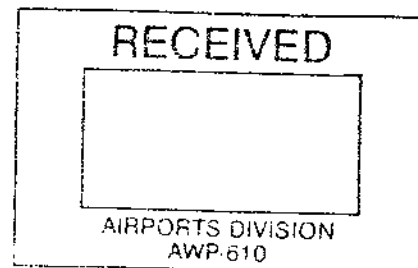
Thank you.

Organization/Individual: OLIVE M. DUNLAP

Address: 7766 ISIS AVE

City: LOS ANGELES State: CA Zip: 90048

Name: OLIVE M. DUNLAP Date: 5/18/01



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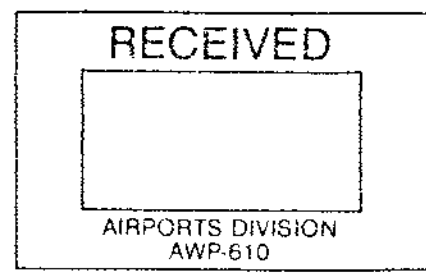
Thank you.

Organization/Individual: ERVIN R. CLEVELY

Address: 7772 ESP AVE

City: LOS ANGELES State: CA Zip: 90041

Name: ERVIN R. CLEVELY Date: 5/18/01



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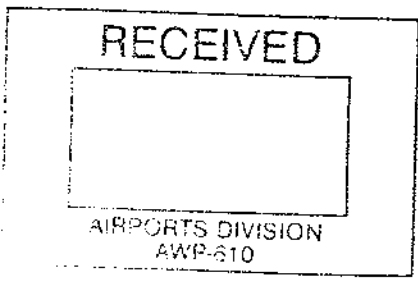
Thank you.

Organization/Individual: WENDY A CLEVERLY

Address: 7772 ISIS AVE

City: LOS ANGELES State: CA Zip: 90048

Name: WENDY A CLEVERLY Date: 5/18/01



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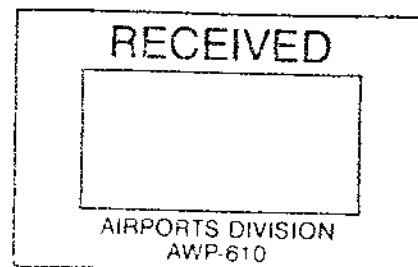
Thank you.

Organization/Individual: MARATHA H. EIDSMOE

Address: 7776 E 515 AVE

City: LOS ANGELES State: CA Zip: 90045

Name: MARATHA H. EIDSMOE Date: 5/18/01



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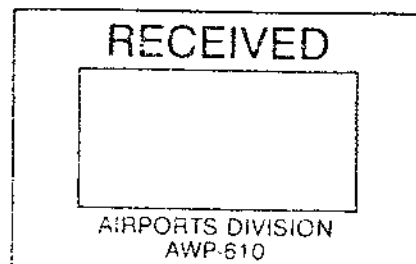
Thank you.

Organization/Individual: MARTIN A FEIDSMUE

Address: 7776 ISIS AVE

City: LOS ANGELES State: CA Zip: 90048

Name: MARTIN A FEIDSMUE Date: 5/18/01



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Thank you.

Organization/Individual:

JULIAN D ELLISON

Address:

7806 E 515 AVE

City:

LOS ANGELES

State: CA

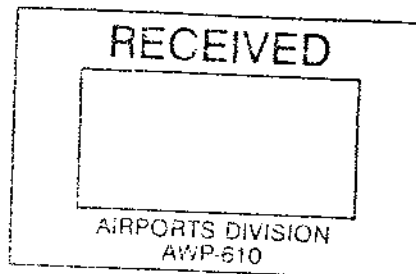
Zip: 90041

Name:

JULIAN D ELLISON

Date:

5/18/01



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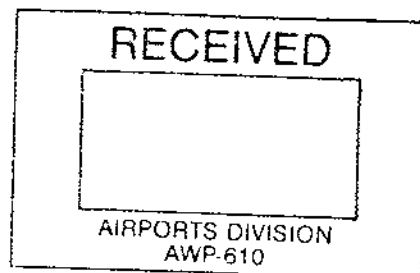
Thank you.

Organization/Individual: EVELYN M. BATEMAN

Address: 7811 ISIS AVE

City: LOS ANGELES State: CA Zip: 90044

Name: EVELYN M. BATEMAN Date: 5/18/01



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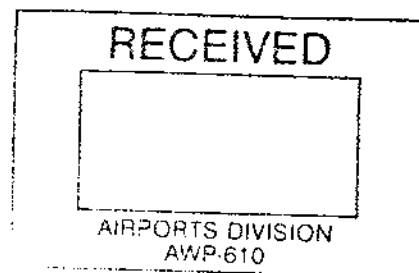
Thank you.

Organization/Individual:           THERESA M. WURHART          

Address:           7810 ISIS AVE          

City:           LOS ANGELES           State:           CA           Zip:           90041          

Name:           THERESA M WURHART           Date:           5/18/01          





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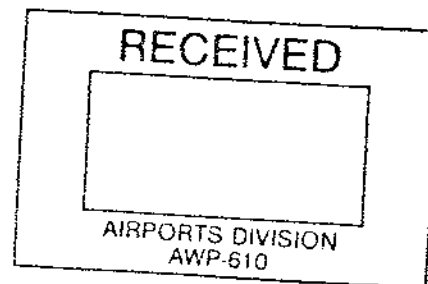
Thank you.

Organization/Individual: FLORENCE B. BURNER

Address: 7816 E 9th Ave

City: LOS ANGELES State: CA Zip: 90042

Name: FLORENCE B BURNER Date: 5/1/01



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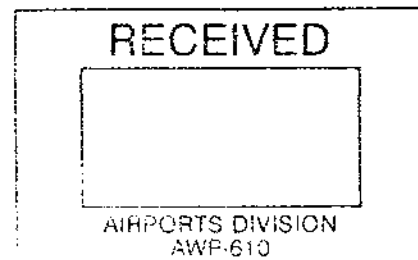
Thank you.

Organization/Individual: CAROL A. C. VERNEER

Address: 7816 ISIS AVE

City: COS ANGELES State: CA Zip: 90048

Name: CAROL A. C. VERNEER Date: 4/18/01



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U.S. House Speaker, Majority and Minority Leader

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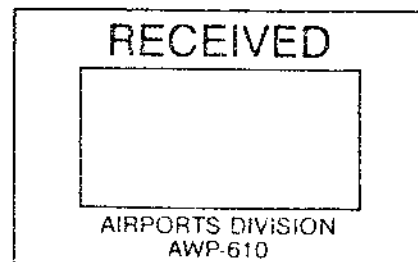
Thank you.

Organization/Individual: MC CARTHY TIMOTHY S.

Address: 7816 E 515 AVE

City: LOS ANGELES State: CA Zip: 90047

Name: MC CARTHY TIMOTHY S. Date: 5/18/01



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Due Date: August 31, 2000

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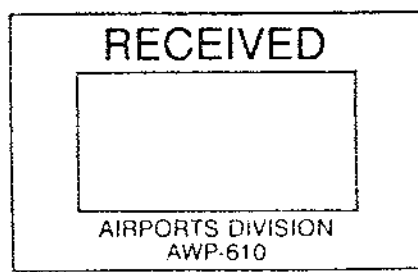
Thank you.

Organization/Individual: THE AVIATION WATCH ASSOCIATION

Address: 7837 HANCOCK ST

City: LOS ANGELES State: CA Zip: 90048

Name: THE AVIATION WATCH ASSOCIATION Date: 4/30/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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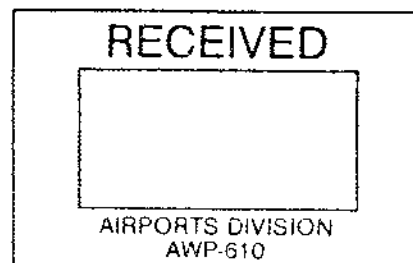
Thank you.

Organization/Individual: ELIZABETH K. BROUM

Address: 7833 LINDEN AVE

City: LOS ANGELES State: CA Zip: 90047

Name: ELIZABETH K. BROUM Date: 5/1/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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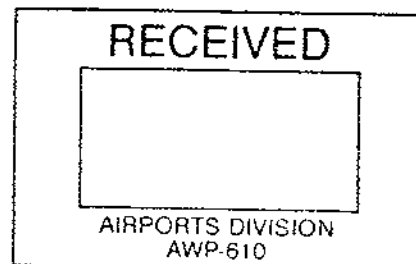
Thank you.

Organization/Individual: Mary Wanda Burkett

Address: 7256 Hawk Rd

City: St. Louis State: MO Zip: 63026

Name: Mary Wanda Burkett Date: 5/1/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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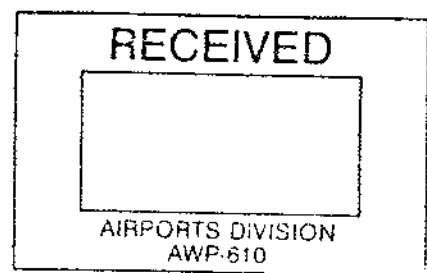
Thank you.

Organization/Individual: Mindy Cox

Address: 7843 HILARY AVE

City: COVINGTON LA State: LA Zip: 70023

Name: Mindy Cox Date: 5/3/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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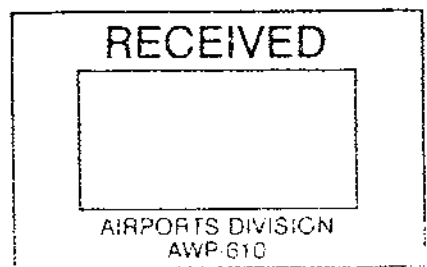
Thank you.

Organization/Individual: LEWIS J. HARRIS

Address: 2807 HINDS AVE

City: WILMINGTON State: DE Zip: 19804

Name: LEWIS J. HARRIS Date: 2/1/01





**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

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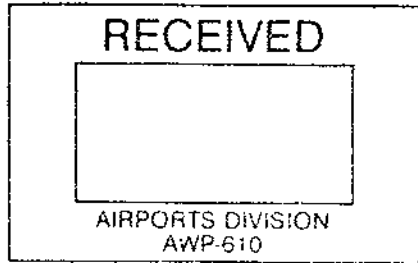
Thank you.

Organization/Individual: William C. Sullivan

Address: 7843 HILARY AVE

City: LOS ANGELES State: CA Zip: 90047

Name: William C. Sullivan Date: 4/28/01



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U.S. Senate Majority and Minority Leader  
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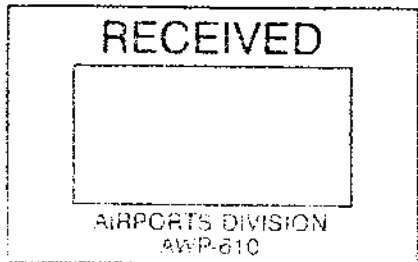
Thank you.

Organization/Individual: RUTH D. LEIBERSON

Address: 7843 HADEN AVE

City: LOS ANGELES State: CA Zip: 90044

Name: RUTH D. LEIBERSON Date: 5/1/00



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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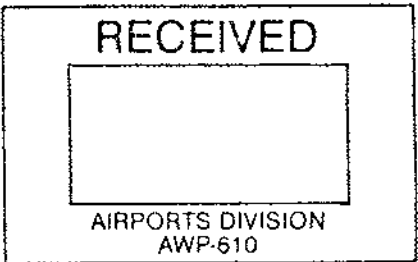
Thank you.

Organization/Individual: CAROL A. FIBER

Address: 2804 ...

City: LOS ANGELES State: CA Zip: 90008

Name: Carol A. Fiber Date: 5-2-01



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U.S. Senate Majority and Minority Leader  
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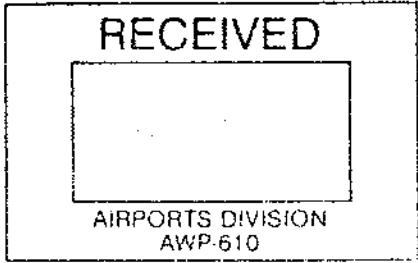
Thank you.

Organization/Individual:

Address: 7862 Midfield ave

City: LA State: CA Zip: 90045

Name: Cynthia L. Leng Date: 5-21-01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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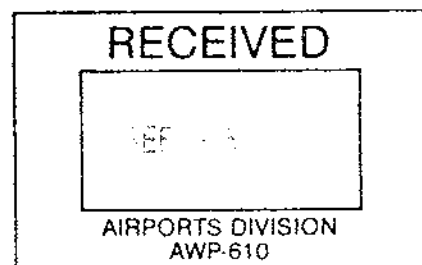
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Thank you.

Organization/Individual:

Address: 7854 M. Piella ave  
City: LA State: CA Zip: 90005  
Name: Francisco J. Solis Date: 5-21-01



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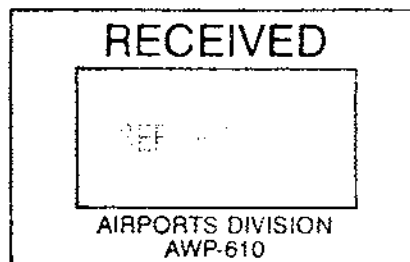
Thank you.

Organization/Individual:

Address: 7858 Miltfield Ave

City: LA State: CA Zip: 90045

Name: Andre Moryles Date: 5-21-01



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U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual:

Address: 2834 N. Hollywood Ave

City: LA State: CA Zip: 90045

Name: Nettie M Shanberg Date: 5-21-01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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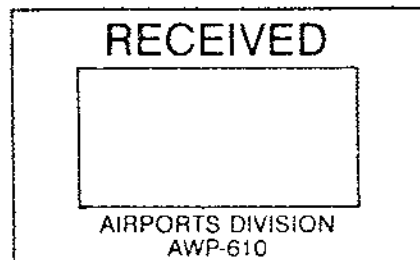
Thank you.

Organization/Individual:

Address: 2851 Midfield Ave.

City: L.A. State: CA Zip: 90005

Name: Kathleen U. Booney Date: 5-21-01





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Thank you.

Organization/Individual:

Address: 2851 N. J. Freke Ave  
City: Lat State: CA Zip: 90045  
Name: Corleea Bonney Date: 5-2-01



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U.S. Senate Majority and Minority Leader  
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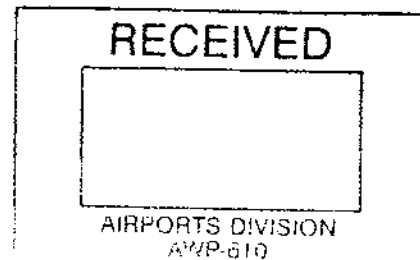
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Organization/Individual:

Address: 7808 Midfield Ave

City: LA State: CA Zip: 90045

Name: Flor M. Gonzalez Date: 5-21-01



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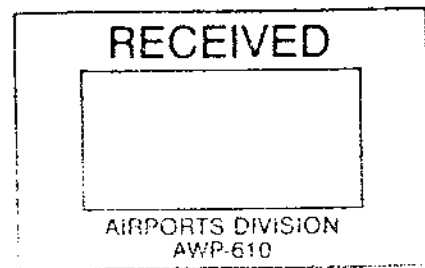
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Thank you.

Organization/Individual:

Address: 2605 Moffett Ave  
City: LA State: CA Zip: 90265  
Name: Marilyn Arika Yamada Date: 5-21-01  
Matsunaga



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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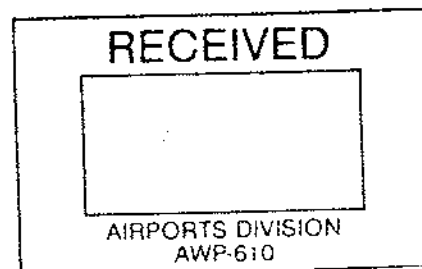
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Organization/Individual:

Address: 7845 Midfield Ave  
City: LA State: CA Zip: 90045  
Name: James H. Mastamoto Date: 5-21-01



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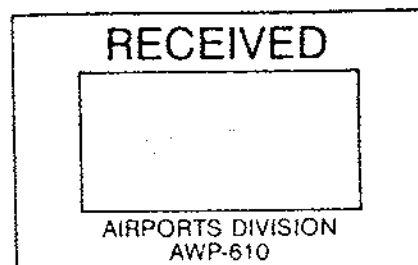
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Organization/Individual:

Address: 7844 Midfield Ave  
City: LA State: CA Zip: 90045  
Name: Neralea N. Frje Date: 5-31-01



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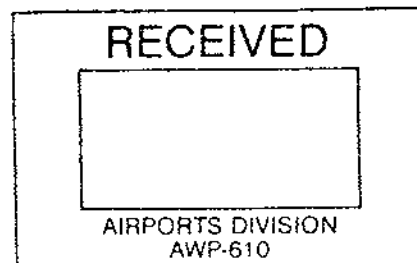
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Organization/Individual:

Address: 7844 Midfield Ave.  
City: LA State: CA Zip: 90049  
Name: Barrel T. Frye Date: 5-21-01



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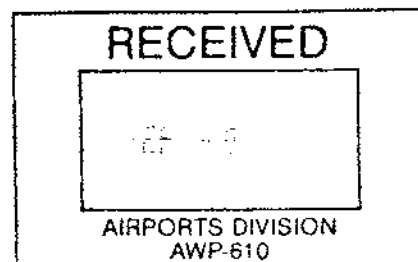
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Organization/Individual:

Address: DBCU Midfield Ave

City: LA State: CA Zip: 90045

Name: James J. Baratt; Date: 5-21-01



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U.S. House Speaker, Majority and Minority Leader

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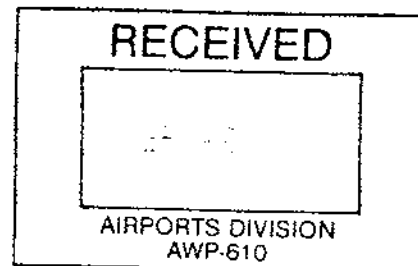
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Organization/Individual:

Address: 7801 Arifield Ave  
City: LA State: CA Zip: 90045  
Name: Reborah F Baratti Date: 5-21-01





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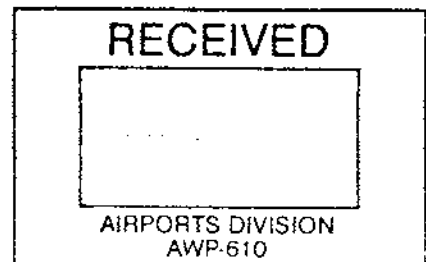
Thank you.

Organization/Individual:

Address: 7838 Midfield Ave

City: LA State: LA Zip: 90005

Name: Alice E. Corona Date: 5-21-01



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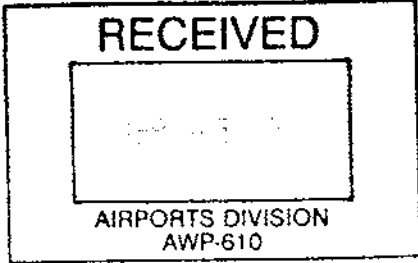
Thank you.

Organization/Individual:

Address: 7835 Midcoast Ave

City: LA State: CA Zip: 90045

Name: Ina G. Nordberg Date: 5-21-01



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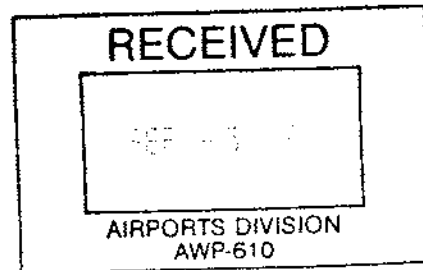
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Organization/Individual:

Address: 2835 Miffie/D Ave

City: LA State: CA Zip: 90045

Name: Craig R Top Date: 5-21-01



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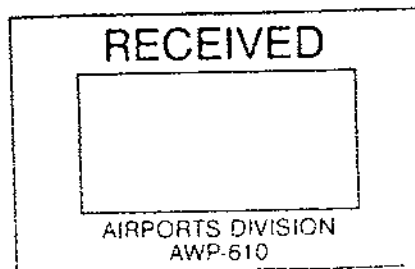
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Organization/Individual:

Address: 7032 Midfield Ave  
City: LA State: CA Zip: 90045  
Name: Patricia de Broom Date: 5-21-01



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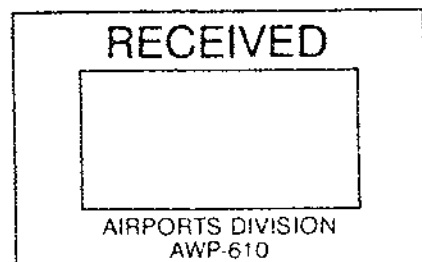
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Organization/Individual:

Address: 7632 Miffiefield Ave  
City: LA State: CA Zip: 90045  
Name: David A Broome Date: 5-21-01



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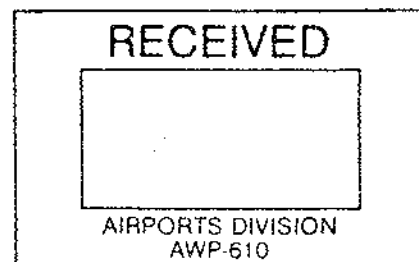
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Organization/Individual:

Address: 7829 Midfield Ave  
City: LA State: CA Zip: 90045  
Name: Grace M. Schiller Date: 5-21-01



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Due Date: August 31, 2000

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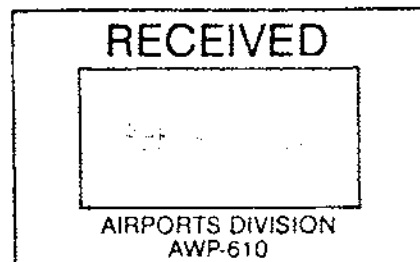
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Organization/Individual:

Address: 7828 Midfield Ave  
 City: LA State: CA Zip: 90049  
 Name: Sam A. Gare Date: 5-21-01



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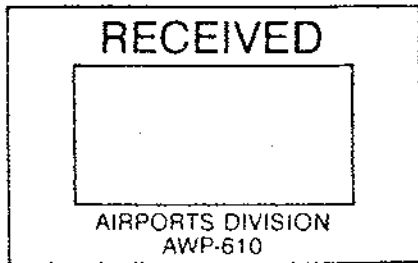
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Organization/Individual:

Address: 2828 Midfield Ave

City: LA State: CA Zip: 90049

Name: Helen R Gare Date: 5-21-01





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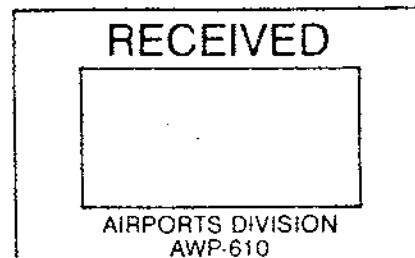
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Organization/Individual:

Address: 7623 Midfield Ave  
City: LA State: CA Zip: 90005  
Name: Liba Ann Legler Date: 5-31-01



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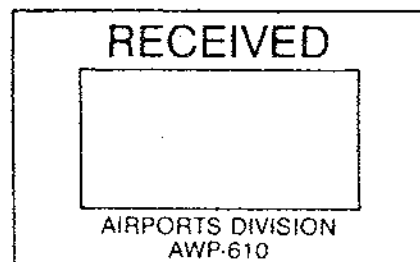
Thank you.

Organization/Individual:

Address: 2819 Midfield Ave

City: LA State: CA Zip: 90045

Name: Edward J. O'Connell Date: 5-21-01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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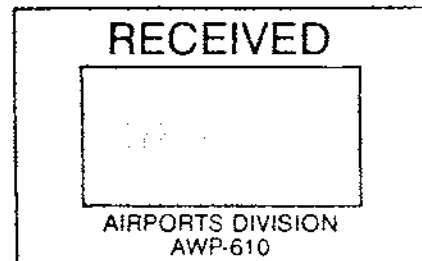
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Organization/Individual:

Address: 7819 Myfield Ave  
City: LA State: CA Zip: 90045  
Name: Brunhilde H Ornellas Date: 5-21-01



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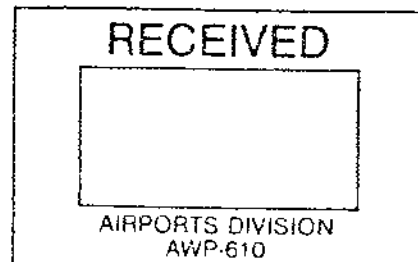
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Organization/Individual:

Address: 7819 Midfield Ave  
City: LA State: CA Zip: 90045  
Name: Bernhard J ornellas Date: 5-21-01



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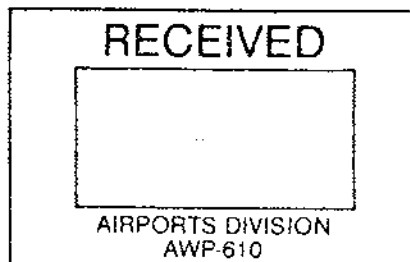
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Organization/Individual:

Address: 7816 Midfield Ave

City: LA State: CA Zip: 90045

Name: Randall E. Cowan Date: 5-31-01



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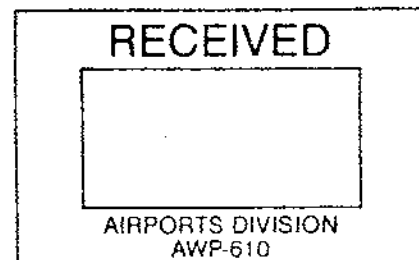
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Organization/Individual:

Address: 7812 Midfield Ave

City: LA State: CA Zip: 90045

Name: Janice M. Hatzikien Date: \_\_\_\_\_



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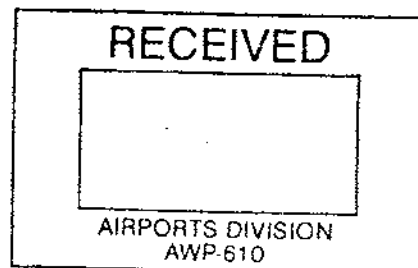
Thank you.

Organization/Individual:

Address: 2812 Midfield ave

City: LA State: CA Zip: 90008

Name: Chris A Hatzikion Date: 5-21-01



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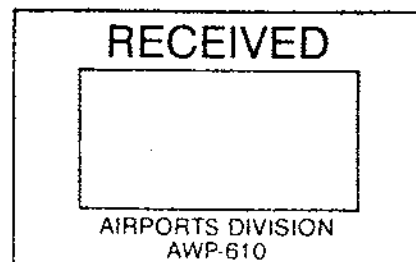
Thank you.

Organization/Individual:

Address: 2807 Midfield ave

City: LA State: CA Zip: 90045

Name: Romaldo Padilla Date: 5-21-01





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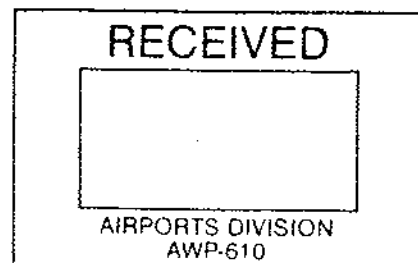
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Organization/Individual:

Address: 2407 Miffield Ave  
City: LA State: CA Zip: 90045  
Name: Daniel Padilla Date: 5-21-01



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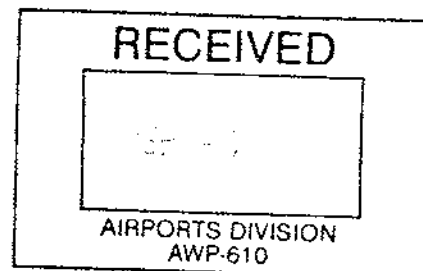
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Organization/Individual:

Address: 2807 Midfield Ave  
City: LA State: CA Zip: 90045  
Name: Raquel P. Hernandez Date: 5-21-01



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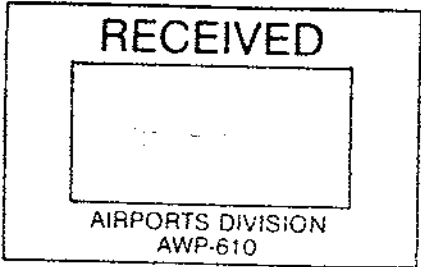
Thank you.

Organization/Individual:

Address: 7806 Midfield Ave

City: LA State: CA Zip: 90045

Name: Albert C. Meyer Date: 5-21-01



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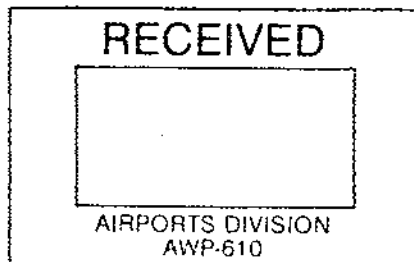
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Organization/Individual:

Address: 7719 Midfield Ave

City: LA State: CA Zip: 90045

Name: Marie R. Munoz Date: 5-21-01



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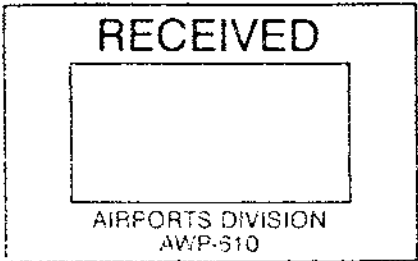
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Organization/Individual:

Address: 7716 Midfield Ave

City: LA State: CA Zip: 90045

Name: Dacosta, Leticia Date: 5-21-01



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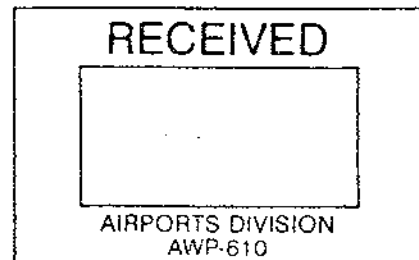
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Organization/Individual:

Address: 7713 Midfield Ave.

City: LA State: CA Zip: 90045

Name: Norma L. Black Date: 5-21-01



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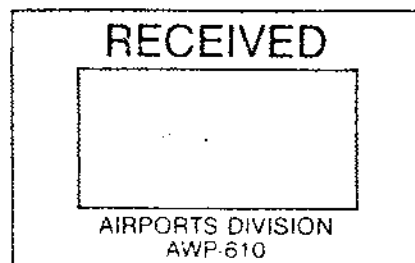
Thank you.

Organization/Individual:

Address: 7710 Midfield Ave.

City: LA State: CA Zip: 90045

Name: LA Vome Hennitt Date: 5-21-01



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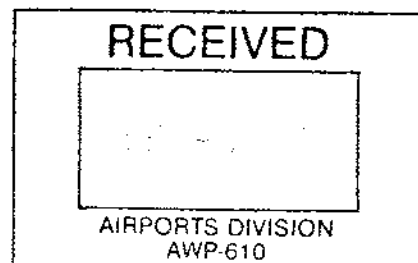
Thank you.

Organization/Individual:

Address: 7710 Midfield Ave.

City: LA State: CA Zip: 90045

Name: Deena Patrice Hadley Date: 5-21-01





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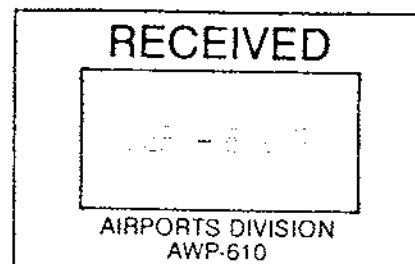
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Organization/Individual:

Address: 7707 Midfield Ave.

City: LA State: CA Zip: 90045

Name: Andrea Thompson Date: 5-21-01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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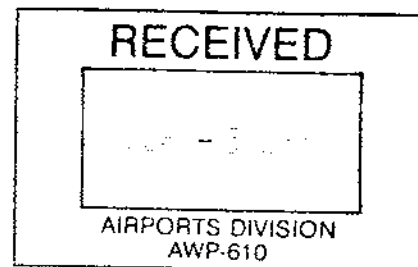
Thank you.

Organization/Individual:

Address: 7701 Madfield Ave.

City: LA State: CA Zip: 90045

Name: ~~Coker~~ Soledad Coker Date: 5-21-01



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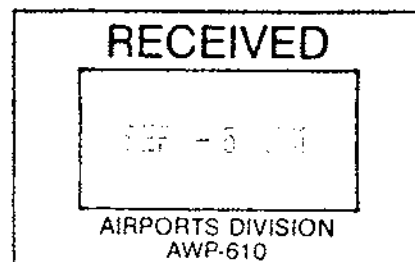
Thank you.

Organization/Individual:

Address: 7701 Midfield Ave.

City: LA State: CA Zip: 90045

Name: Frank B Coker Date: 5-21-01



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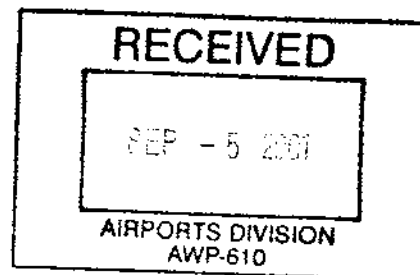
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Thank you.

Organization/Individual:

Address: 8701 WILEY POST AVE.  
City: L.A. State: CA Zip: 90045  
Name: MARIA PELAYO-HÖRMANN Date: 5/21/2001



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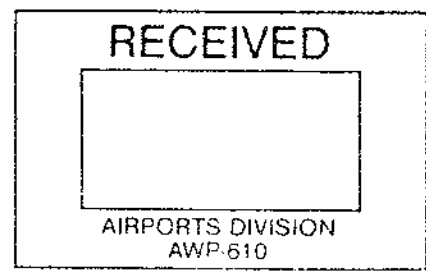
Thank you.

Organization/Individual: Ernestine L. Rogue

Address: 7859 Toland ave.

City: Los Angeles State: CA Zip: 90045

Name: Ernestin L. Rogue Date: 5/17/01



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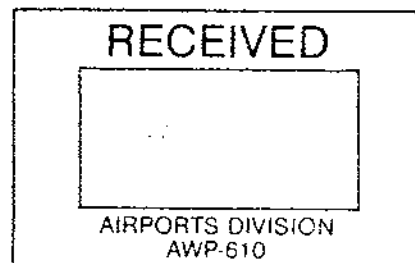
Thank you.

Organization/Individual: Jaime

Address: 7859 Toland ave.

City: LA State: CA Zip: 90045

Name: Jaime Roque Date: 5-17-01



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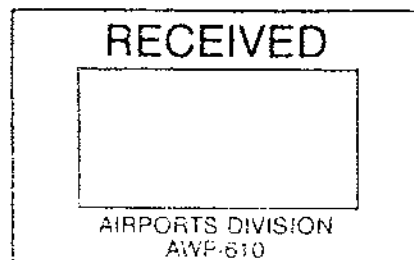
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Organization/Individual:

Address: 7859 Toland av.  
City: LA State: CA Zip: 90045  
Name: Louis Roque Date: 5-17-01



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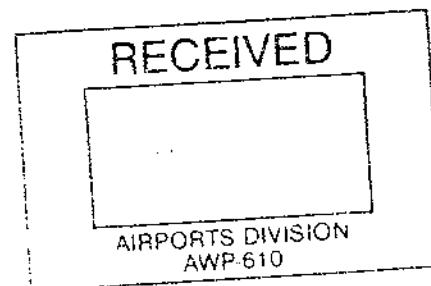
Thank you.

Organization/Individual:

Address: 7860 Toland ave.

City: LA State: CA Zip: \_\_\_\_\_

Name: Terrance Lyman Date: \_\_\_\_\_





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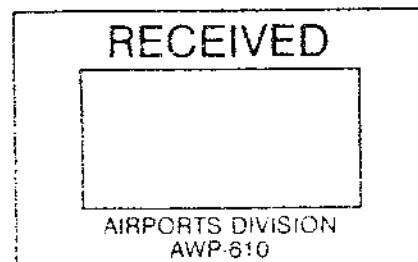
Thank you.

Organization/Individual:

Address: 7864 Toland ave.

City: LA State: CA Zip: 90045

Name: John Adair Date: \_\_\_\_\_



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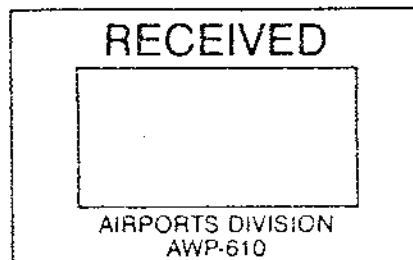
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Organization/Individual:

Address: 7865 Toland ave.

City: LA State: CA Zip: 90045

Name: Carlo Avogaro Date: 5-17-01



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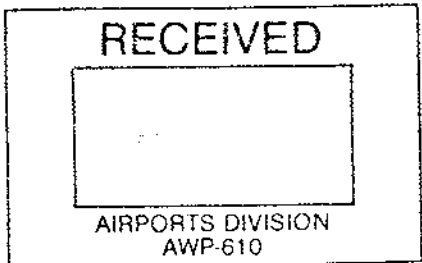
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Organization/Individual:

Address: 7865 Toland ave.  
City: LA State: CA Zip: 90045  
Name: Mario Avogaro Date: 5-17-01



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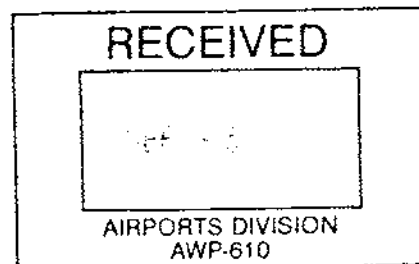
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Organization/Individual:

Address: 7870 Toland ave

City: LA State: CA Zip: 90045

Name: Peter Woodman Date: 5-17-01



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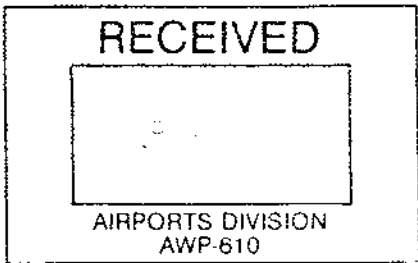
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Organization/Individual:

Address: 7871 Toland ave.

City: LA State: CA Zip: 90045

Name: David Garman Date: 5-17-01



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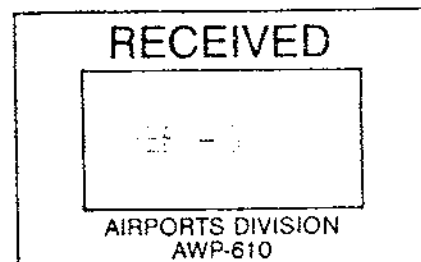
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Organization/Individual:

Address: 2871 Toland ave.

City: LA State: CA Zip: 90045

Name: Lissa Garman Date: 5-17-01



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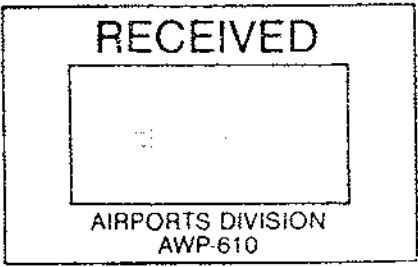
Thank you.

Organization/Individual:

Address: 5400 W. 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Stanley Robosson Date: \_\_\_\_\_



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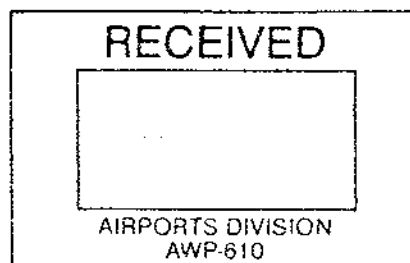
Thank you.

Organization/Individual:

Address: 5406 W. 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Thomas Batis Date: 5-17-01





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Due Date: August 31, 2000

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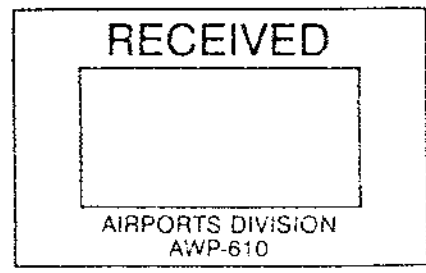
Organization/Individual:

\_\_\_\_\_

Address: 5407 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Angela Bayton Date: \_\_\_\_\_



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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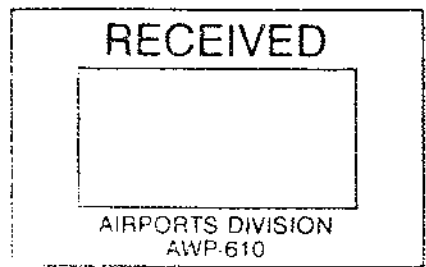
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Organization/Individual:

Address: 5407 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Betty Sparkman Date: 5-17-01



**Halt All Airport Expansion!**

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Organization/Individual:

Address: 5418 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Angela Winn Date: 5-17-01



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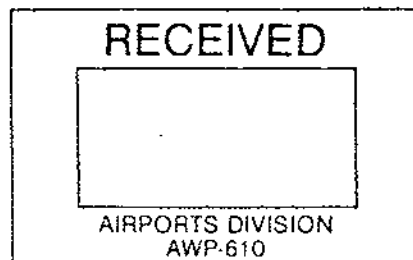
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Organization/Individual:

Address: 5419 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Nydia Muller Date: 5-17-01



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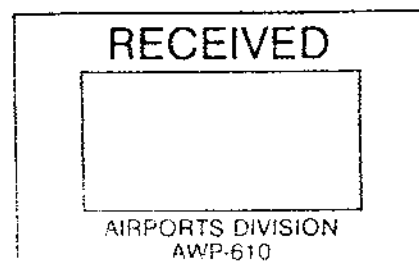
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Organization/Individual:

Address: 5424 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Kiphan Kan Date: 5-17-01



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Due Date: August 31, 2000

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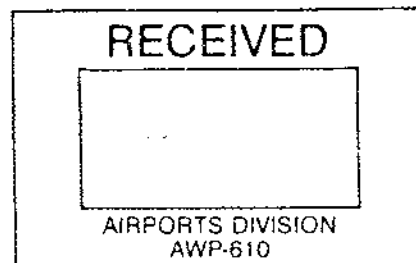
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Organization/Individual:

Address: 5424 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Richard Smith Date: 5-17-01



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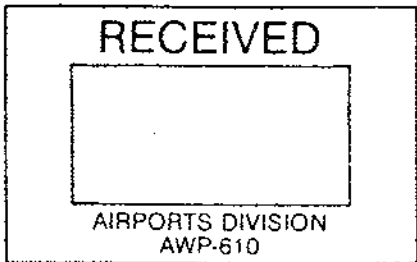
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Organization/Individual:

Address: 5425 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Carla Nunez Date: 5-17-01





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U.S. House Speaker, Majority and Minority Leader

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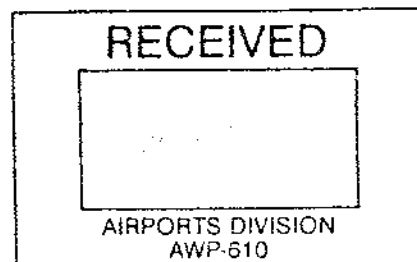
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Organization/Individual:

Address: 5425 W 076<sup>th</sup> St. Apt C  
City: LA State: CA Zip: 90045  
Name: Stanley Robert Date: 5-17-01



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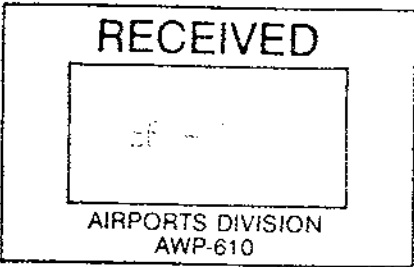
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Organization/Individual:

Address: 5429 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Gloria Gonzalez Date: 5-17-01



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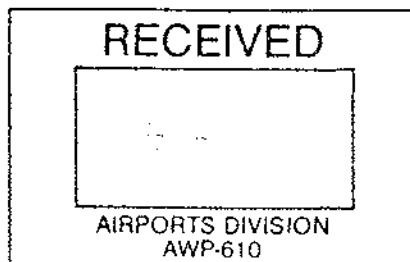
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Organization/Individual:

Address: 5424 W 070<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Gloria Kelly Date: 5-17-01



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Address: 5429 W 076<sup>th</sup> St-  
City: LA State: CA Zip: 90045  
Name: Jose Stopani Date: 5-17-01



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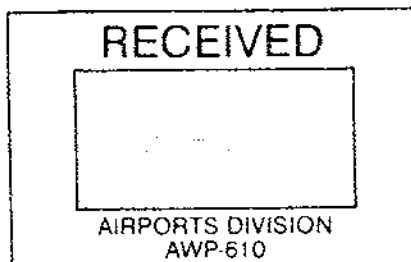
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Organization/Individual:

Address: 5430 W 070<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Edwin Gamble Date: 5-17-01



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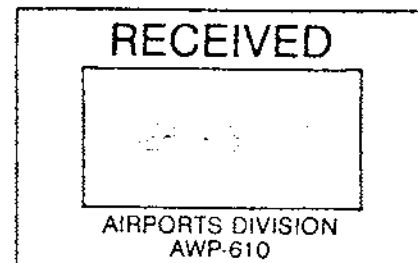
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Organization/Individual:

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City: LA State: CA Zip: 90045

Name: Margaret Gamble Date: 5-17-01



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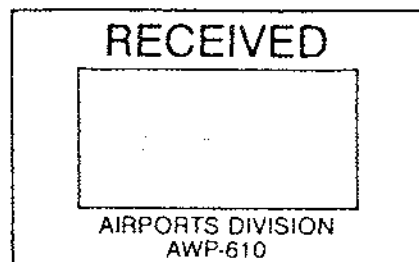
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Organization/Individual:

Address: 5435 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Nadia Ferrer Date: 5-17-01



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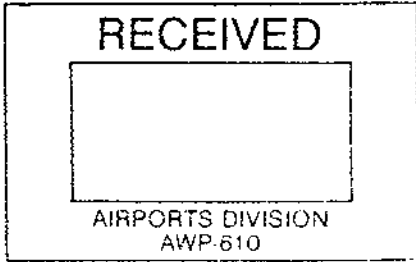
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Organization/Individual:

Address: 5435 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Danelle Washington Date: 5-17-01





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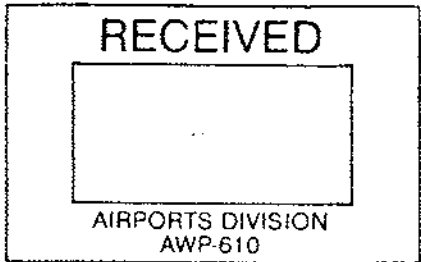
Thank you.

Organization/Individual:

Address: 5435 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Eric Washington Date: 5-17-01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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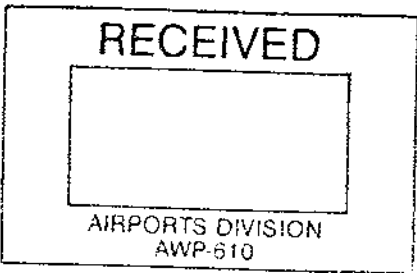
Thank you.

Organization/Individual:

Address: 5442 W 026th St.

City: LA State: CA Zip: 90045

Name: Yvonne Perrault Date: 5-17-01



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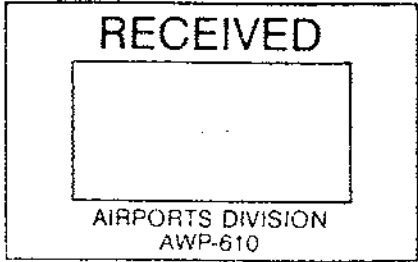
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Organization/Individual:

Address: 5445 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: James Plouffe Date: 5-17-01



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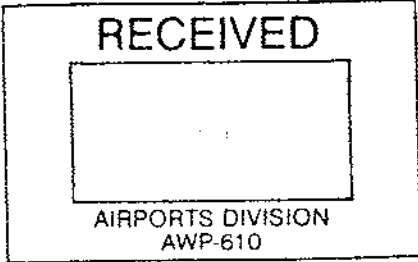
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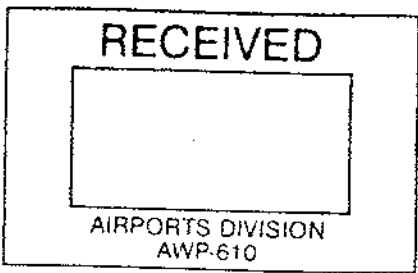
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Organization/Individual:

Address: 5446 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Roy Harling Date: 5-17-01



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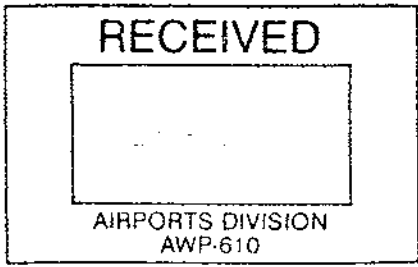
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Organization/Individual:

Address: 5446 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Denyse Rose Date: 5-17-01



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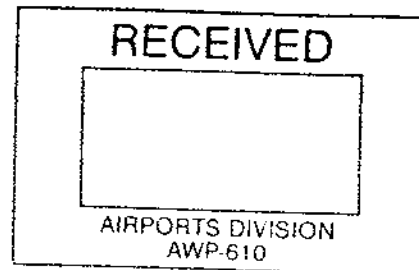
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Organization/Individual:

Address: 5452 W 076th St.  
 City: LA State: CA Zip: 90045  
 Name: Michelle Nash Date: 5-17-01



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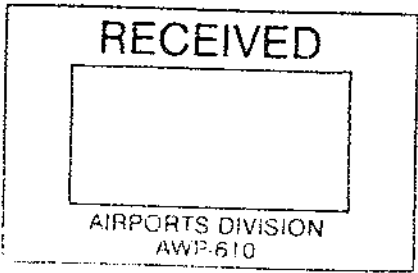
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Organization/Individual:

Address: 5457 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Laura Hernandez Date: 5-17-01





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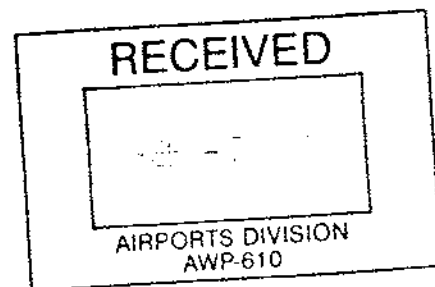
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Organization/Individual:

Address: 5458 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Antonie Schmid Date: 5-17-01



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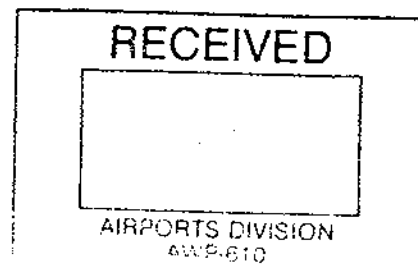
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Organization/Individual:

Address: 5458 W 076<sup>th</sup> ST.  
City: LA State: CA Zip: 90045  
Name: Kurt Schmid Date: 5-17-01



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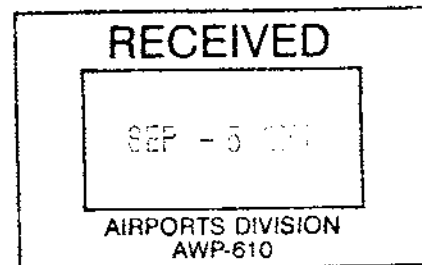
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Organization/Individual:

Address: 5461 W 076<sup>th</sup> St

City: LA State: CA Zip: 90045

Name: Barbara Roberts Date: 5-17-01



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Organization/Individual:

Address: 5401 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Arthur Roberts Date: 5-17-01

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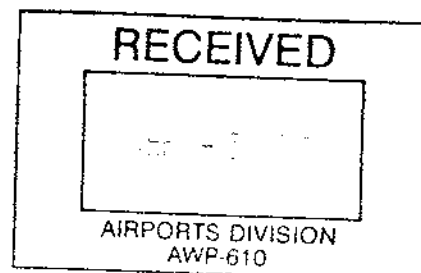
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Organization/Individual:

Address: 5468 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Edmee theevenaz Date: 5-17-01



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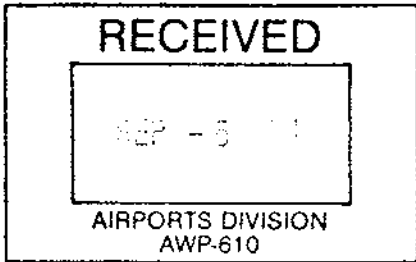
Thank you.

Organization/Individual:

Address: 5471 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90045

Name: Caroline Altergott Date: 5-17-01



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Due Date: August 31, 2000

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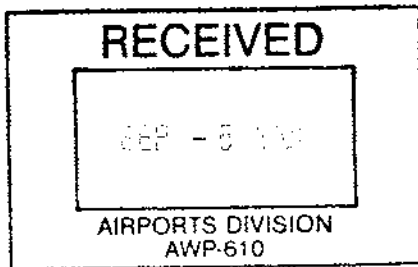
Thank you.

Organization/Individual:

Address: 5471 W 076<sup>th</sup> St.

City: LA State: CA Zip: 90025

Name: Thomas McClune Date: 5-17-01



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Due Date: August 31, 2000

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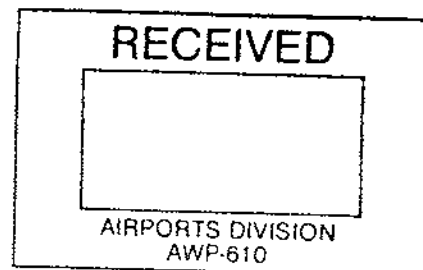
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Thank you.

Organization/Individual:

Address: 5512 W. 76<sup>th</sup> St.  
City: L.A. State: CA Zip: 90045  
Name: Charlene L. Mills Date: 5/17/01





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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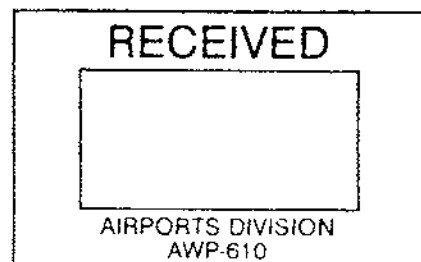
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Organization/Individual:

Address: 5507 W. 76<sup>th</sup> St  
City: L.A. State: CA Zip: 90045  
Name: Elissa M. Stodder Date: 5/17/01



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U.S. House Speaker, Majority and Minority Leader

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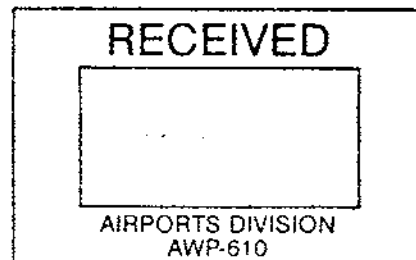
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Organization/Individual:

Address: 5506 W. 76<sup>th</sup> St.

City: L.A. State: CA Zip: 90045

Name: Mark J. Dwyer Date: 5/17/01



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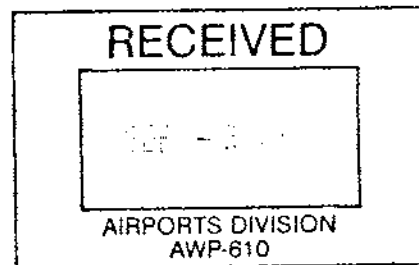
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Organization/Individual:

Address: 5506 W. 76<sup>th</sup> St

City: L.A. State: CA Zip: 90045

Name: Marion R. Dwyer Date: 5/17/01



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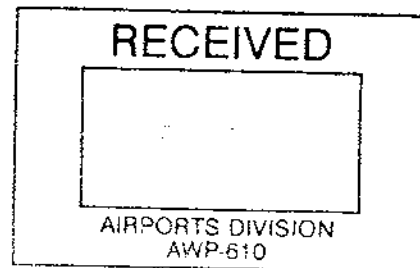
Organization/Individual:

\_\_\_\_\_

Address: 5501 W. 76<sup>th</sup> St.

City: L.A. State: CA Zip: 90045

Name: Susan M. Morales Date: 5/17/01



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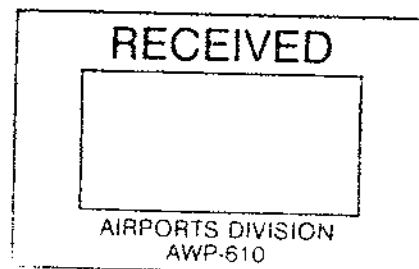
Thank you.

Organization/Individual:

Address: 5487 W. 76<sup>th</sup> St.

City: L.A. State: CA Zip: 90045

Name: Kathleen A. Moreno Date: 5/17/01



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Thank you.

Organization/Individual:

Address: 5481 W. 76th St.

City: L.A. State: CA Zip: 90045

Name: Karen L. Wilhelm Date: 5/17/01



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To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

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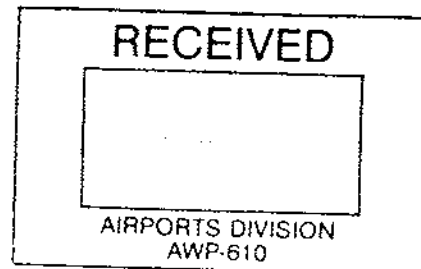
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Organization/Individual:

Address: 5481 W. 76<sup>th</sup> St.

City: L.A. State: CA Zip: 90045

Name: Mike J. Shea Date: 5/17/01



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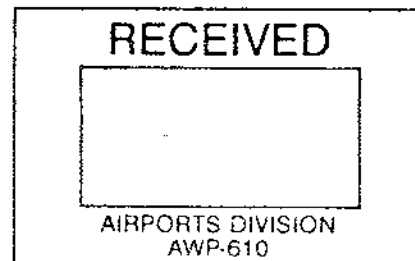
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Thank you.

Organization/Individual:

Address: 5450 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Yvonne Reyes Date: 5-17-01





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U.S. House Speaker, Majority and Minority Leader

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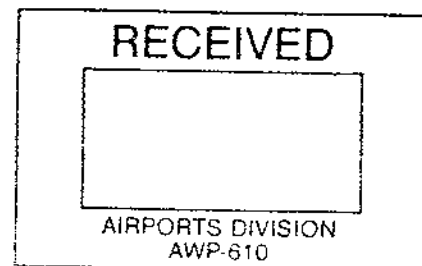
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Organization/Individual:

Address: 5480 W 076<sup>th</sup> St-  
City: LA State: CA Zip: 90045  
Name: Samuel Reyes Date: 5-17-01



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U.S. House Speaker, Majority and Minority Leader

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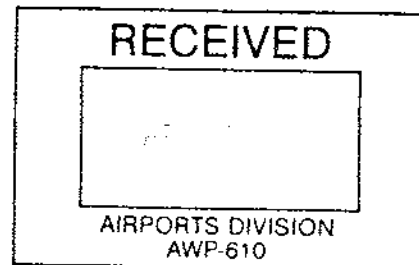
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Address: 5480 W 076<sup>th</sup> St.  
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Name: Elizabeth Reyes Date: 5-17-01



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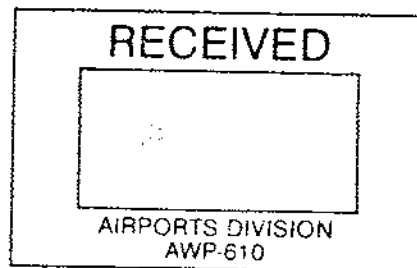
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Organization/Individual:

Address: 5477 W 076<sup>th</sup> St.  
City: LA State: CA Zip: 90045  
Name: Robert Heathcote Date: 5-17-01



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Due Date: August 31, 2000

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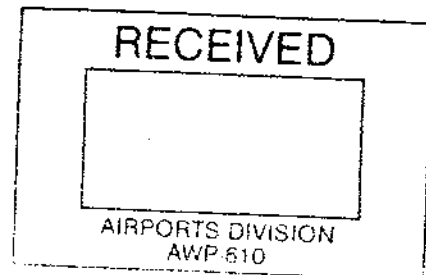
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Organization/Individual:

Address: 5474 W 076<sup>th</sup> St  
City: LA State: CA Zip: 90075  
Name: Suellen Kwok Date: 5-17-01



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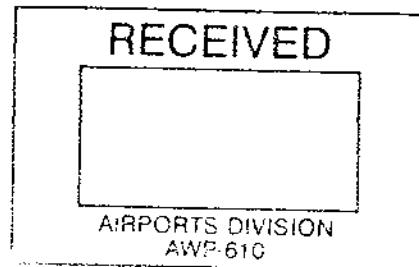
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Address: 5474 W 076<sup>th</sup> St

City: LA State: CA Zip: 90045

Name: Manson Kwok Date: 5-17-01



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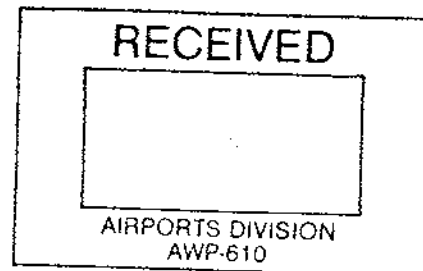
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Organization/Individual:

Address: 5524 W 76TH ST

City: LOS ANGELES State: CA Zip: 90045

Name: STEPHANI SANCHEZ Date: 05/17/01



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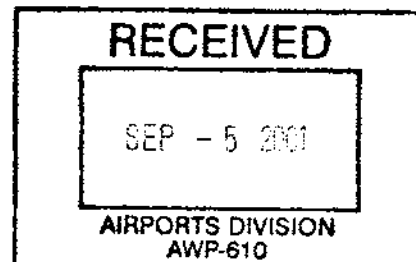
Thank you.

Organization/Individual:

Address: 5524 W 76TH ST

City: LOS ANGELES State: CA Zip: 90045

Name: KIETH CHANDLER Date: 5/17/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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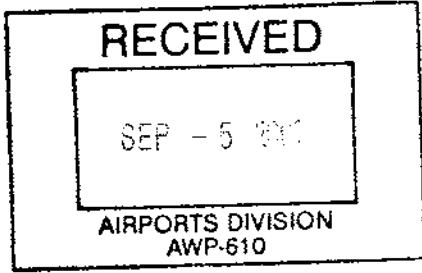
Thank you.

Organization/Individual: Lindel Vitacek

Address: 2620 W. Wiley Post Ave.

City: Los Angeles State: CA Zip: 90045

Name: Lindel Vitacek Date: 5-21-01





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U.S. Senate Majority and Minority Leader  
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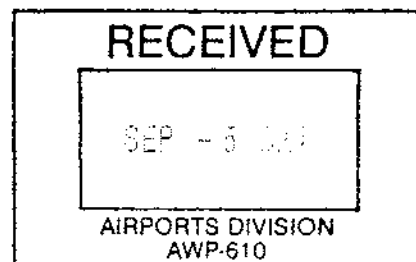
Thank you.

Organization/Individual: FRED D. JACKSON

Address: 8630 Wiley Post AVE

City: L.A. State: CA. Zip: 90045

Name: \_\_\_\_\_ Date: \_\_\_\_\_



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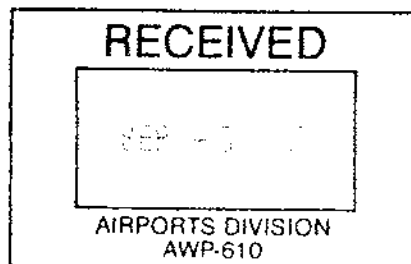
Thank you.

Organization/Individual:

Address: 5867 W. 75<sup>th</sup> St.

City: L. A. State: CA. Zip: 90045

Name: ROBERTO SOMMA Date: 5-21-01



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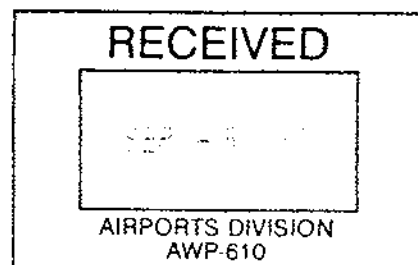
Thank you.

Organization/Individual: VITO & GINA

Address: 8621 WILEY POST AVE

City: LOS ANGELES State: CA Zip: 90045

Name: VITO & GINA SOMMA Date: 5-21-01



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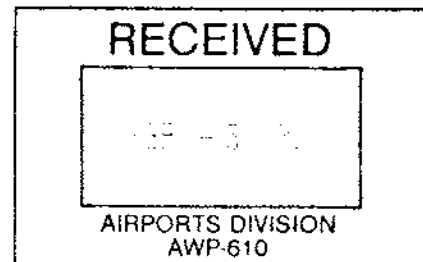
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Thank you.

Organization/Individual:

Address: 7925 COWAN ST  
City: L.A State: CA Zip: 90045  
Name: Antonio Vullone Date: 5-21-01



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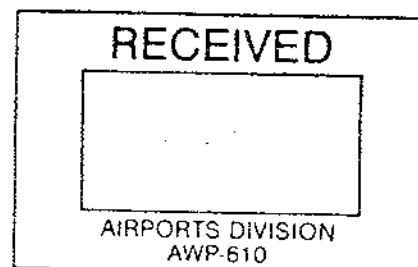
Thank you.

Organization/Individual:

Address: 5518 W. 76<sup>th</sup> St.

City: L.A. State: CA Zip: 90045

Name: Larry S. Glass Date: 5/17/01



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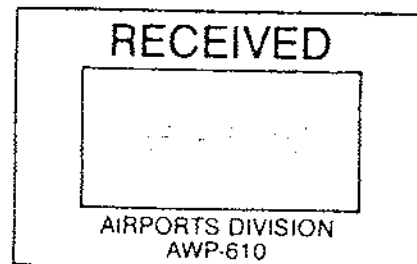
Thank you.

Organization/Individual:

Address: 5512 W. 76<sup>th</sup> St.

City: L.A. State: CA Zip: 90045

Name: Gordon R. Mills Date: 5/17/01



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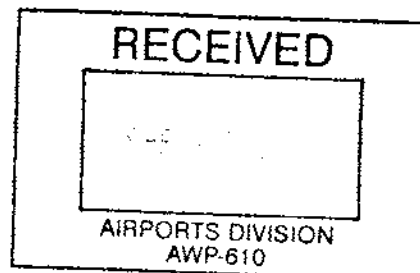
Thank you.

Organization/Individual:

Address: 5556 W 76TH ST

City: LA State: CA Zip: 90045

Name: ESTER MEEHAN Date: 5-17-01



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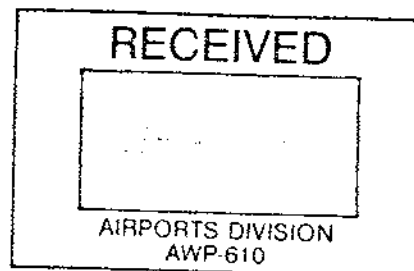
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Organization/Individual:

Address: 5555 W 76TH ST

City: LH State: CA Zip: 90045

Name: YINS QIAN Date: 5-17-01





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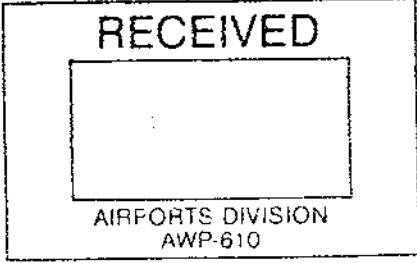
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Organization/Individual:

Address: 5555 W 76TH ST

City: LOS ANGELES State: CA Zip: 90045

Name: LILLIAN GREGORY Date: 5-17-01



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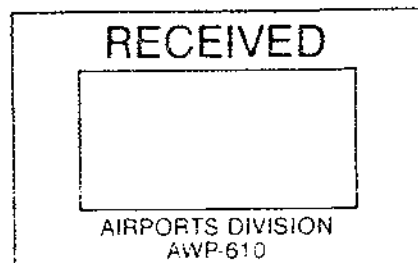
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Organization/Individual:

Address: 5544 W 76TH SI  
City: LA State: CA Zip: 90045  
Name: ROBERT BIRDSILL Date: 5-17-01



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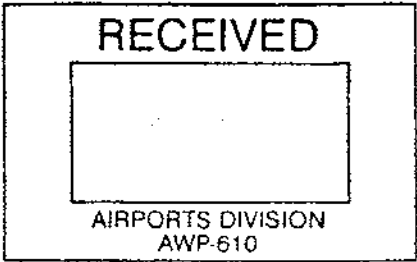
Thank you.

Organization/Individual:

Address: 5541 W 76<sup>th</sup> ST

City: LOS ANGELES State: CA Zip: 90045

Name: ROBERT TEUFEL Date: 05/17/01



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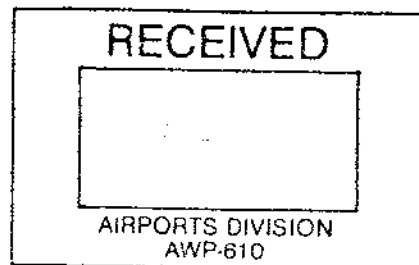
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Organization/Individual:

Address: 5541 W 76TH ST  
City: LOS ANGELES State: CA Zip: 90045  
Name: LISA DI DOMENICO Date: 5/17/01



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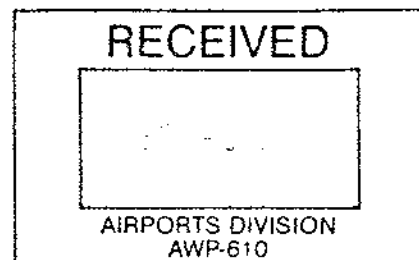
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Organization/Individual:

Address: 5540 W 76<sup>TH</sup> ST  
City: LOS ANGELES State: CA Zip: 90045  
Name: MARY KANZOS Date: 5/17/01



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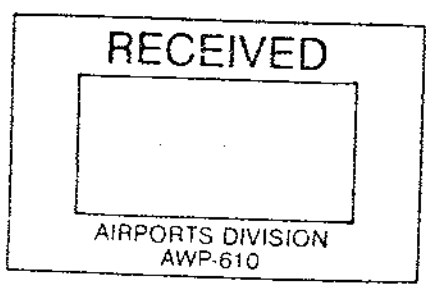
Thank you.

Organization/Individual:

Address: 5540 W 76<sup>TH</sup> ST

City: LOS ANGELES State: CA Zip: 90045

Name: WILLIAM HARRIS Date: 5/17/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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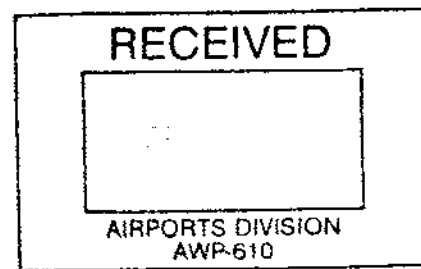
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Thank you.

Organization/Individual:

Address: 5425 W 77th ST  
City: LOS ANGELES State: CA Zip: 90045  
Name: HECTOR SAPIAN Date: 5-17-01



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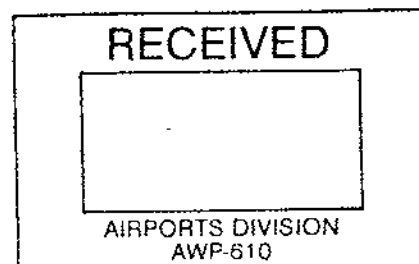
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Organization/Individual:

Address: 5419 W 77th ST

City: LOS ANGELES State: CA Zip: 90045

Name: RAFAEL GALLEGOS Date: 5-17-01





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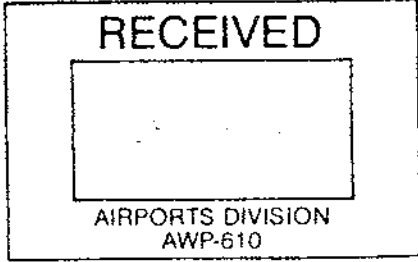
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Organization/Individual:

Address: 5419 W 77th St

City: LOS ANGELES State: CA Zip: 90045

Name: MELISSA GALLEGOS Date: 5-17-01



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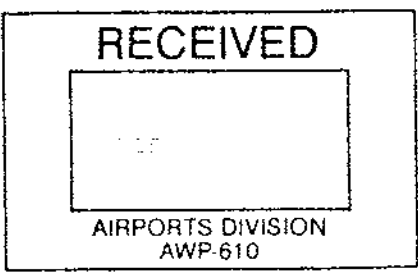
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Organization/Individual:

Address: 5419 W 77<sup>th</sup> ST

City: LA State: CA Zip: 90045

Name: AIDA GALEGOS Date: 5-17-01



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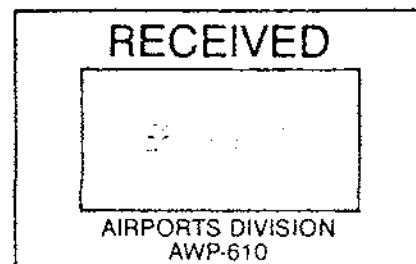
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Organization/Individual:

Address: 5413 W 76TH ST

City: LA State: CA Zip: 90045

Name: DON RIEBOLT Date: 5-17-01



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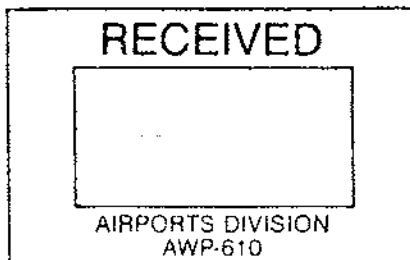
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Organization/Individual:

Address: 5407 W 76TH ST  
City: LA State: CA Zip: 90045  
Name: MERINDA WEUS Date: 5-17-01



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U.S. House Speaker, Majority and Minority Leader

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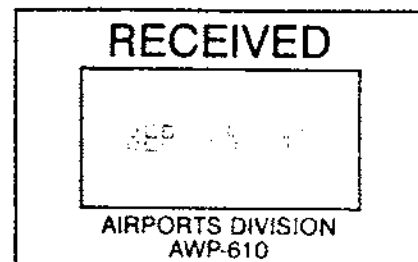
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Organization/Individual:

Address: 5556 - W 76<sup>TH</sup> ST  
City: LA State: CA Zip: 90045  
Name: VICTOR YOUNG Date: 5-01-01



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Organization/Individual:

Address: 5556 W 76TH ST  
City: LA State: CA Zip: 90045  
Name: PAT WALKER Date: 5-17-01



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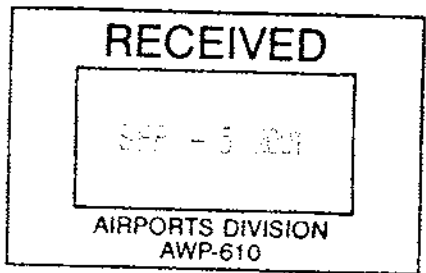
Thank you.

Organization/Individual:

Address: 5511 W. 77<sup>B</sup> ST

City: LOS ANGELES State: CA Zip: 90045

Name: STEPHEN T. NANCE Date: 5/18/01



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To: President of the United States  
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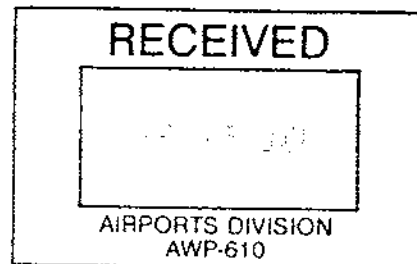
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Address: 5511 W. 77th ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: CAROL R. NANCE Date: 5/18/01





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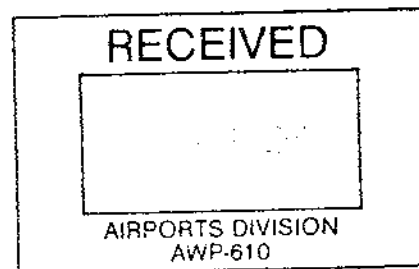
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Organization/Individual:

Address: 5507 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: WILLIAM JAMES McGUINNESS Date: 5/18/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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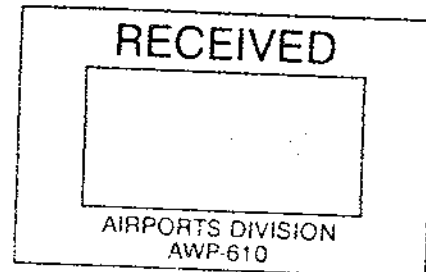
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Organization/Individual:

Address: 5507 W. 77<sup>th</sup> ST.

City: LOS Angeles State: CA Zip: 90045

Name: CATHY J. Mc Guinness Date: 5/18/01



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Due Date: August 31, 2000

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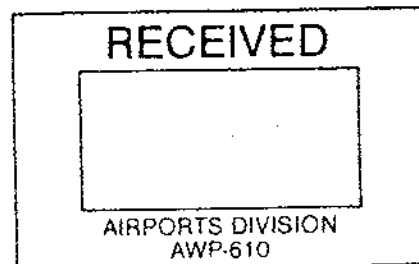
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Organization/Individual:

Address: 5507 W 77th St

City: LOS ANGELES State: CA Zip: 90045

Name: PLATE FITZPATRICK Date: 5/1/01



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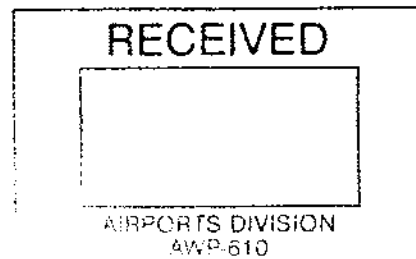
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Organization/Individual:

Address: 5507 W 77th St

City: Los Angeles State: CA Zip: 90045

Name: CATHERINE FITZPATRICK Date: 5/1/01



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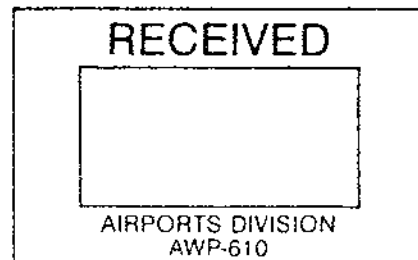
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Organization/Individual:

Address: 5501 W 77th St

City: Los Angeles State: CA Zip: 90045

Name: MICHAEL KLOD Date: 5/1/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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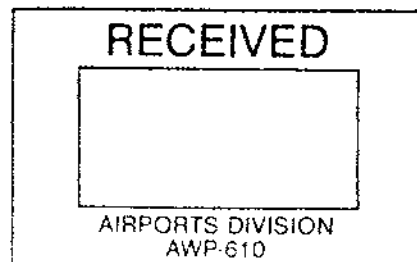
Thank you.

Organization/Individual:

Address: 5471 W. 77th ST.

City: LOS Angeles State: CA Zip: 90045

Name: KAREN J. ERLAND Date: 5/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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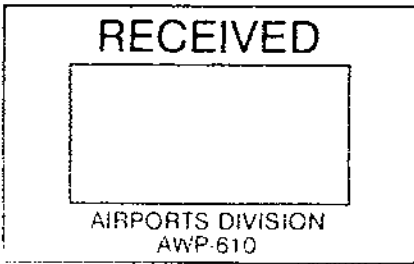
Thank you.

Organization/Individual:

Address: 5457 W 77TH ST

City: LOS ANGELES State: CA Zip: 90045

Name: PAUL CUZIEK Date: 5-01-01



**Halt All Airport Expansion!**

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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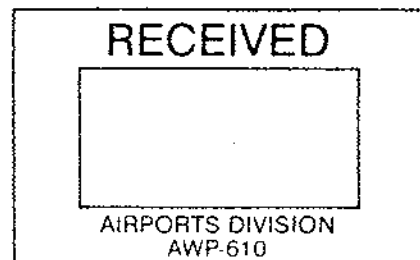
Thank you.

Organization/Individual:

Address: 5451 W 77<sup>th</sup> ST

City: LOS ANGELES State: CA Zip: 90045

Name: ANGELA KAPPA Date: 5-01-01





**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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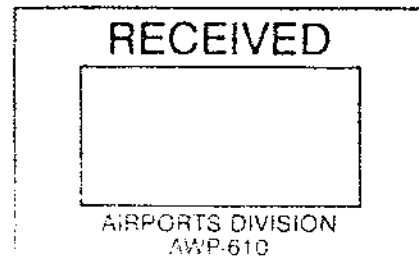
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Organization/Individual:

Address: 5451 W 77th ST  
City: LOS ANGELES State: CA Zip: 90045  
Name: CALVIN HANSEN Date: 5-01-01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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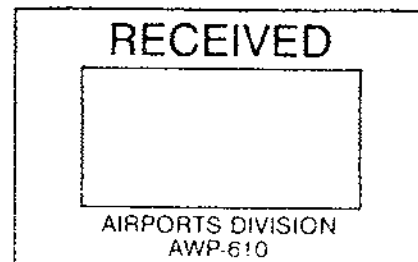
Thank you.

Organization/Individual:

Address: 5445 W 77<sup>th</sup> ST

City: LOS ANGELES State: CA Zip: 90045

Name: ANDREW DALIS Date: 5-18-01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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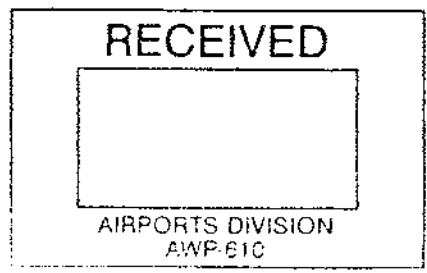
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Organization/Individual:

Address: 5441 W 77TH ST  
City: LOS ANGELES State: CA Zip: 90045  
Name: LYNN SMITH Date: 5/18/01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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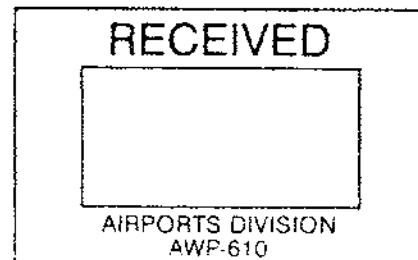
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Thank you.

Organization/Individual:

Address: 5435 W 77TH ST  
City: LOS ANGELES State: CA Zip: 90045  
Name: PATRICIA THOMAS Date: 5-17-01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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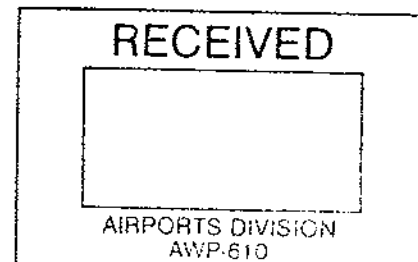
Thank you.

Organization/Individual:

Address: 5429 W 77th St

City: LOS ANGELES State: CA Zip: 90045

Name: KASRA JUVASIR Date: 5-17-01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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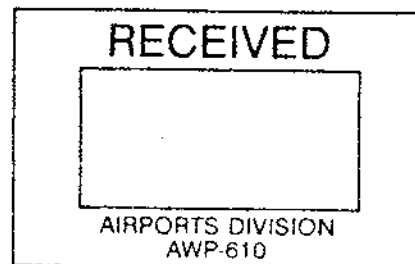
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Organization/Individual:

Address: 5429 W 77TH ST

City: LOS ANGELES State: CA Zip: 90045

Name: JACQUELINE JUANIT Date: 5-17-01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

Address: 5425 W 7TH ST

City: LOS ANGELES State: CA Zip: 90045

Name: MARINA SARIAN Date: 5-07-01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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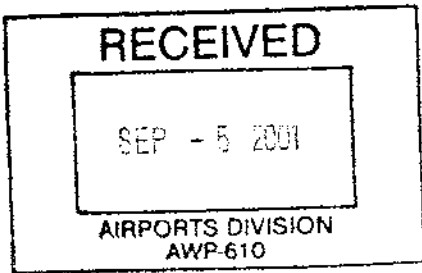
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Thank you.

Organization/Individual:

Address: 5531 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: BIANCA MARTIN Date: 5/20/01





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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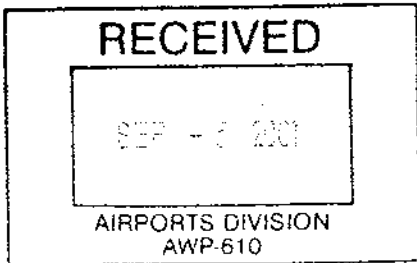
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Organization/Individual:

Address: 5531 W. 77th ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: ANDREW JOHN HOLGUIN Date: 5/19/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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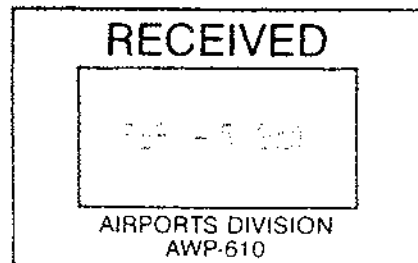
Thank you.

Organization/Individual:

Address: 5527 W. 77<sup>th</sup> ST.

City: LOS ANGELES State: CA Zip: 90045

Name: DOUGLAS G. EHLERS Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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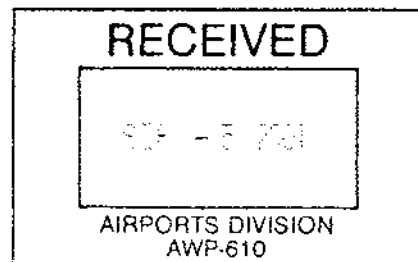
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Thank you.

Organization/Individual:

Address: 5521 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: TRAVIS J. NERGUIZIAN Date: 5/20/01



**Halt All Airport Expansion!**

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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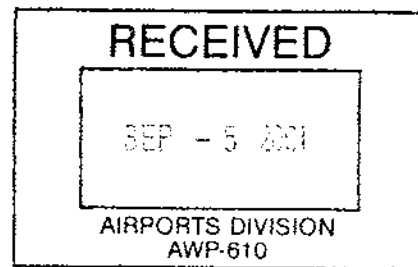
Thank you.

Organization/Individual:

Address: 5521 W. 77th ST

City: Los Angeles State: Ca Zip: 90045

Name: SUZANNE M. NERGUIZIAN Date: 5/20/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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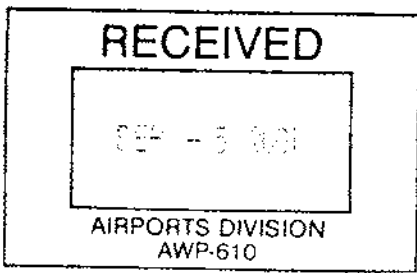
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Thank you.

Organization/Individual:

Address: 5517 W. 77<sup>th</sup> ST.  
City: Los Angeles State: Ca Zip: 90045  
Name: Roland K. Wong Date: 5/19/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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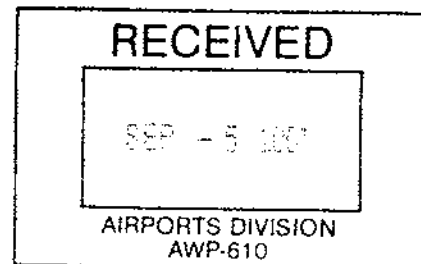
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Organization/Individual:

Address: 5517 W. 77<sup>th</sup> ST.  
City: Los Angeles State: Ca Zip: 90045  
Name: FRANCES ROSE LYNCH Date: 5/19/01



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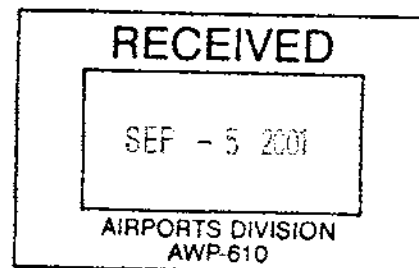
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Organization/Individual:

Address: 5517 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: HANH HELEN HIEU LE-KAWANO Date: 5/18/01



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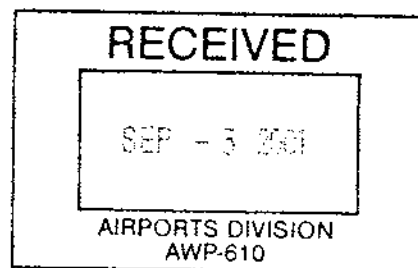
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Organization/Individual:

Address: 5517 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: TIFFANY J. FRENCH Date: 5/18/01





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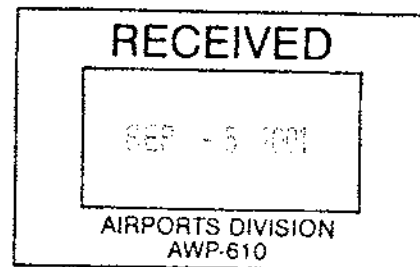
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Organization/Individual:

Address: 5517 W. 77<sup>th</sup> ST.

City: LOS ANGELES State: CA Zip: 90045

Name: DAVID WOODRUFF TRENCH Date: 5/18/01



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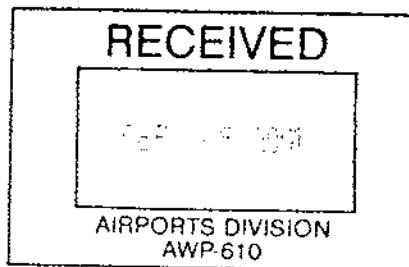
Thank you.

Organization/Individual:

Address: 5517 W. 77<sup>th</sup> ST.

City: LOS ANGELES State: CA Zip: 90045

Name: MICHAEL ROSS FEINBERG Date: 5/18/01



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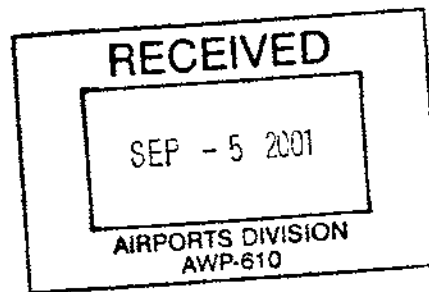
Thank you.

Organization/Individual:

Address: 5304 W. 82<sup>ND</sup> ST.

City: LOS ANGELES State: CA Zip: 90045

Name: MYRTLE B. MARQUEZ Date: 5/19/01



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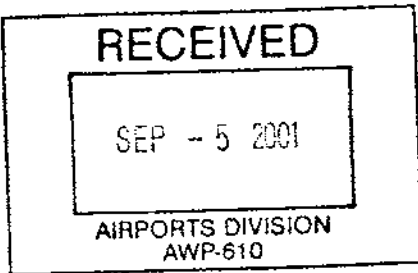
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Organization/Individual:

Address: 5300 W. 87th ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: JENNIFER LEIGH PERRY Date: 5/20/01



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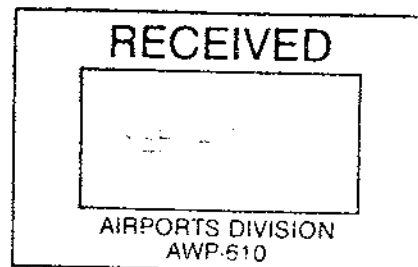
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Organization/Individual:

Address: 2501 Midfield Ave  
City: LA State: CA Zip: 90049  
Name: Gregory Eugene Date: 5-21-01



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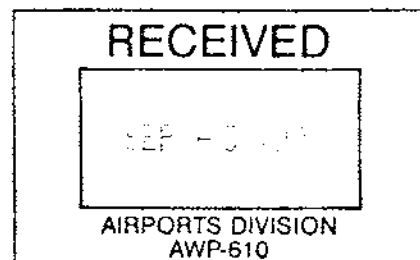
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Organization/Individual:

Address: 7601 Miffield Ave  
City: LA State: CA Zip: 90045  
Name: Pronita A Agarwal Date: 5-21-01



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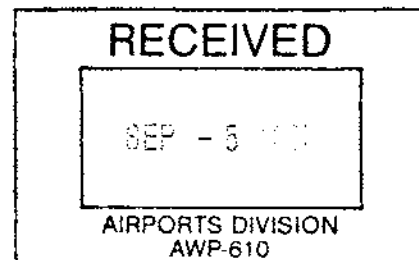
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Organization/Individual:

Address: 7800 Midfield Ave  
City: LA State: CA Zip: 90034  
Name: Karen E Meyer Date: 5-21-01



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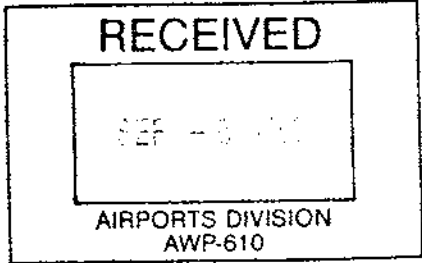
Thank you.

Organization/Individual:

Address: 2753 Midfield Ave

City: LA State: CA Zip: 90045

Name: Richard A Gill Date: 5-21-01





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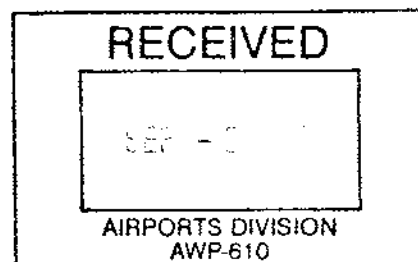
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Organization/Individual:

Address: 7753 Midfield Ave

City: LA State: CA Zip: 90045

Name: Lisa B. Gill Date: 5-21-01



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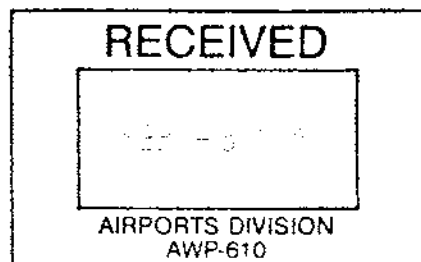
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Organization/Individual:

Address: 7746 Midfield Ave.

City: LA State: CA Zip: 90045

Name: John W. Falcone Date: 5-2-01



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Due Date: August 31, 2000

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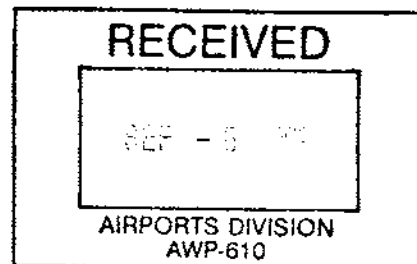
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Organization/Individual:

Address: 2242 Midfield Ave

City: LA State: CA Zip: 90045

Name: Denise J. Falcon Date: 5-21-01



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Due Date: August 31, 2000

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Thank you.

Organization/Individual:

Address: 2242 Midfield Ave  
 City: LA State: CA Zip: 90045  
 Name: Julie Mouchet Date: 5-21-01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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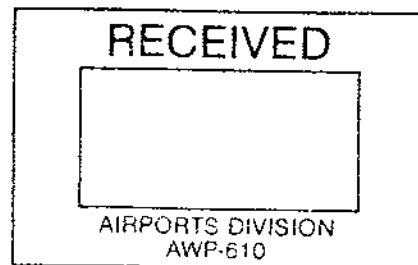
Thank you.

Organization/Individual:

Address: 2702 Midfield Ave

City: LA State: CA Zip: 90045

Name: Grant E. La Vigna Date: 5-21-01



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U.S. House Speaker, Majority and Minority Leader

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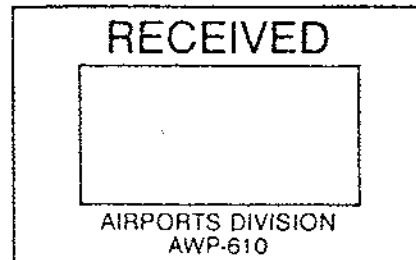
Thank you.

Organization/Individual:

Address: 3741 Alhambra Ave

City: LA State: CA Zip: 90005

Name: James T. Cunningham Date: 5-21-01



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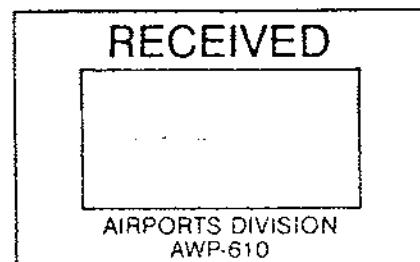
Thank you.

Organization/Individual:

Address: 2235 Midfield ave

City: LA State: CA Zip: 90045

Name: Marco A Falcon Date: 5-21-01



### Halt All Airport Expansion!

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U.S. House Speaker, Majority and Minority Leader

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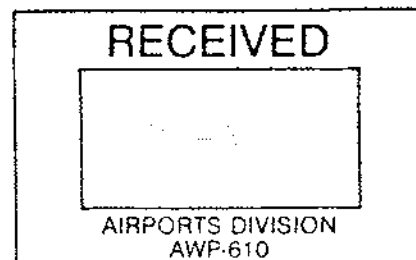
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Thank you.

Organization/Individual:

Address: 7732 Ardenfield ave  
City: LA State: CA Zip: 90045  
Name: Lillian M. Mc. Cutcheon Date: 5-21-01





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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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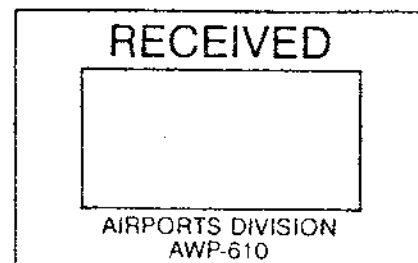
Thank you.

Organization/Individual:

Address: 2739 Griffith Ave

City: LA State: CA Zip: 90045

Name: Zoran M Perca Date: 5-21-01



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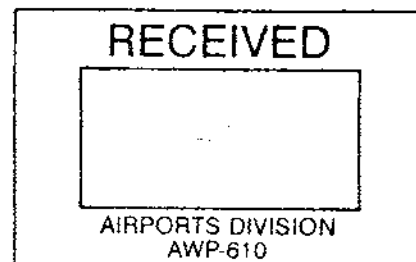
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Organization/Individual:

Address: 2732 Midfield Ave  
City: LA State: CA Zip: 90045  
Name: James T Mc Cutchion Date: 5-31-01



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Due Date: August 31, 2000

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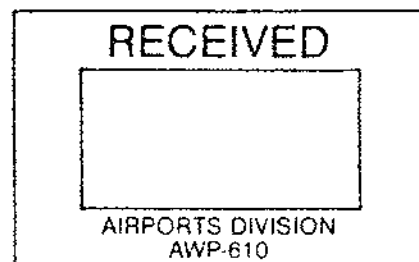
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Organization/Individual:

Address: 7729 Mitfield ave.

City: LA State: CA Zip: 90045

Name: Gary D Peral Date: 5-21-01



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Organization/Individual:

Address: 7726 Midfield Ave.

City: LA State: CA Zip: 90045

Name: Peggy E. Atchison Date: 5-21-01



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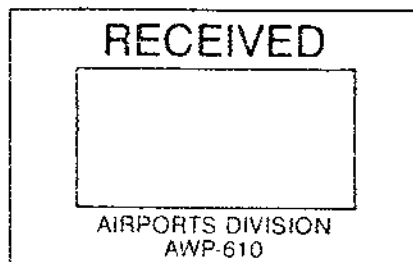
Thank you.

Organization/Individual:

Address: 7723 mdfield

City: LA State: CA Zip: 90045

Name: Nancy J. Spolidoro Date: 5-21-01



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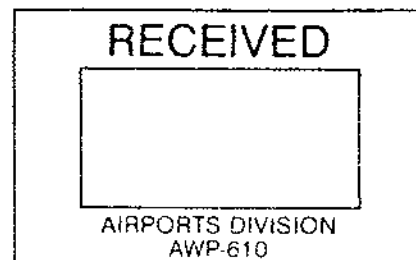
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Organization/Individual:

Address: 7723 Midfield Ave.

City: LA State: CA Zip: 90045

Name: Claudia Haase Date: 5-21-01



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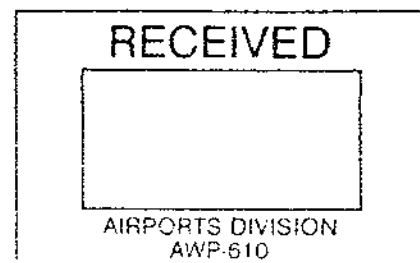
Thank you.

Organization/Individual:

Address: 7719 Midfield Ave.

City: LA State: CA Zip: 90045

Name: MARC, VERONICO Date: \_\_\_\_\_



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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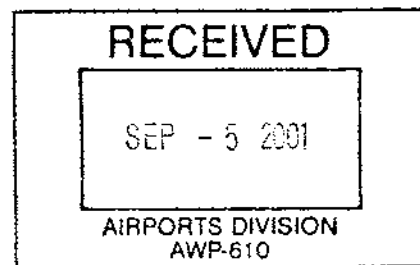
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Thank you.

Organization/Individual:

Address: 5300 W. 82<sup>nd</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: DAVID ANDREW PERRY Date: 5/20/01





**Halt All Airport Expansion!**

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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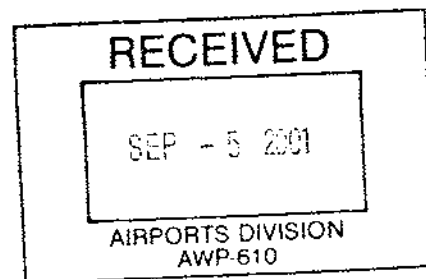
Thank you.

Organization/Individual:

Address: 5300 W. 82<sup>ND</sup> ST.

City: LOS ANGELES State: CA Zip: 90045

Name: DEBORAH NAOMIA ANDERSON Date: 5/19/01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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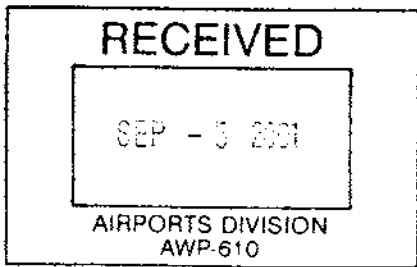
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Organization/Individual:

Address: 5551 W. 77th ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: CYRIL DAVID MARTIN Date: 5/30/01



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U.S. House Speaker, Majority and Minority Leader

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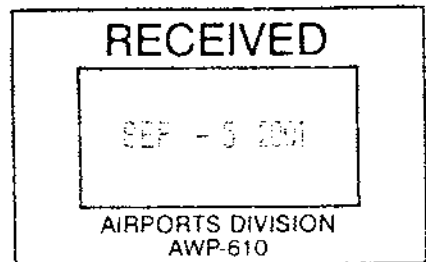
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Thank you.

Organization/Individual:

Address: 5547 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: YANNICK LEOPOLD MARIOW Date: 5/19/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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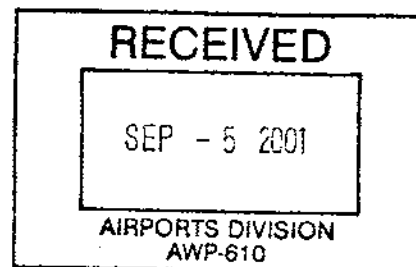
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Organization/Individual:

Address: 5547 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: ELISE FANNY MARION Date: 5/19/01



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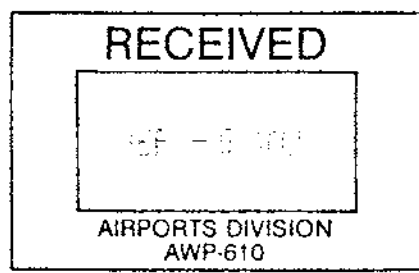
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Organization/Individual:

Address: 7831 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Mark La Roche Date: 5/7/01



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Organization/Individual:

Address: 7831 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Maureen L. La Ronche Date: 5-7-01



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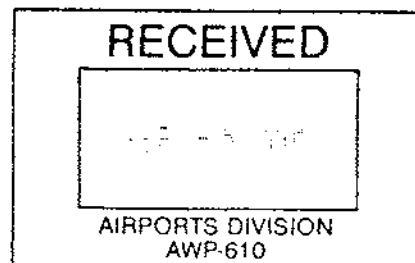
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Organization/Individual:

Address: 7832 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Daniel Brousseau Date: 5-17-01



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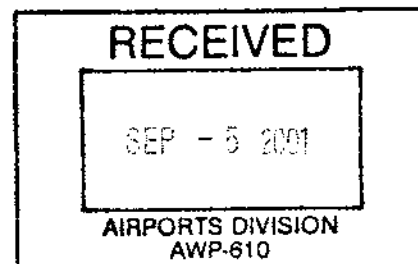
Thank you.

Organization/Individual:

Address: 7832 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Daniel P. Kearney Date: 5-17-01





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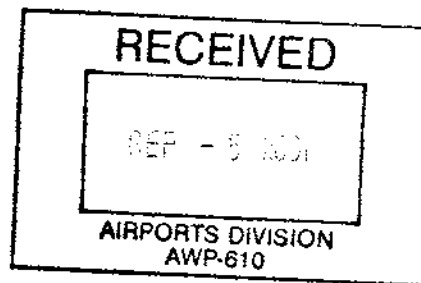
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Organization/Individual:

Address: 7832 Toland Ave.  
City: Los Angeles State: CA Zip: 90045  
Name: Francis J. Kearney Date: 5-17-01



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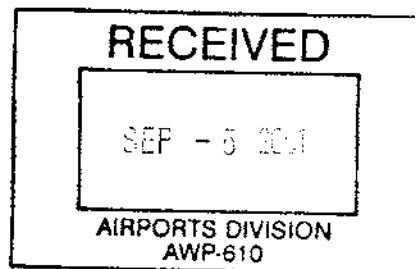
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Organization/Individual:

Address: 7832 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Kerry Lynn Kearney Date: 5-17-01



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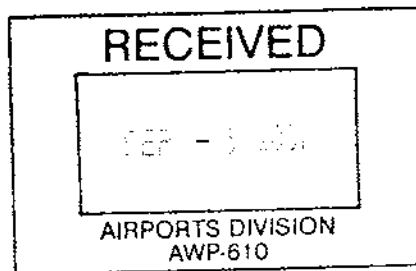
Thank you.

Organization/Individual:

Address: 7832 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Monica Ann Kearney Date: 5-17-01



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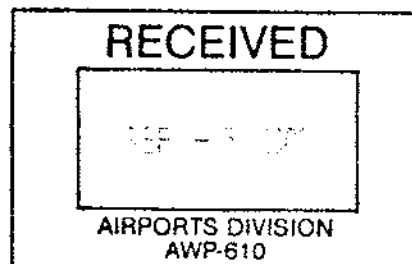
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Thank you.

Organization/Individual:

Address: 7918 ISIS AV  
City: Los Angeles State: Ca Zip: 90045  
Name: MASAKO ZWIEBACH Date: 5/20/01



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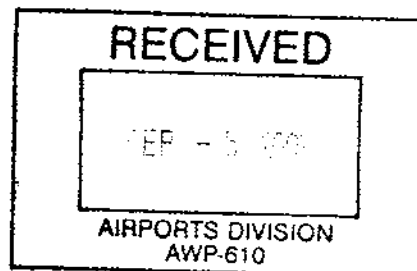
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Organization/Individual:

Address: 7912 ISIS AV

City: LOS Angeles State: Ca Zip: 90045

Name: SAEID R. SEDAGHAT Date: 5/20/01



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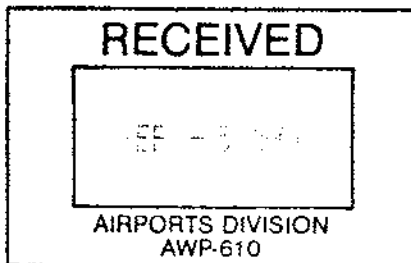
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Organization/Individual:

Address: 7912 ISIS AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: WILLIAM JOHN MEDINA Date: 5/20/01



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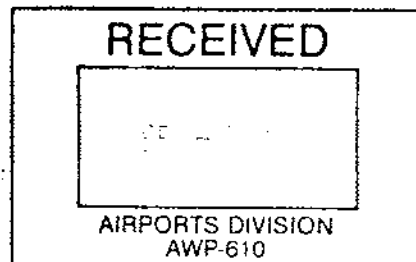
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Organization/Individual:

Address: 7912 ISIS AV

City: LOS Angeles State: Ca Zip: 90045

Name: MARIA FLOR MEDINA Date: 5/20/01



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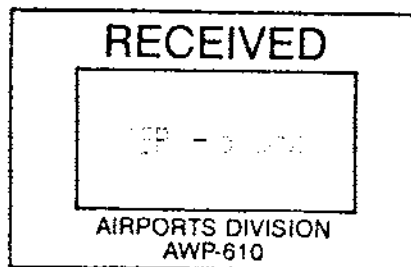
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Organization/Individual: Dennis Lang

Address: 7862 Midfield Ave.

City: Los Angeles State: CA Zip: 90045

Name: Dennis Lang Date: 5-17-01





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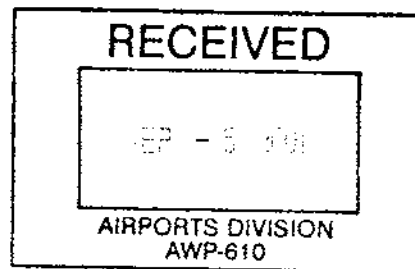
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Organization/Individual:

Address: 7862 Midfield Ave.

City: Los Angeles State: CA Zip: 90045

Name: Cynthia L. Pagan Date: 5-17-01



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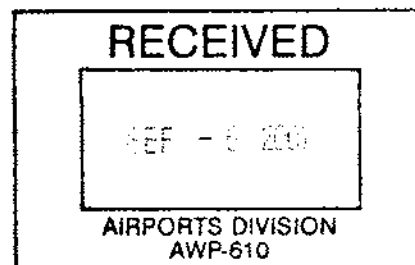
Thank you.

Organization/Individual:

Address: 7400 Osage Ave.

City: Los Angeles State: CA Zip: 90045

Name: Troy E. Horn Date: 5-17-01



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**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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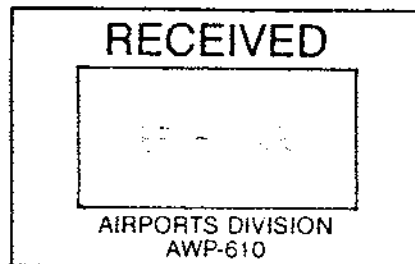
Thank you.

Organization/Individual:

Address: 7776 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Elverne H. Stirber Date: 5-17-01



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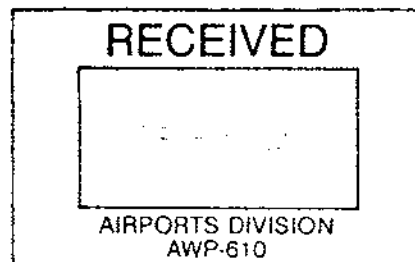
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Organization/Individual:

Address: 7779 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Kalpana Patel Date: 5-17-01



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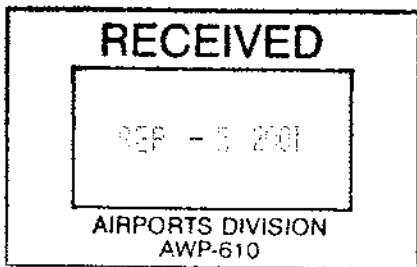
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Organization/Individual:

Address: 7779 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Mahesh P. Patel Date: 5-17-01





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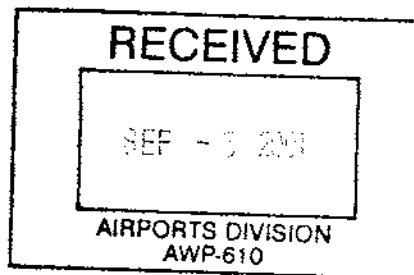
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Organization/Individual:

Address: 7779 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Purvi Patel Date: 5-17-01



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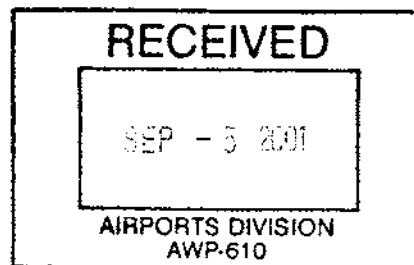
Organization/Individual:

\_\_\_\_\_

Address: 7782 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Monica Castillo Date: 5-17-01



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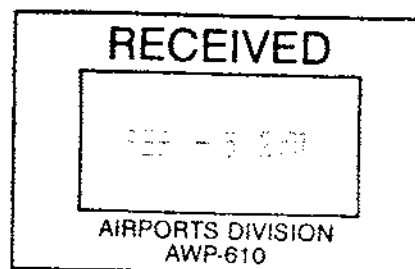
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Organization/Individual:

Address: 7782 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Aldo Diaz Date: 5-17-01



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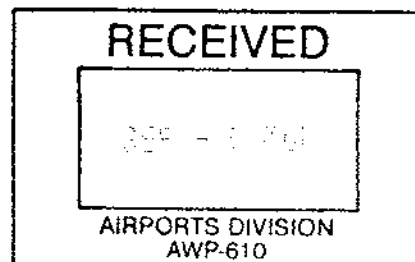
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Organization/Individual:

Address: 7785 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Leslie Ann O'Callaghan Date: 5-17-01



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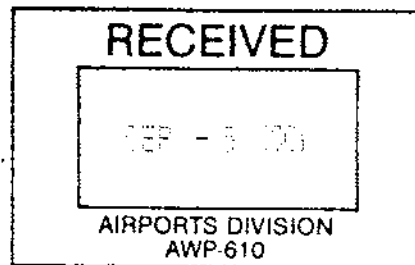
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Organization/Individual:

Address: 7785 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Patrick J. O'Callaghan Date: 5-17-01



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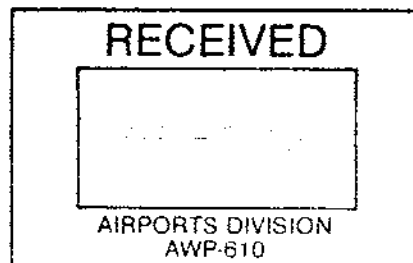
Thank you.

Organization/Individual:

Address: 7786 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Gloria Jean Lillard Date: 5-17-01



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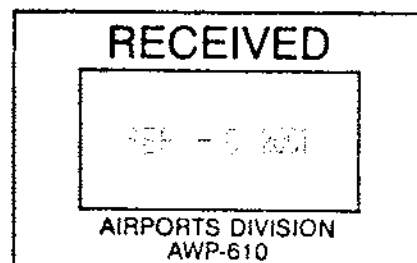
Thank you.

Organization/Individual:

Address: 7791 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Rargen A. Stiefel Date: 5-17-01



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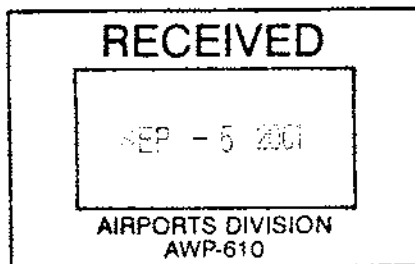
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Organization/Individual:

Address: 7792 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Matthew Brown Date: 5-17-01





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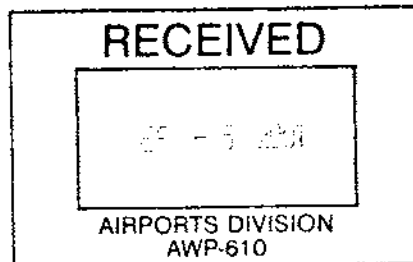
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Organization/Individual:

Address: 7792 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Linda Faye Schrader Date: 5-17-01



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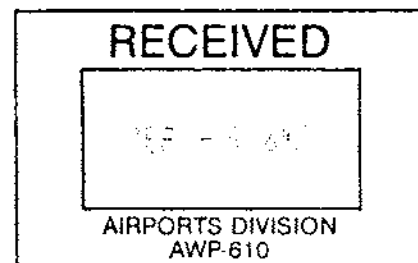
Organization/Individual:

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Address: 7800 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Audrey Shuman Date: 5-17-01



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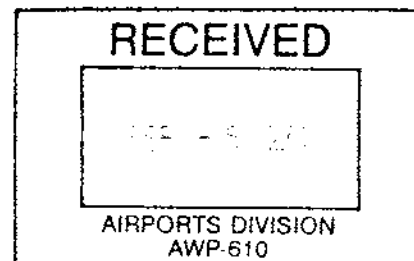
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Organization/Individual:

Address: 7800 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: James Skuman Date: 5-17-01



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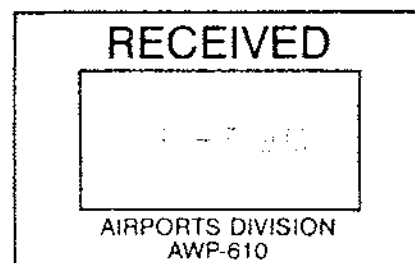
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Organization/Individual:

Address: 7801 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: William Leaf II Date: 5-17-01



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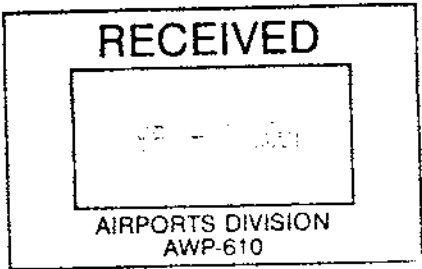
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Thank you.

Organization/Individual:

Address: 7801 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Candice T. Leaf Date: 5-17-01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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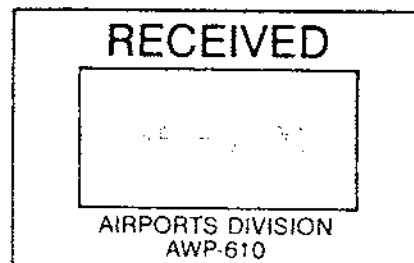
Thank you.

Organization/Individual:

Address: 7807 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Fred Krinberg Date: 5-17-01



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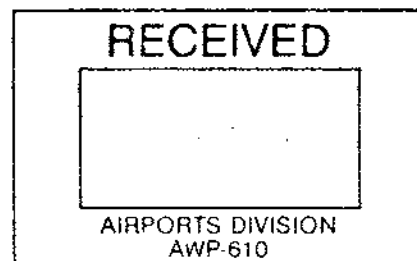
Thank you.

Organization/Individual:

Address: 7807 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Jacquelyn Krinberg Date: 5-17-01



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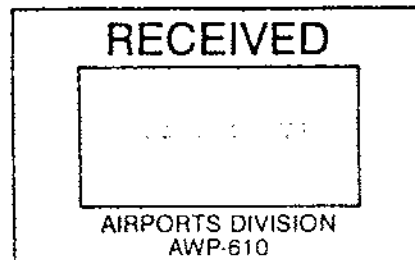
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Organization/Individual:

Address: 7807 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Jeffrey D. Schwartz Date: 5-17-01





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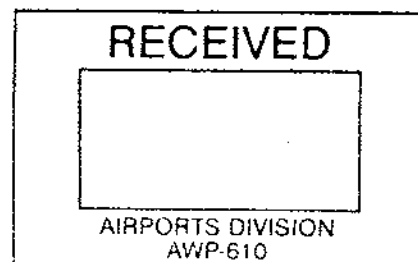
Thank you.

Organization/Individual:

Address: 7812 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Chris E. Menard Date: 5-17-01



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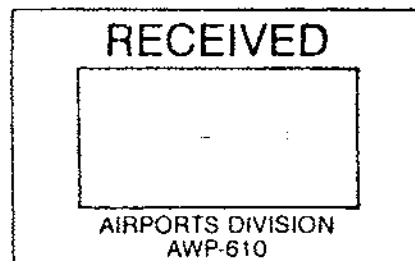
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Organization/Individual:

Address: 7813 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Kevin Duke Date: 5-17-01



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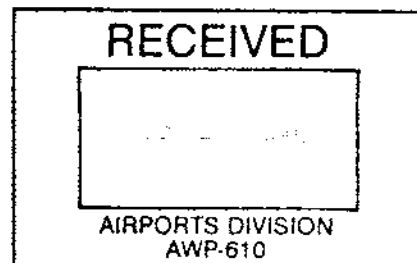
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Organization/Individual:

Address: 7813 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Laura Duke Date: 5-17-01



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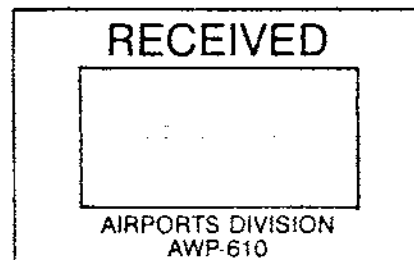
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Organization/Individual:

Address: 7813 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Michael Duke Date: 5-17-01



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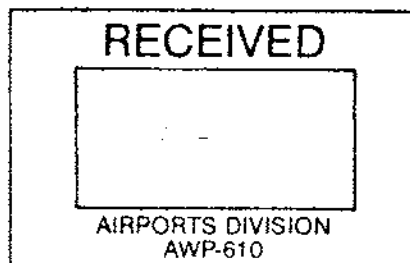
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Organization/Individual:

\_\_\_\_\_  
Address: 7818 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Lisa Bamodt Date: 5-17-01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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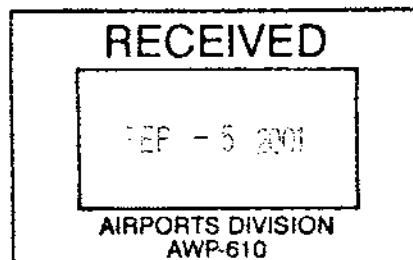
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Organization/Individual:

Address: 7819 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Joe F. Landin Date: 5-17-01



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U.S. House Speaker, Majority and Minority Leader

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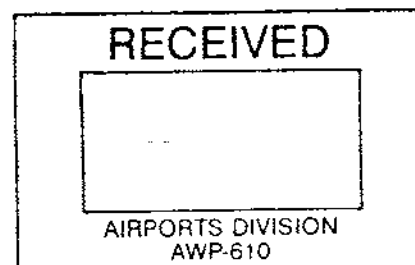
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Organization/Individual:

Address: 7818 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Corinne Dorfman Date: 5-17-01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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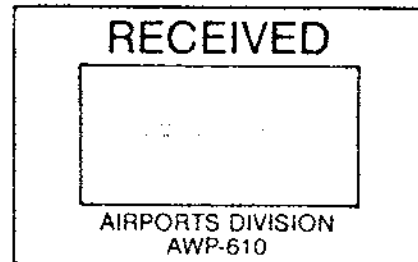
Thank you.

Organization/Individual:

Address: 7818 Toland Ave.

City: Los Angeles State: CA Zip: 90095

Name: Ronald Dorfman Date: 5-17-01





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U.S. House Speaker, Majority and Minority Leader

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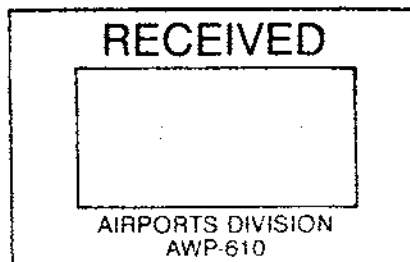
Thank you.

Organization/Individual:

Address: 2818 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Gayle S. Lingua Date: 5-7-01



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Due Date: August 31, 2000

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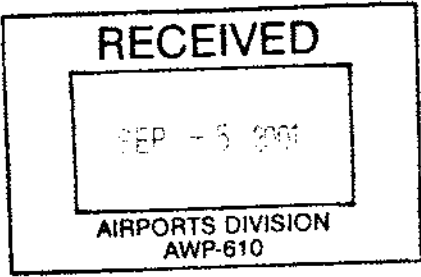
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Organization/Individual:

Address: 7819 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Jo Ann M Landin Date: 5-7-01



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U.S. House Speaker, Majority and Minority Leader

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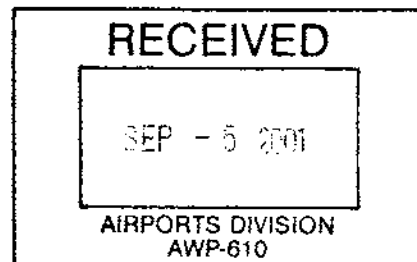
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Organization/Individual:

Address: 7822 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Linda Jean Berri Date: 5-17-01



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U.S. House Speaker, Majority and Minority Leader

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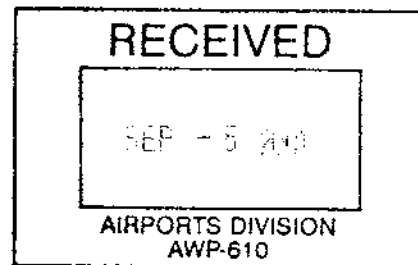
Thank you.

Organization/Individual:

Address: 7822 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Ronald Bern Date: 5-17-01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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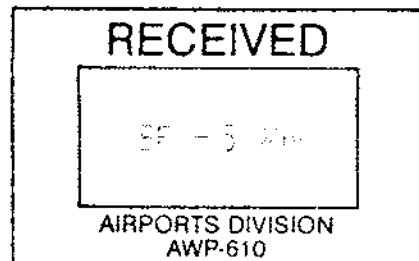
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Organization/Individual:

Address: 7822 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Scott Berni Date: 5/7/01



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U.S. House Speaker, Majority and Minority Leader

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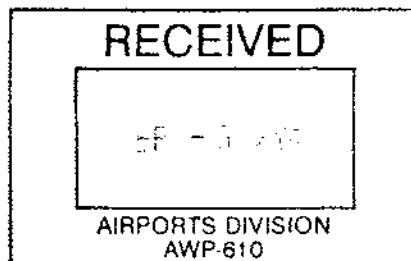
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Organization/Individual:

Address: 7825 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Stacy McCain Date: 5-17-01



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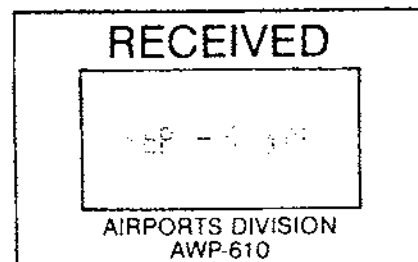
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Organization/Individual:

Address: 7825 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Lori J. Moore Date: 5-17-01



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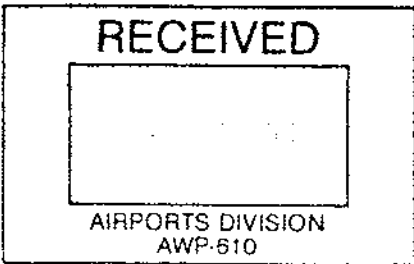
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Organization/Individual:

Address: 7439 MIDFIELD AV  
City: LOS Angeles State: CA Zip: 90045  
Name: CAROL ANN SIME Date: 5/20/01





**Halt All Airport Expansion!**

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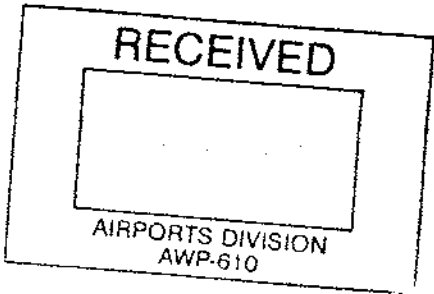
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Organization/Individual:

Address: 7436 MIDFIELD AV  
City: LOS Angeles State: Ca Zip: 90045  
Name: WILLIAM THEODORE BALDWIN JR Date: 5/30/01



**Halt All Airport Expansion!**

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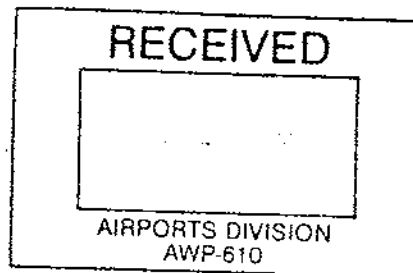
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Organization/Individual:

Address: 7432 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: MARCELLE L. SHOEMAKER Date: 5/20/01



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Due Date: August 31, 2000

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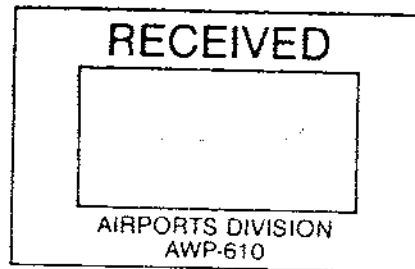
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Address: 7432 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: CALVIN D. SHOEMAKER Date: 5/20/01



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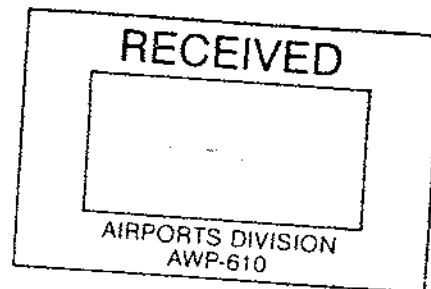
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Organization/Individual:

Address: 7431 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: JAMES PAUL ZIVALIC Date: 5/20/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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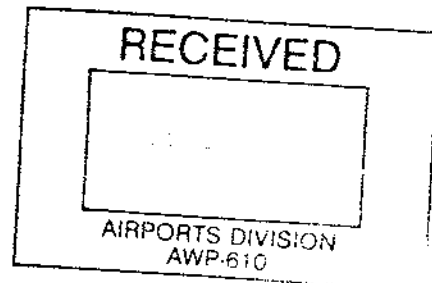
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Organization/Individual:

Address: 7431 MIDFIELD AV  
City: LOS Angeles State: CA Zip: 90045  
Name: Anna C. Zivalic Date: 5/20/01



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U.S. House Speaker, Majority and Minority Leader

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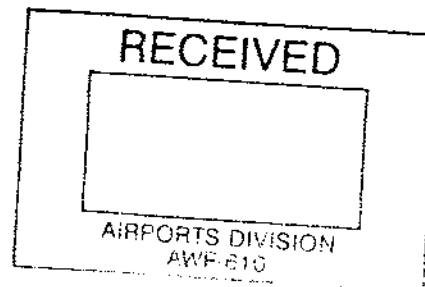
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Address: 7425 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: EMELDA ORTILLA WENNSTROM Date: 5/20/01



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Due Date: August 31, 2000

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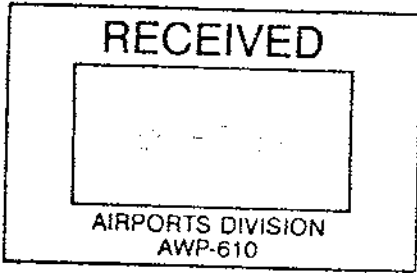
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Organization/Individual:

Address: 7425 MIDFIELD AV  
City: LOS Angeles State: Ca Zip: 90045  
Name: CREIGE D. WENNSTROM Date: 5/20/01



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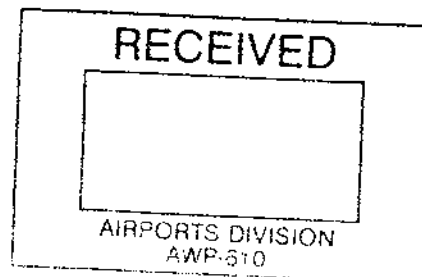
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Organization/Individual:

Address: 7422 MIDFIELD AV

City: LOS Angeles State: CA Zip: 90045

Name: RICHARD RANDALL FULTON Date: 5/20/01





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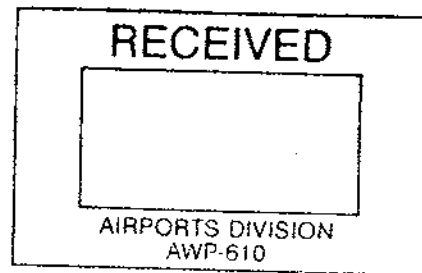
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Organization/Individual:

Address: 7418 MIDFIELD AV  
City: LOS Angeles State: Ca Zip: 90045  
Name: SOPHIA BEATRIZ RUELAS Date: 5/20/01



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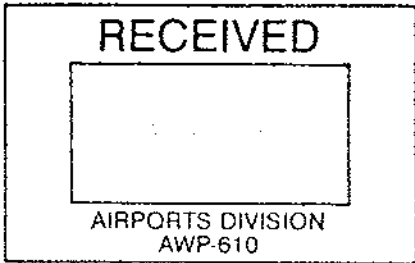
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Organization/Individual:

Address: 7418 MIDFIELD AV  
City: LOS Angeles State: Ca Zip: 90045  
Name: JAIME RUELAS Date: 5/20/01



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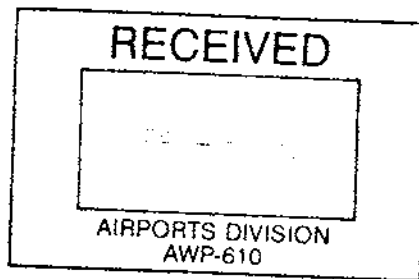
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Thank you.

Organization/Individual:

Address: 7417 MIDFIELD AV  
City: LOS Angeles State: Ca Zip: 90045  
Name: WIMPER M. CALLE Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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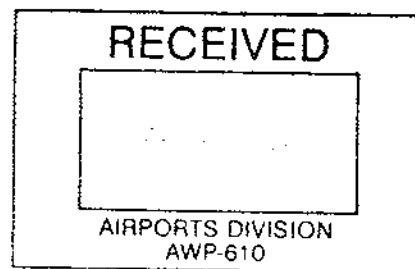
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Organization/Individual:

Address: 7414 MIDFIELD AV  
City: LOS ANGELES State: Ca Zip: 90045  
Name: VIOLA C. MOORE Date: 5/20/01



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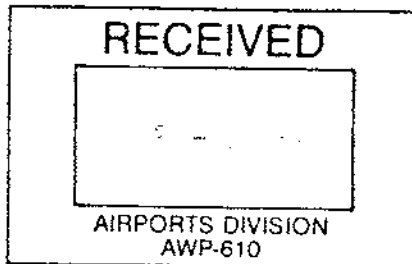
Thank you.

Organization/Individual:

Address: 7410 MIDFIELD AV

City: LOS Angeles State: CA Zip: 90045

Name: VICTORIA CACERES RAMIREZ Date: 5/20/01



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Organization/Individual:

Address: 7406 MIDFIELD AV  
City: LOS Angeles State: Ca Zip: 90045  
Name: ROGER WARREN HILL Date: 5/20/01



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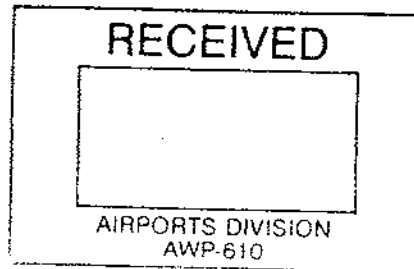
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Organization/Individual:

Address: 7401 MIDFIELD AV  
City: LOS Angeles State: CA Zip: 90045  
Name: VIRGINIA S. BOWMAN Date: 5/20/01



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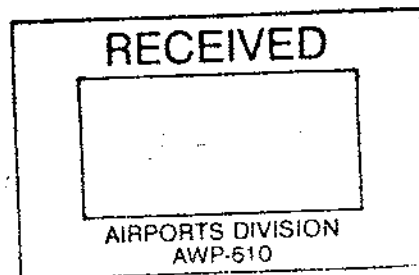
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Organization/Individual:

Address: 7400 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: CLARISSA D. VICTORIA Date: 5/20/01





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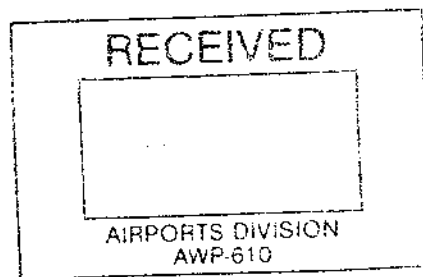
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Organization/Individual:

Address: 7457 MidField Av

City: Los Angeles State: Ca Zip: 90045

Name: James Raymond Rodriguez Date: 5/20/01



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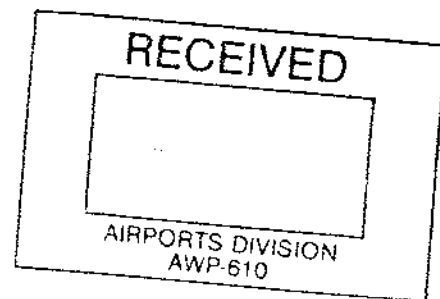
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Organization/Individual:

Address: 7457 MIDFIELD AV

City: LOS Angeles State: Ca Zip: 90045

Name: Michelle Christine Ornellas Date: 5/30/01



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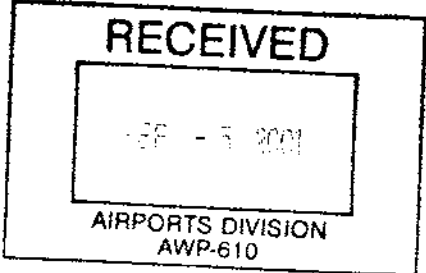
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Organization/Individual:

Address: 7456 MIDFIELD AV

City: LOS Angeles State: CA Zip: 90045

Name: PETER BANKS Date: 5/20/01



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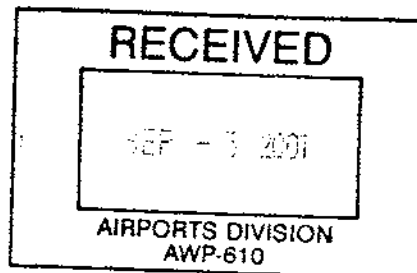
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Organization/Individual:

Address: 7456 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: ERNESTINA BANKS Date: 5/20/01



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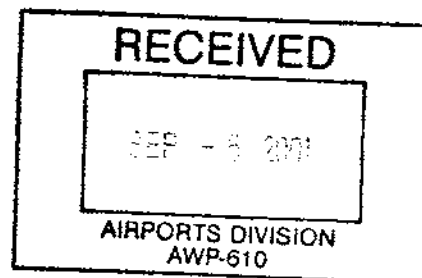
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Organization/Individual:

Address: 7452 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: THERESA LAZZARINO Date: 5/20/01



**Halt All Airport Expansion!**

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Address: 7452 MIDFIELD AV  
City: LOS Angeles State: CA Zip: 90045  
Name: GREGORY J. LAZZARINO Date: 5/20/01

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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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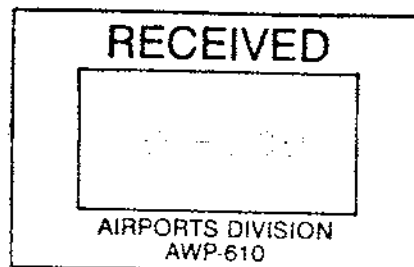
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Organization/Individual:

Address: 7448 MIDFIELD AV  
City: LOS Angeles State: CA Zip: 90045  
Name: TOM MICHAEL SEBER Date: 5/20/01



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Due Date: August 31, 2000

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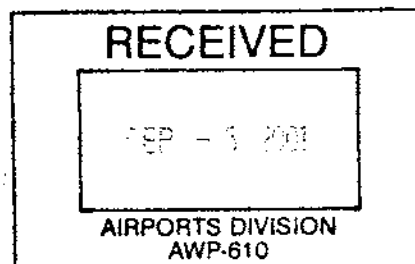
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Organization/Individual:

Address: 7448 MIDFIELD AV  
City: LOS Angeles State: Ca Zip: 90045  
Name: KATRINA M. SEBER Date: 5/20/01





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Due Date: August 31, 2000

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Organization/Individual:

ANNE E. MULLIGAN

Address: 7806 HINDRY AVE

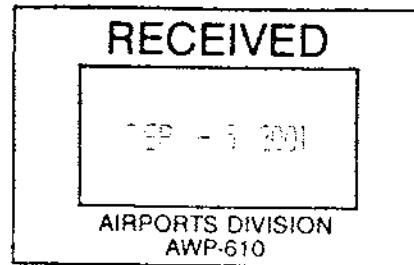
City: LOS ANGELES

State: CA

Zip: 90045

Name: \_\_\_\_\_

Date: 4/30/01



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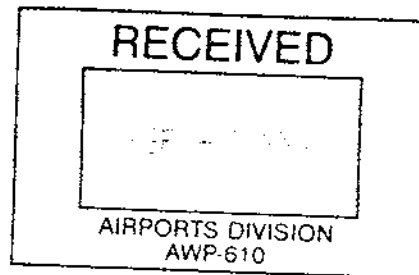
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Organization/Individual:

Address: 5517 W. 77<sup>th</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: SCOT SHOJI KAWANO Date: 5/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

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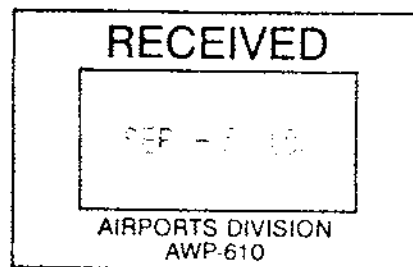
Thank you.

Organization/Individual:

Address: 8701 Wiley Post Ave.

City: L.A. State: CA Zip: 90045

Name: PIERRE J. HERMANN Date: 05/21/2001



**Halt All Airport Expansion!**

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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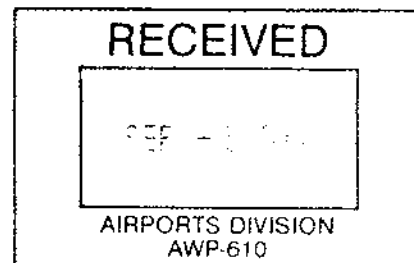
Thank you.

Organization/Individual:

Address: 7522 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: SEAN OLIVER LONERGAN Date: 5/20/01



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U.S. House Speaker, Majority and Minority Leader

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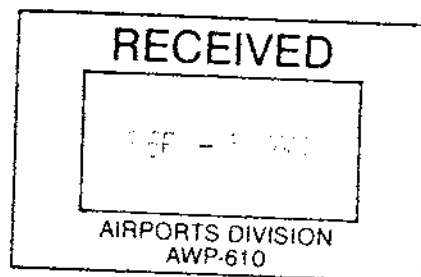
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Organization/Individual:

Address: 7519 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: EDWARD F. ZACZYNSKI Date: 5/20/01



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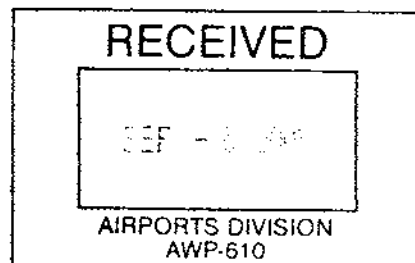
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Organization/Individual:

Address: 7519 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: BONNIE ZACZYNSKI Date: 5/30/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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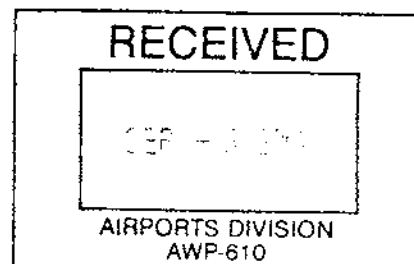
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Organization/Individual:

Address: 7518 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: JASON ROBERT TROUTMAN Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
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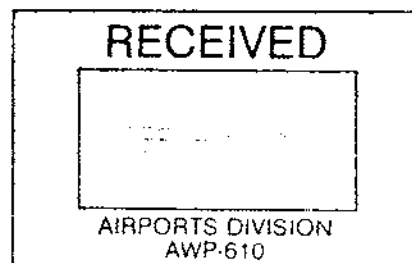
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Organization/Individual:

Address: 7518 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: JOHN M. RILEY Date: 5/30/01





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U.S. Senate Majority and Minority Leader  
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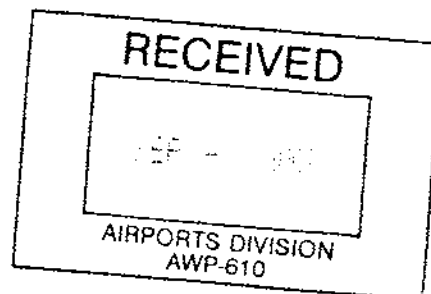
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Organization/Individual:

Address: 7518 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: CHRISTINE MARIE RILEY Date: 5/20/01



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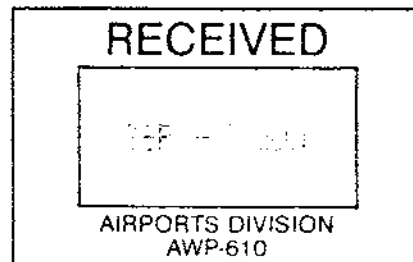
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Organization/Individual:

Address: 7513 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: THOMAS JOHN NOLAN Date: 5/20/01



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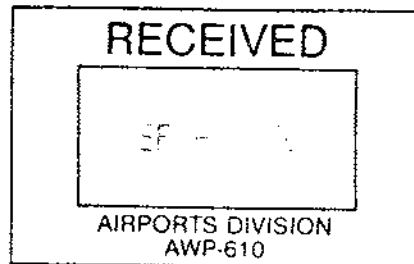
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Organization/Individual:

Address: 7513 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: LINDA M. NOLAN Date: 5/20/01



**Halt All Airport Expansion!**

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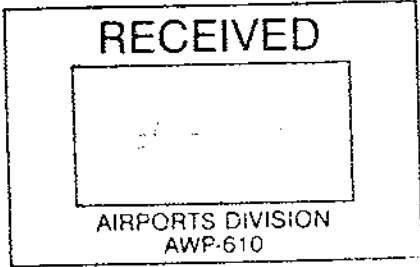
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Organization/Individual:

Address: 7512 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: ROBERT A.M. YOUNG Date: 5/20/01



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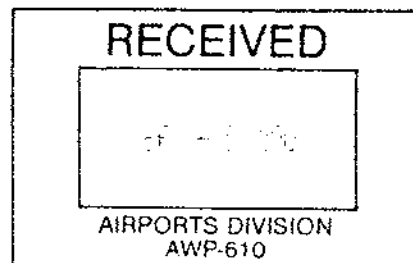
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Organization/Individual:

Address: 7512 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: JUNE IRENE SATTON Date: 5/20/01



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Due Date: August 31, 2000

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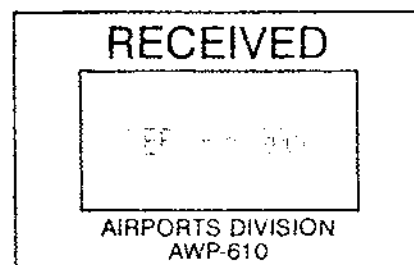
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Organization/Individual:

Address: 7508 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: EVELYN I. NUNEZ Date: 5/20/01



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Organization/Individual:

Address: 7508 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: MERCEDES A. MEENTS Date: 5/20/01



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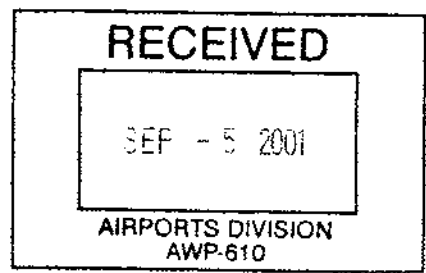
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Organization/Individual:

Address: 7507 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: DANNY YING WONG Date: 5/20/01





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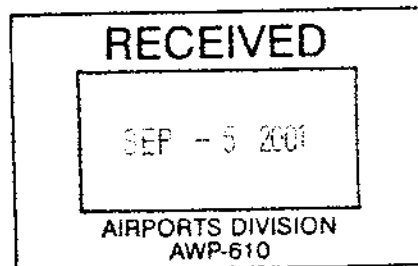
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Organization/Individual:

Address: 7507 MIDFIELD RD

City: LOS ANGELES State: CA Zip: 90045

Name: CAROL ENDOW WONG Date: 5/30/01



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Due Date: August 31, 2000

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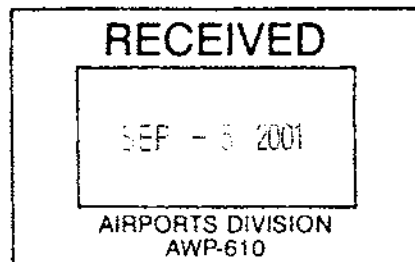
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Thank you.

Organization/Individual:

Address: 7502 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: Paul Maloutas Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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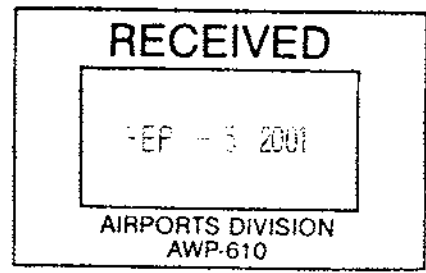
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Organization/Individual:

Address: 7502 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: BARBARA ANN MALOUTAS Date: 5/20/01



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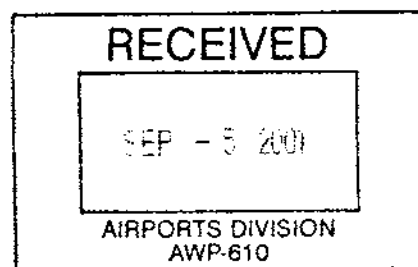
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Organization/Individual:

Address: 7501 MIDFIELD AV

City: LOS ANGELES State: CA Zip: 90045

Name: EVELYN RUTH WISE Date: 5/20/01



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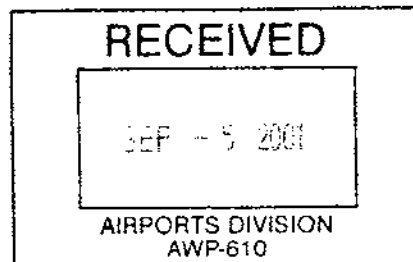
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Organization/Individual:

Address: 7466 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: LILLIAN DALSBØE Date: 5/20/01



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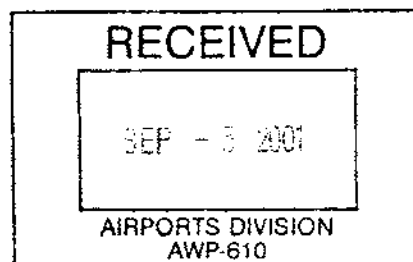
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Organization/Individual:

Address: 7463 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: HELEN FIGUEROA Date: 5/20/01



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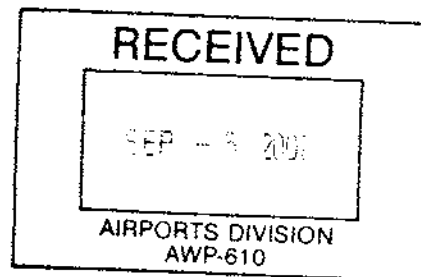
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Address: 7463 Midfield Av  
City: Los Angeles State: Ca Zip: 90045  
Name: Harold P. Figueroa Date: 5/20/01



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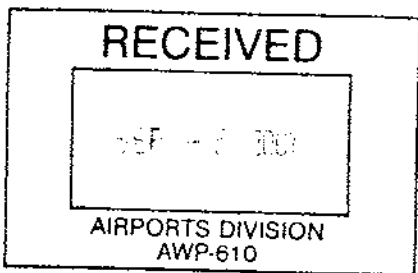
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Organization/Individual:

Address: 7463 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: DEBRA RACHELLE FIGUEROA Date: 5/20/01





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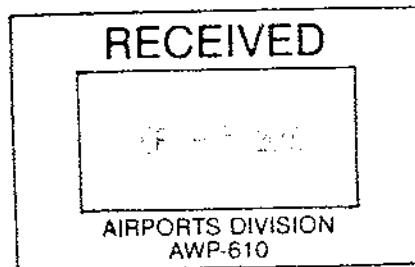
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Address: 7462 MIDFIELD AV  
City: LOS ANGELES State: CA Zip: 90045  
Name: MAUREEN Cunningham Date: 5/20/01



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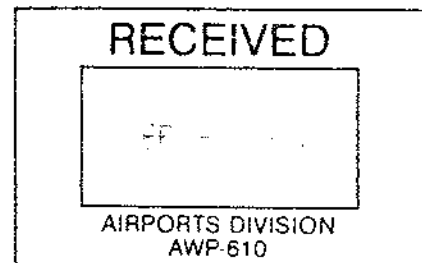
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Name: John J. Cunningham Date: 5/20/01



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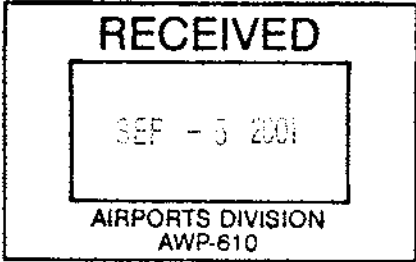
Organization/Individual:

\_\_\_\_\_

Address: 7832 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Shannon D. Kearney Date: 5-17-01



**Halt All Airport Expansion!**

To: President of the United States  
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Organization/Individual:

Address: 7832 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Victoria J. Kearney Date: 5-17-01

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Address: 7837 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Lisa Ann Figueroa Date: 5-17-01

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Address: 7837 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Rafael Figueroa Date: 5-17-01

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Organization/Individual:

Address: 7838 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Ted Bogdanowicz Date: 5-17-01

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Organization/Individual:

Address: 7838 Tolland Ave

City: Los Angeles State: CA Zip: 90045

Name: Jennifer Sloane Date: 5-17-01



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Organization/Individual:

Address: 7838 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Ross Thompson Date: 5-17-01

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Thank you.

Organization/Individual:

Address: 7838 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Andrea G. Wood Date: 5-17-01

**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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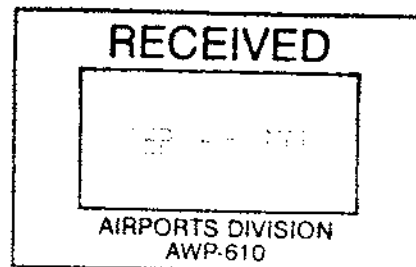
Thank you.

Organization/Individual:

Address: 7445 MIDFIELD AV

City: LOS Angeles State: Ca Zip: 90045

Name: UEMA Phillip Boyd Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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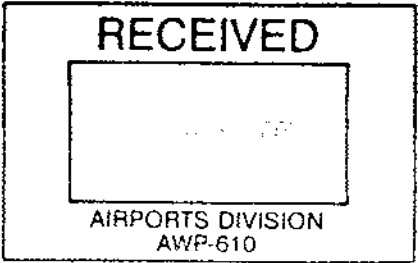
Thank you.

Organization/Individual:

Address: 7444 MIDFIELD AV

City: LOS Angeles State: CA Zip: 90045

Name: ROY B. REDULFIN Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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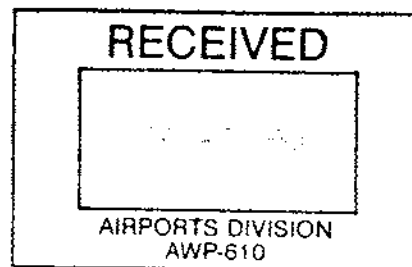
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Organization/Individual:

Address: 7444 MIDFIELD AV  
City: LOS Angeles State: CA Zip: 90045  
Name: MICHELLE G. REDULFIN Date: 5/20/01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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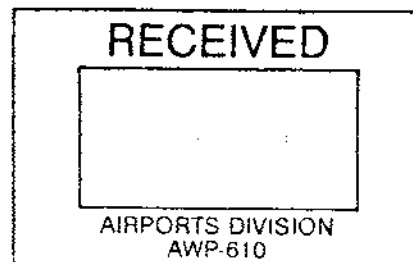
Thank you.

Organization/Individual:

Address: 7440 MIDFIELD AV

City: LOS Angeles State: CA Zip: 90045

Name: DAWN E. MOORE Date: 5/20/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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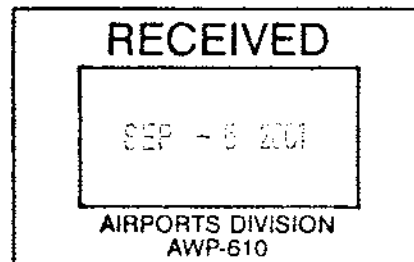
Thank you.

Organization/Individual: \_\_\_\_\_

Address: 7737 Goddard Av.

City: L.A. State: Ca. Zip: 90045

Name: Jack Valensky Date: 7/17/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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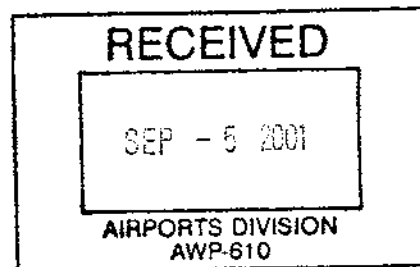
Thank you.

Organization/Individual:

Address: 7738 Goddard Av.

City: LA. State: Ca Zip: 90045

Name: Sheila Claire Grow Date: 7/18/01





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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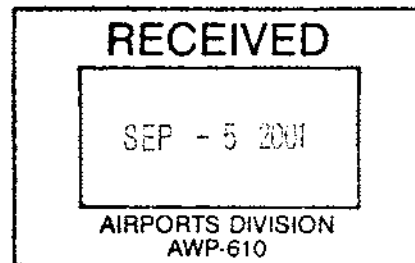
Thank you.

Organization/Individual: \_\_\_\_\_

Address: 7744 Goddard Av.

City: L. A. State: Ca. Zip: 90045

Name: Alicia C. Bravatti Date: 7/17/01



**Halt All Airport Expansion!**

To: President of the United States  
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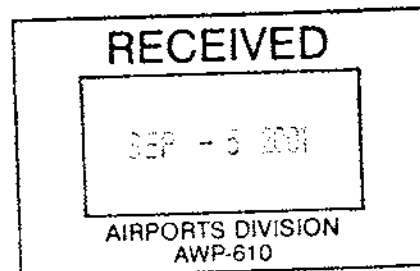
Thank you.

Organization/Individual: \_\_\_\_\_

Address: 7801 Goddard AV

City: L.A. State: Ca. Zip: 90045

Name: Del Harding Necessary Date: 7/18/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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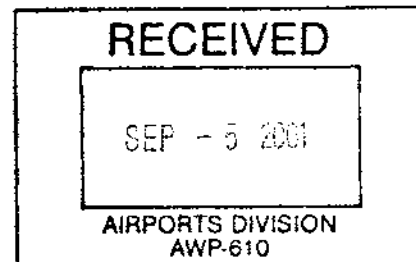
Thank you.

Organization/Individual:

Address: 7802 GODDARD AV

City: L.A. State: Ca. Zip: 90045

Name: DAVID JEROME KLEIN Date: 7/17/01



**Halt All Airport Expansion!**

To: President of the United States  
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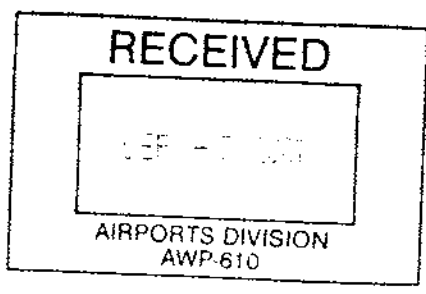
Thank you.

Organization/Individual: Individual

Address: 4807 Goddard Av

City: L.A. State: Ca. Zip: 90045

Name: Carl Rigoli Date: 7/17/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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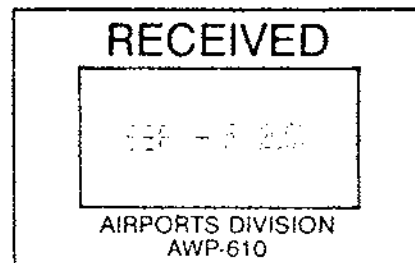
Thank you.

Organization/Individual:

Address: 7807 Goddard Av

City: L.A. State: Ca Zip: 90045

Name: Karen Rigoli Date: 7/18/01



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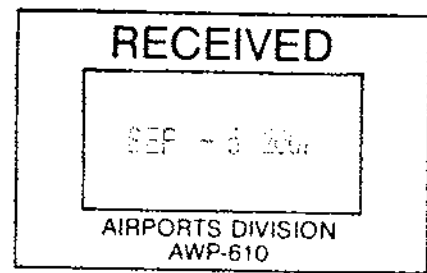
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Organization/Individual:

Address: 7813 Goddard Av

City: L.A. State: Ca Zip: 90045

Name: ROBERT ANTHONY Dye Date: 7/17/01



**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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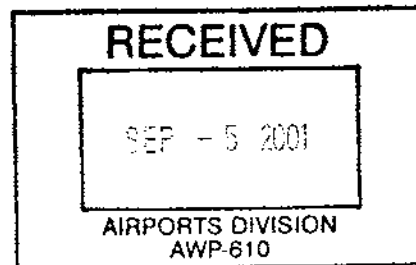
Thank you.

Organization/Individual:

Address: 7813 Goddard Av.

City: L.A. State: Ca Zip: 90045

Name: Sophia Dye Date: 7/18/01



Halt All Airport Expansion!

To: President of the United States
U.S. Senate Majority and Minority Leader
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Address:

7814 Goddard Av.

City:

LA

State:

Ca

Zip:

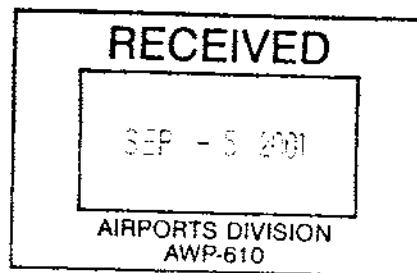
90045

Name:

Christopher Lincoln Edler

Date:

7/17/01





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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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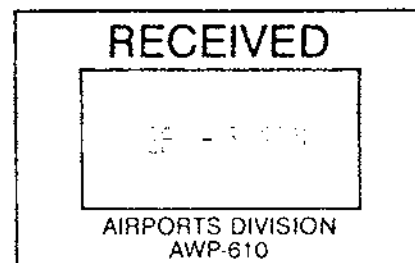
Thank you.

Organization/Individual:

Address: 7814 Goddard Av.

City: L.A. State: Ca. Zip: 90045

Name: Pamela Hope Lobue Date: 7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

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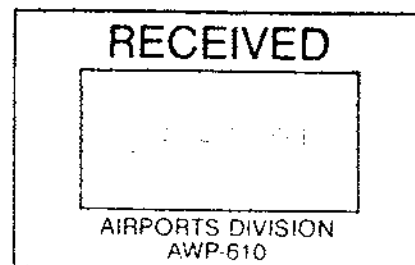
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Organization/Individual:

Address: 7818 Goddard Av

City: L.A. State: CA. Zip: 90045

Name: PAT J. GAMES Date: 7/18/01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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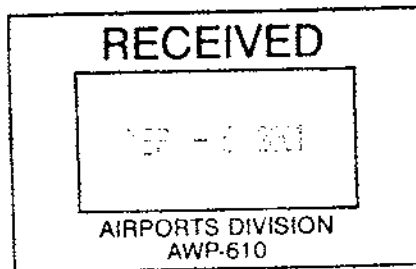
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Organization/Individual: \_\_\_\_\_

Address: 7724 Goddard Av

City: LA. State: Ca. Zip: 90045

Name: James Wiles Date: 07/18/01



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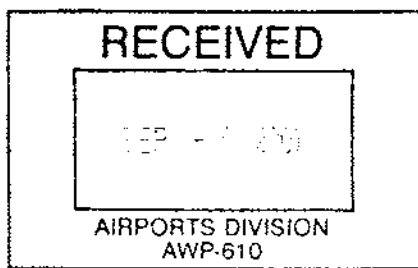
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Address: 7824 Goddard Av.  
City: L.A. State: Ca. Zip: 90045  
Name: Kathy Wiles Date: 7/18/01



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Organization/Individual:

Address: 7843 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Donovan D. Press Date: 5-17-01

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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Organization/Individual:

Address: 7843 Toland Ave.

City: La Angeles State: CA Zip: 90045

Name: Maria E. Press Date: 5-17-01

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Organization/Individual:

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Address: 7844 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Alice H. Frank Date: 5-17-01

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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Organization/Individual:

\_\_\_\_\_

Address: 7848 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Allen G. Hewitt Date: 5-17-01



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Organization/Individual:

Address: 7848 Toland Ave

City: Los Angeles State: CA Zip: 90045

Name: Jo Ann Miller Date: 5-17-01

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Organization/Individual:

Address: 7853 Toland Ave.

City: Los Angeles State: CA Zip: 90045

Name: Linda M. Asher Date: 5-17-01

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Organization/Individual:

Address: 7854 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Paul T. Kalman Date: 5-17-01

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U.S. House Speaker, Majority and Minority Leader

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Organization/Individual:

Address: 5320 W. 83RD ST.  
City: LOS ANGELES State: Ca Zip: 90045  
Name: ROSE MARIE POHL Date: 5/19/01

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Organization/Individual:

Address: 5320 W. 87th ST.  
City: Los Angeles State: Ca Zip: 90045  
Name: MARIE KAUDER POHL Date: 5/19/01

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Organization/Individual:

Address: 5320 W. 82<sup>ND</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: SHERWOOD DODGE Date: 5/20/01

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Organization/Individual:

Address: 5316 W. 82<sup>nd</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: LOIS C. JOHNSON Date: 5/19/01

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To: President of the United States  
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Address: 5316 W. 82<sup>nd</sup> ST.  
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Name: LAWRENCE W. JOHNSON Date: 5/19/01



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Address: 5310 W. 82<sup>ND</sup> ST.  
City: LOS ANGELES State: CA Zip: 90045  
Name: LOIS RAE WEBB Date: 5/20/01

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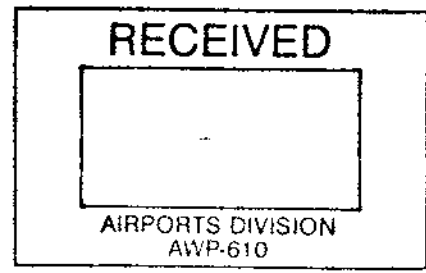
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Thank you.

Organization/Individual: ONA  
Address: 7713 GOLDWARD AV.  
City: LOS ANGELES State: CA. Zip: 90045  
Name: JEFF P. SOLOMON Date: 7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

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Thank you.

Organization/Individual:

ONA

Address:

7712 GODDARD AV.

City:

L.A.

State:

CA.

Zip:

90045

Name:

DAVID C. HETPELL

Date:

7/18/01



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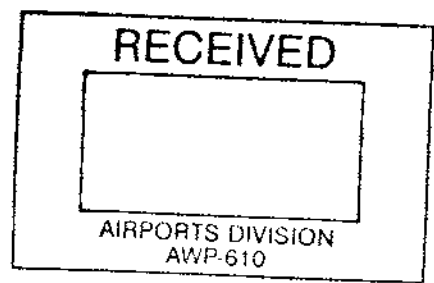
Thank you.

Organization/Individual: ONA

Address: 7712 Goddard Av.

City: L.A. State: Ca Zip: 90045

Name: Catherine Marie Heppell Date: 7/18/01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual:

ONA

Address:

7706 GODDARD AV

City:

L.A.

State:

CA

Zip:

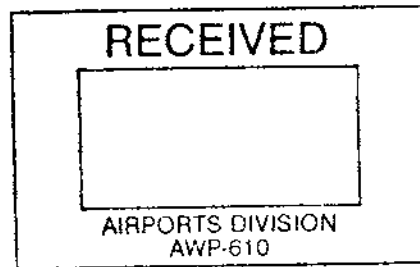
90045

Name:

WILLIAM GRAHAM

Date:

7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Organization/Individual:

ONA

Address:

7706 GLEDDARD AV.

City:

L.A.

State:

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Zip:

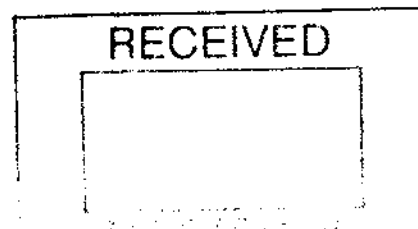
90045

Name:

JOAN GRAHAM

Date:

7/18/01



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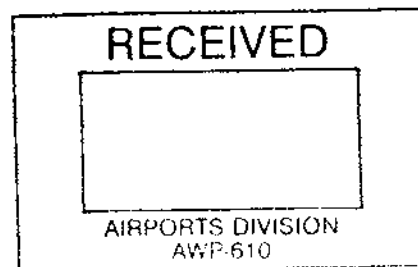
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Organization/Individual: ONA

Address: 7701 Goddard Av.

City: L.A. State: Ca Zip: 90045

Name: Marion E. Paquette Date: 7/18/01



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U.S. House Speaker, Majority and Minority Leader

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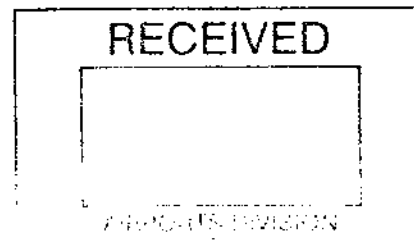
Thank you.

Organization/Individual: ONA

Address: 7700 Goddard Av

City: LA. State: Ca. Zip: 90045

Name: Jennifer Jean Bolton Date: 7/17/01





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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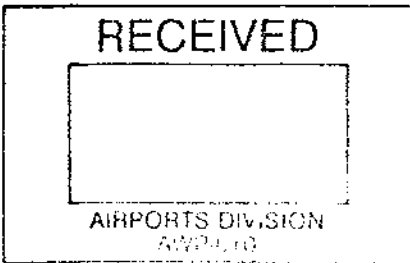
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Organization/Individual: ONA

Address: 7700 Goddard Av

City: L.A. State: Cal. Zip: 90045

Name: Bobby Joe Bolton Date: 7/18/01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual: ONA  
Address: 7637 Goddard Av.  
City: L.A. State: CA Zip: 90045  
Name: Joy Celee Holt Date: 7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

ONA

Address:

7637 Goddard Av.

City:

L.A

State:

CA.

Zip:

90045

Name:

Regina T. Holt

Date:

7/17/01

RECEIVED

AIRPORTS DIVISION  
AWP-610

**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Organization/Individual:

ONA

Address:

7637 GODDARD AV.

City:

LA.

State:

CA.

Zip:

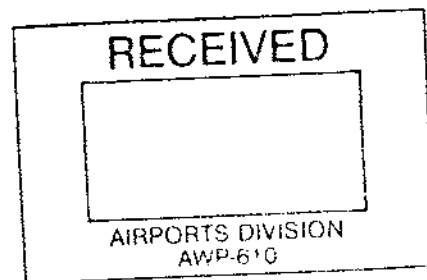
90045

Name:

JAN AHOLT

Date:

7/17/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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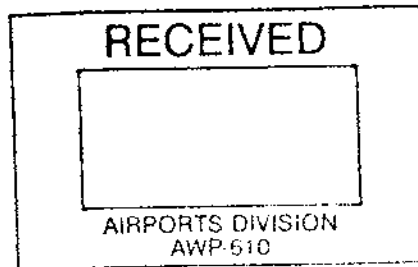
Organization/Individual: ONH

---

Address: 7637 GODDARD AV.

City: L.A. State: CA Zip: 90045

Name: BRIAN HOET Date: 7/17/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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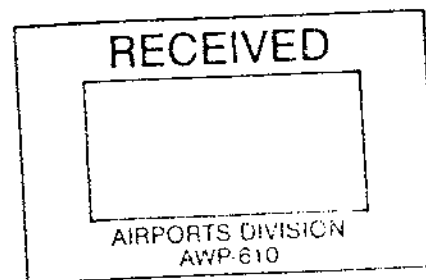
Thank you.

Organization/Individual: ONA

Address: 7632 Guddard Av.

City: L.A. State: CA. Zip: 90045

Name: Saul Rodriguez Date: 7/17/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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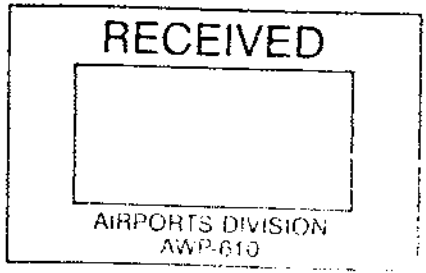
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Organization/Individual: ONA

Address: 7637 Guddard Av.

City: LA State: CA Zip: 90045

Name: Angelica T. Rodriguez Date: 7/17/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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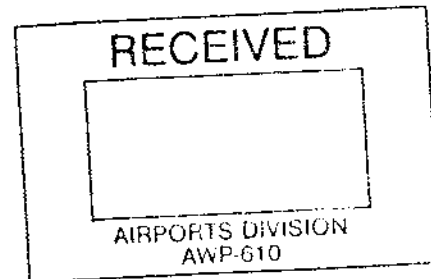
Thank you.

Organization/Individual: ONH

Address: 7631 Goddard Av.

City: L.A. State: Ca. Zip: 90045

Name: Brian M. Lowenthal Date: 7/16/01





**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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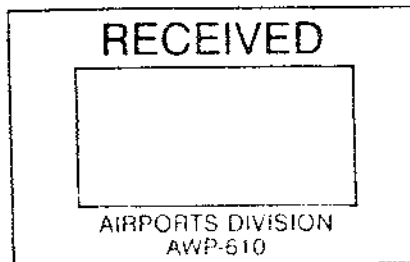
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Address: 7628 Goodland Av.

City: L. A. State: Ca. Zip: 90045

Name: Paula Joyce Blunt Date: 7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

WE URGE YOU TO SUPPORT THE HALTING OF AIRPORT EXPANSION UNTIL THE FULL HEALTH AND ENVIRONMENTAL EFFECTS OF AIRPORTS ARE KNOWN AND PROPERLY MITIGATED.

As many as 180 million Americans are affected by aviation-related pollution. This includes aircraft air emissions (including hazardous and toxic emissions), noise, de-icing fluid runoff, and many others. Recent studies have identified serious health problems for people living and working even many miles away from airports, and the Environmental Protection Agency predicts that aviation-related pollution will double, or perhaps triple, within the next decade.

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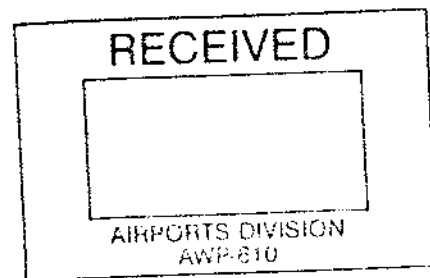
Thank you.

Organization/Individual: ONA

Address: 7625 Goddard Av

City: L. A. State: Ca. Zip: 90045

Name: Cynthia A. Marshall Date: 7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual:

ONA

Address:

7622 GODDARD Av.

City:

LA

State:

CA

Zip:

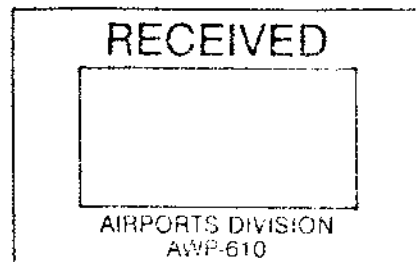
90045

Name:

ANITA LEE FREED

Date:

7/17/01



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Due Date: August 31, 2000

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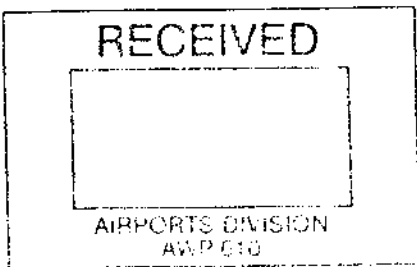
Thank you.

Organization/Individual: ONA

Address: 7619 GODDARD AV

City: L.A State: CA Zip: 90045

Name: ROBERT WILLIAM HENRICKS Date: 7/17/01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

ONA

Address:

7619 GODDARD AV

City:

L.A.

State:

CA

Zip:

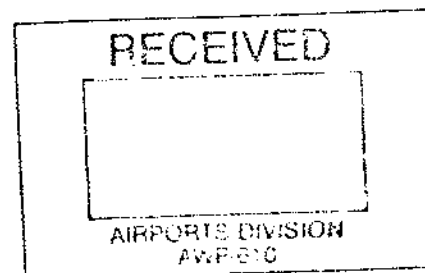
90045

Name:

GARRY JOSEPH BENOIRE

Date:

7/17/01



**Halt All Airport Expansion!**

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual: ONA

Address: 7616 GODDARD AV

City: L.A State: CA. Zip: 90045

Name: LOWELL WYLEY FERREIRA Date: 7/16/01



**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

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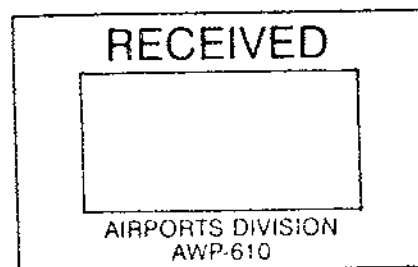
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Organization/Individual: ONA

Address: 7607 GODDARD AV

City: L.A. State: CA Zip: 90045

Name: PETER B. REGGIE Date: 7/16/01



**Halt All Airport Expansion!**

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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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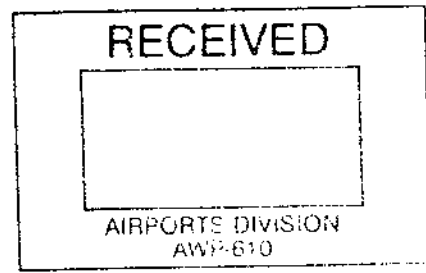
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Organization/Individual: ONA

Address: 7606 GODDARD AV

City: L.A. State: CA Zip: 90045

Name: LEWIS GLENN GERLITZ Date: 7/17/01





**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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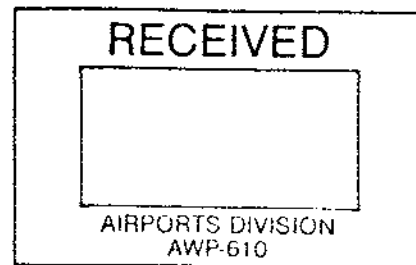
Thank you.

Organization/Individual: ONA

Address: 7601 GODDARD AV

City: L.A. State: CA. Zip: 90045

Name: STUART H. GARRISON Date: 7/16/01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

ONA

Address:

7600 GODDARD AVE

City:

L.A.

State:

CA

Zip:

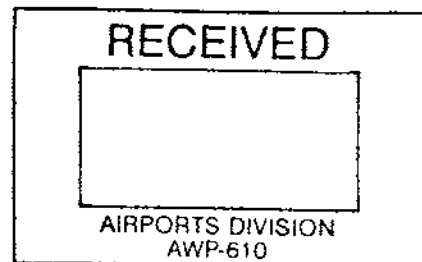
90045

Name:

JAMES VENEZIA

Date:

07/17/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

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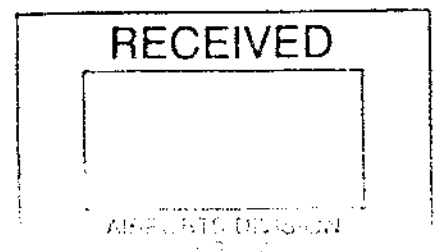
Thank you.

Organization/Individual: ALLAN YATCO POE

Address: 5326 W. 82nd ST.

City: LOS ANGELES State: CA Zip: 90045

Name: \_\_\_\_\_ Date: 7/17/01



**Halt All Airport Expansion!**

To: President of the United States  
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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

\_\_\_\_\_  
Address: 7843 Toland Ave  
City: Los Angeles State: CA Zip: 90045  
Name: Tamara Mullen Date: 5-7-01

**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

ATA - ATCO ESTABLISHMENT

Address:

5326 W. 82nd ST

City:

LA

State:

CA

Zip:

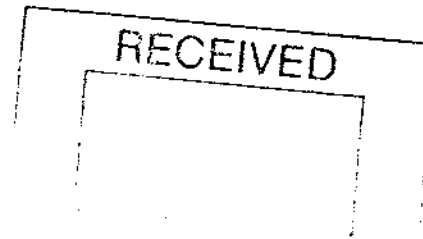
90045

Name:

ELANGELINE L. VATCO

Date:

7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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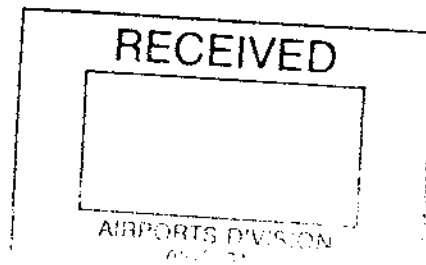
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Thank you.

Organization/Individual: ONA. CARUSO MICHAEL  
Address: 5330 W. 82ND STREET  
City: Los Angeles State: CA Zip: 90045  
Name: Michael Joseph Caruso Date: 7/16/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual: UNA FOLKERSON TODD

Address: 5330 W. 82<sup>nd</sup> Street

City: LA State: CA Zip: 91045

Name: TODD J. FOLKERSON Date: 7/1/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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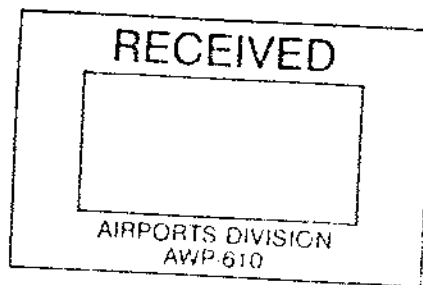
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Thank you.

Organization/Individual: ONA ADOMITE DAVID  
Address: 5336 W. 82<sup>ND</sup> ST.  
City: L.A. State: CA Zip: 90045  
Name: DAVID ADOMITE'S Date: 7/18/2001





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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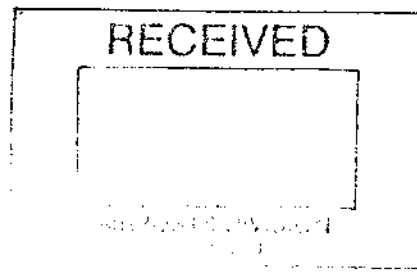
Thank you.

Organization/Individual: ONA / ALMA SANTOS

Address: 5340 W 82nd St.

City: L.A. State: CA Zip: 90045

Name: Alma Santos Date: 7/16/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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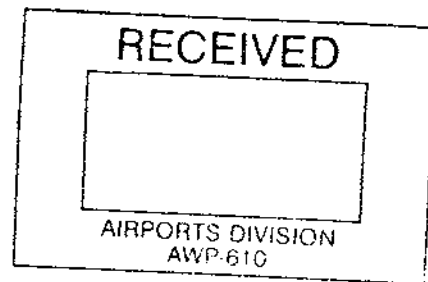
Thank you.

Organization/Individual: ONA / GERARDO GARCIA

Address: 5400 W. 82ND ST.

City: L.A. State: CA. Zip: 90045

Name: GERARDO GARCIA Date: 7/16/2001



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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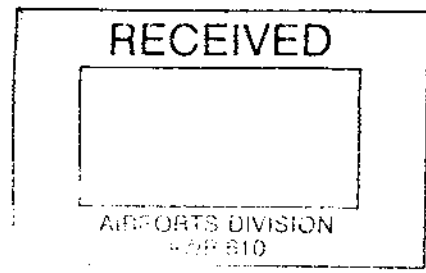
Thank you.

Organization/Individual: CNA

Address: 5400 W. 82<sup>ND</sup> ST.

City: L.A. State: CA Zip: 90045

Name: Yolanda Alida GARCIA Date: 7/17/01



**Halt All Airport Expansion!**

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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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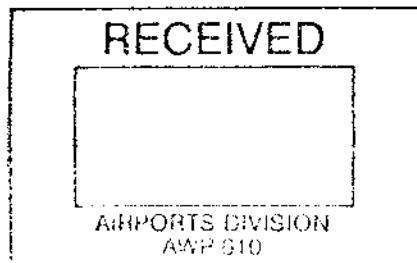
Thank you.

Organization/Individual: CAAW

Address: 5416 W. 82nd ST

City: Los Angeles State: CA Zip: 90045

Name: Atina Chiland Date: 7/16/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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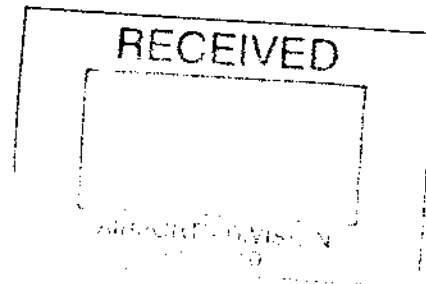
Thank you.

Organization/Individual: UAW

Address: 5416 N. Hollywood ST

City: Los Angeles State: Ca Zip: 90045

Name: Ann M. Chitardi Date: 7/26/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

CNA

Address:

5416 W. 82nd St

City:

Los Angeles

State:

Ca

Zip:

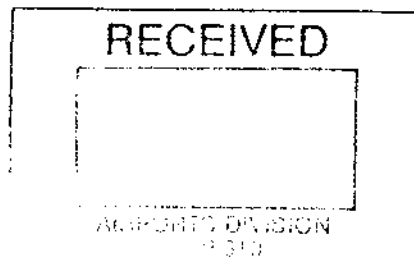
90045

Name:

Daniel Ghilardi

Date:

7/16/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

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Thank you.

Organization/Individual: DNA

Address: 5416 W. 82nd ST

City: Los Angeles State: Ca Zip: 90045

Name: Trene Ann Chikardi Date: 2/16/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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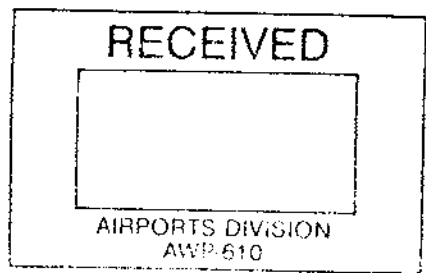
Thank you.

Organization/Individual: ONA

Address: 5422 W 82<sup>ND</sup> ST.

City: L.A. State: CA. Zip: 90045

Name: Judith Citrin Date: 7/18/01





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

UMA

Address:

5422 W. 80th ST.

City:

L.A.

State:

CA

Zip:

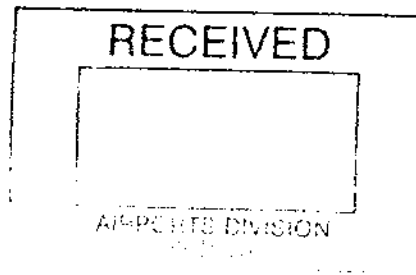
90045

Name:

William Citrin

Date:

7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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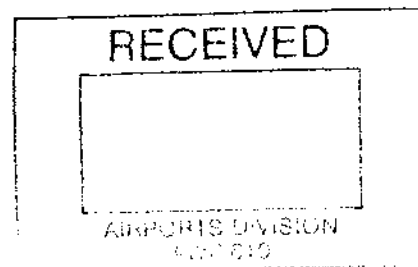
Thank you.

Organization/Individual: INA

Address: 5426 W 8th ST

City: LOS ANGELES State: CA Zip: 90045

Name: CHRISTOPHER ADAM PIXLEY Date: 7/15/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

UNA

Address:

5426 W. 82<sup>ND</sup> ST.

City:

L. A.

State:

C. A.

Zip:

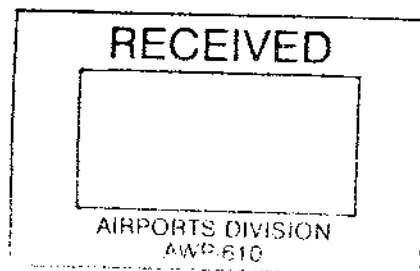
90045

Name:

HEIDI THERESA PIXLEY

Date:

7/15/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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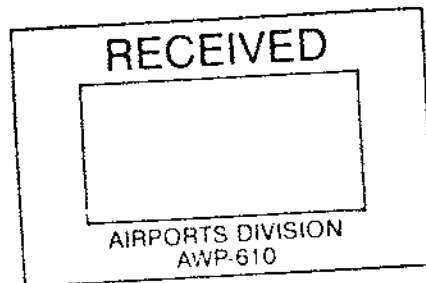
Thank you.

Organization/Individual: CNI

Address: 5432 W. 82<sup>nd</sup> ST.

City: L.A. State: CA. Zip: 90045

Name: Anna Mia Vollmer Date: 7/16/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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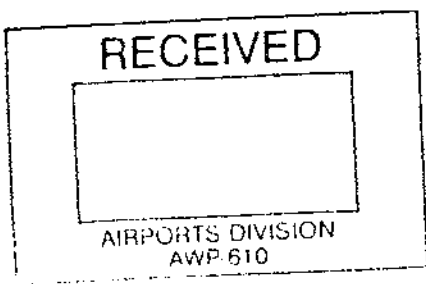
Organization/Individual:

NT

Address: 5436 W 82<sup>nd</sup> ST

City: LA State: CA Zip: 90045

Name: MARK WILLIAM GALBREATH Date: 7/16/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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Thank you.

Organization/Individual:

UNIT

Address:

5442 W. 82<sup>ND</sup> ST.

City:

L.A.

State:

CA

Zip:

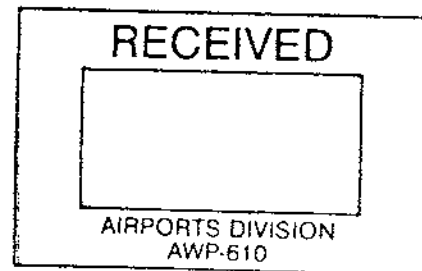
90045

Name:

ALICE MARY JOYCE

Date:

7/16/01



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To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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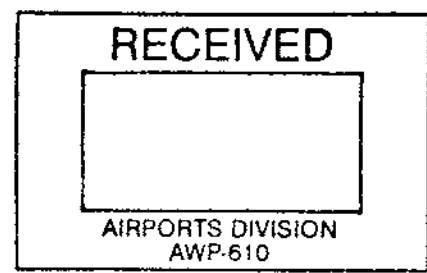
Thank you.

Organization/Individual: ONA

Address: 7716 Goddard Av.

City: Los Angeles State: Ca. Zip: 90045

Name: Michael David Brookshier Date: 7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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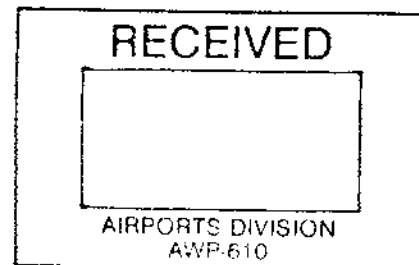
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Thank you.

Organization/Individual:

Address: 7716 GODDARD AV.  
City: L.A. State: CA. Zip: 90045  
Name: ILANA BETH FIELDS Date: 7/18/01





**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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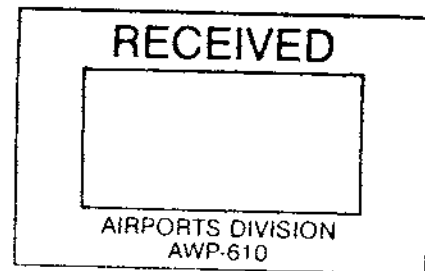
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Thank you.

Organization/Individual:

Address: 7719 Goddard Av.  
City: LA. State: CA. Zip: 90045  
Name: ROBERT HOWARD HABER Date: 7/18/01



**Halt All Airport Expansion!**

To: President of the United States  
U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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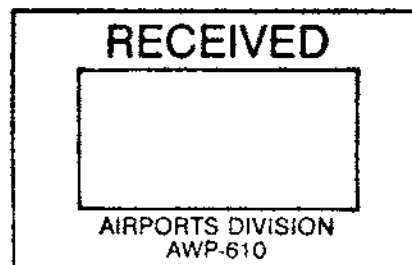
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Thank you.

Organization/Individual:

Address: 7722 GOLDIARD AV.  
City: L. A State: CA Zip: 90045  
Name: MARIA R. CRISAFULLI Date: 7/18/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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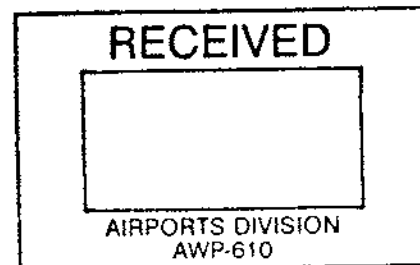
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Organization/Individual:

Address: 7728 Goddard Av.  
City: L. A. State: CA Zip: 90045  
Name: Jesenia C. Masals Date: 7/18/01



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U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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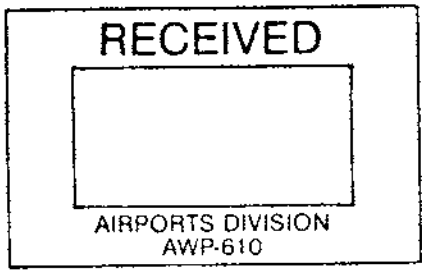
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Thank you.

Organization/Individual:

Address: 7731 Goddard Av  
City: L.A. State: Ca. Zip: 90045  
Name: Enrique Rodriguez Date: 7/18/01



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U.S. Senate Majority and Minority Leader  
U.S. House Speaker, Majority and Minority Leader

Due Date: August 31, 2000

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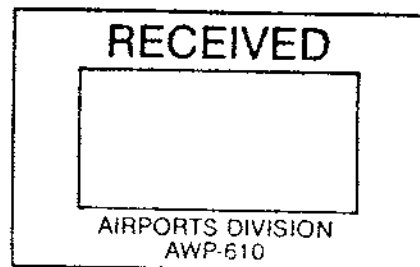
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Organization/Individual:

Address: 7732 Goddard Av.  
City: L A. State: CA. Zip: 90045  
Name: Ann Marie de Blois Date: 7/16/01



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U.S. House Speaker, Majority and Minority Leader

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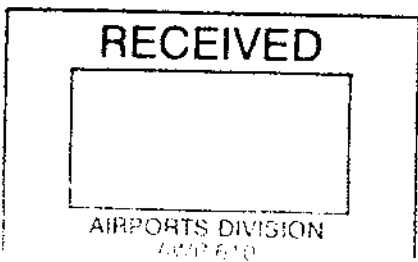
Thank you.

Organization/Individual: \_\_\_\_\_

Address: 7732 Goddard Av

City: L.A. State: Ca. Zip: 90045

Name: Donald Raymond De Blois Date: 7/18/01



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U.S. Senate Majority and Minority Leader  
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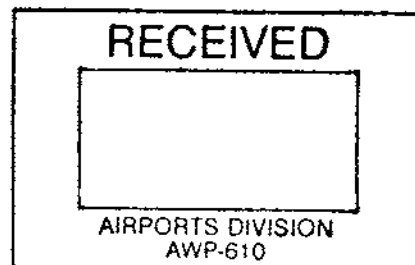
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Thank you.

Organization/Individual:

Address: 7737 Goddard Av.  
City: L. A. State: Ca. Zip: 90045  
Name: Anita Valensky Date: 7/18/01



Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 82007  
World Way Postal Center  
Los Angeles, CA 90009-2007

RE: LAX MASTER PLAN EIR/EIS


Dear Mr. Ritchie and Mr. Kessler:

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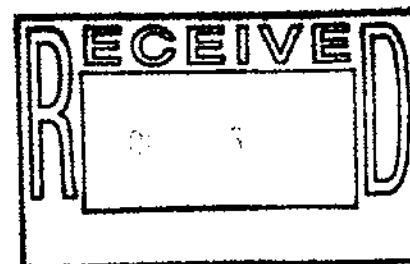
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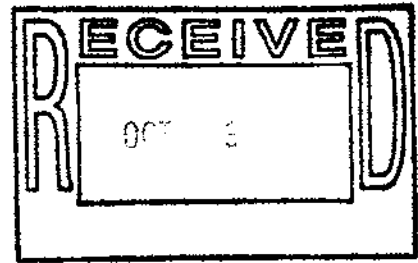
Thank you very much,

  
NAME

8117 W. Manchester Ave, #159  
ADDRESS  
Plaza del Rey, CA 90293







Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

David B. Kessler, AICP  
U.S. Department of Transportation  
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*Bonnie Young*

BONNIE YOUNG

NAME

8117 W. MANCHESTER AVE. # 270 PLAYA DEL REY  
90293

ADDRESS

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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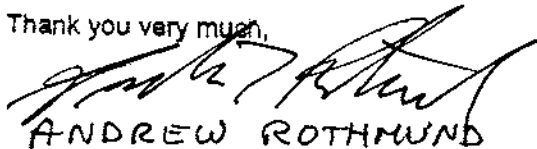
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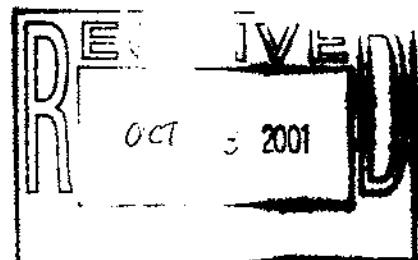
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ANDREW ROTHMUND  
NAME

8117 W. MANCHESTER AVE. #270 PLAYA DEL REY  
ADDRESS 90293



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Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

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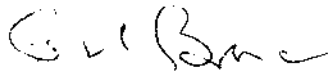
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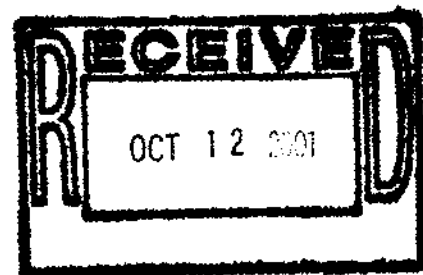


NAME

7742 Redlands St H2030

ADDRESS

Playa del Rey, CA 90293



PFQ00004

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
LAX Master Plan/Room 218  
P.O. Box 92216  
Los Angeles, CA 90009-2216

David B. Kessler, AICP  
U.S. Department of Transportation  
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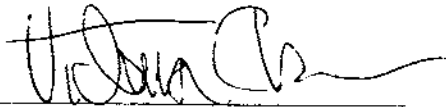
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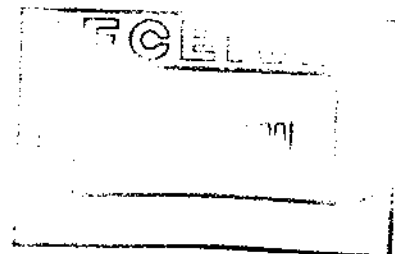
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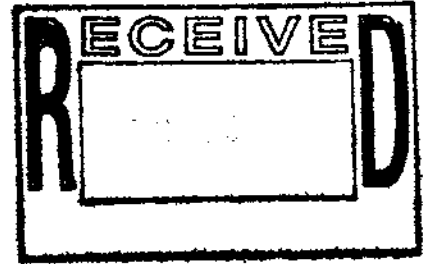


NAME

8701 Delgany Ave #218 Playa del Rey  
CA 90295

ADDRESS





# Hodori-usa

1145 5th Ave. #3  
Los Angeles, CA 90019  
(323) 733-3502

September 12, 2001

Ms. Lydia Kennard  
Executive Director  
Los Angeles World Airports  
1 World Way  
P. O. Box 92216  
Los Angeles, CA 90009-2216

Dear Ms. Kennard:

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city.

We are extremely excited to see the ways the Master Plan will benefit local communities as well as improve safety and LAX's ability to provide travel service both locally and abroad.

We strongly support the LAX Master Plan.

Name: Paul Park

Signature: [Handwritten Signature]

Address: 1574 Standard St

City and Zip Code: Irving 92612

Name: Moon K. Song

Signature: [Handwritten Signature]

Address: 11870 Killimore Ave.

City and Zip Code: Northridge, CA 91326

Name: Brandon Chai

Signature: [Handwritten Signature]

Address: 27935 Crown courts Cir. Valencia

City and Zip Code: Valencia CA 91354

Name: Brita Lee

Signature: [Handwritten Signature]

Address: 7064 Sterling Ct.

City and Zip Code: Rancho Cucamonga CA 91701

Name: Charles Kim

Signature: [Handwritten Signature]

Address: 501 New Hampshire 158

City and Zip Code: LA CA 90070

# Hodori-usa

1145 5<sup>th</sup> Ave. #3  
Los Angeles, CA 90019  
(323) 733-3502



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Name: Lydia Kennard

Signature: [Handwritten Signature]

Address: 310 S CATALINA ST

City and Zip Code: LA CA 90020

Name: Joo Jung Kim

Signature: [Handwritten Signature]

Address: 421 S. GRAMERCY DR. #22

City and Zip Code: LA 90019

Name: Jin Kim

Signature: [Handwritten Signature]

Address: 1120 E. Crenshaw Pl.

City and Zip Code: LA CA 90019

Name: Sunny Yi

Signature: [Handwritten Signature]

Address: 17802 E. COLIARD. #502

City and Zip Code: ROWLAND HEIGHTS, 91748

Name: SIN PARK

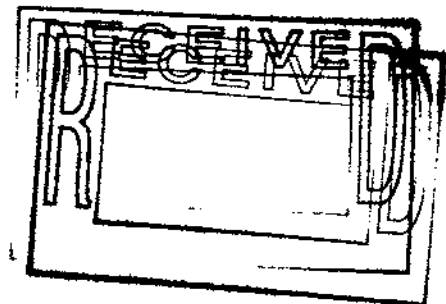
Signature: [Handwritten Signature]

Address: 1141 S. MULLEN AVE

City and Zip Code: LA, CA 90019

# Hodori-usa

1145 5<sup>th</sup> Ave. #3  
Los Angeles, CA 90019  
(323) 733-3502



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Name: Sam Kim

Signature: [Handwritten Signature]

Address: 16781 Timber Ridge Dr

City and Zip Code: Granada Hills CA 91301

Name: John Cha

Signature: [Handwritten Signature]

Address: 813 MARLETTE ST

City and Zip Code: TORRANCE, CA, 90501

Name: Daniel Kwon

Signature: [Handwritten Signature]

Address: 561 1/2 New Hampshire #458

City and Zip Code: LA CA 90020

Name: Chris Lee

Signature: Chris Lee

Address: 1250 Crenshaw Blvd

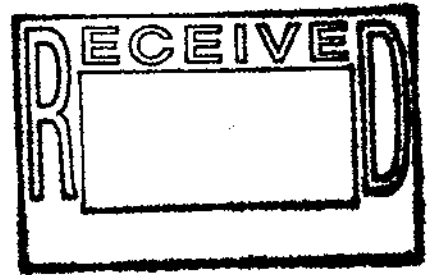
City and Zip Code: LA CA 90019

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_



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Name: GARY GUNSTREAM

Signature: Gary Gunstream

Address: 1133 W. DONIPASTRA ST

City and Zip Code: GLENDORA, CA 91741

Name: ANNIE TRAN

Signature: Annie Tran

Address: 2738 NEW AVE

City and Zip Code: ROSEMEAD CA 91770

Name: HIEP MINH LAM

Signature: Hiep Lam

Address: 520 W GARRETT AVE

City and Zip Code: MONTEREY PARK CA 91754

Name: THOMAS LUCE

Signature: Thomas Luce

Address: 1934 LAFAYETTE AVE

City and Zip Code: MONTEREY PARK, CA 91755

Name: EO KOTANI

Signature: E. Kotani

Address: 1861 S. OAKGATE

City and Zip Code: MONTEREY PARK, 91755

Name: LATHIAN TYLER

Signature: Lathian Tyler

Address: 841 W 104th

City and Zip Code: LA 90044

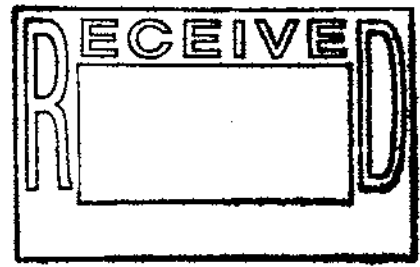
Name: BILL MALLORY

Signature: Bill Mallory

Address: 236 W 107th

City and Zip Code: LA CA 90061





The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: Vi Ly

Address: 9750 Towneway Dr

Name: JOHNNY PHAN

Address: 349 S. ROLL AVE

Name: Henry Dien

Address: 437 W. Ramona Blvd

Name: VINCENT TRANG

Address: 120 N. CITANDGER #B

Name: BRANDON KOOK

Address: 502 E. Holliston Ave

Name: Chung-Hsuan Wang

Address: 1026 S. Los Robles AVE

Name: MIKE TO

Address: 4623 BARTLETT AVE

Signature: [Handwritten Signature]

City and Zip Code: El Monte 91733

Signature: [Handwritten Signature]

City and Zip Code: La Puente CA, 91746

Signature: [Handwritten Signature]

City and Zip Code: San Gabriel 91776

Signature: [Handwritten Signature]

City and Zip Code: MPK, CA 91754

Signature: [Handwritten Signature]

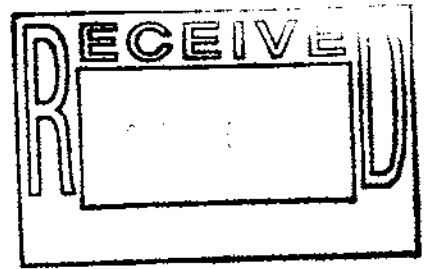
City and Zip Code: Monterey Park CA 91754

Signature: [Handwritten Signature]

City and Zip Code: Pasadena 91106

Signature: [Handwritten Signature]

City and Zip Code: Rosemead CA 91770



The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: Cindy Thai

Address: 807 E. Elm Ave

Name: Flaine Tamura

Address: 904 W. Victoria Ave #158

Name: Rebecca Yee

Address: 800 Via La Cienega

Name: Deborah Gewecke

Address: 6730 Encinita Ave.

Name: TAMMY JOW


Address: 1963 STRATHMORE AVE

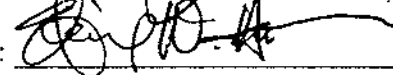
Name: Becky Chin

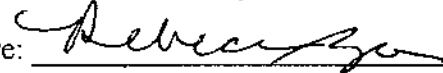
Address: 8384 Doris St.

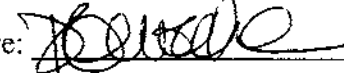
Name: Jeffrey Hum

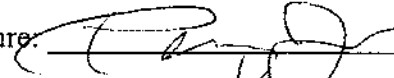
Address: 3135 Burton Ave.

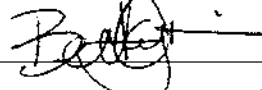
Signature:   
City and Zip Code: San Gabriel, CA 91775

Signature:   
City and Zip Code: Montebello 90640

Signature:   
City and Zip Code: Montebello 90640

Signature:   
City and Zip Code: San Gabriel, CA 91775

Signature:   
City and Zip Code: SAN GABRIEL 91776

Signature:   
City and Zip Code: San Gabriel, 91770

Signature:   
City and Zip Code: Pasadena, 91770

**The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.**

Name: Steven K. Chang

Signature: Steve K. Chang

Address: 1908 Glen Ave.

City and Zip Code: Pasadena 91102

Name: Sean So-Hoo

Signature: Sean So-Hoo

Address: 18977 S. Bechard Pl.

City and Zip Code: Cerritos 90703

Name: Danese D'Angelis

Signature: Danese D'Angelis

Address: 4166 St Andrews

City and Zip Code: Buena Park 92601

Name: Ryan Singzon

Signature: Ryan Singzon

Address: 2136 Rancho Hills Dr.

City and Zip Code: Chino Hills, 91709

Name: Clinton Woo

Signature: Clinton Woo

Address: 2270 Via San Remo

City and Zip Code: Chino Hills, 91709

Name: James Vondorag

Signature: James Vondorag

Address: 3609 Emire Drive

City and Zip Code: Chino Hills, 91709

Name: Judie Kitagawa

Signature: Judie Kitagawa

Address: 3839 Amanda St #140

City and Zip Code: West Covina, 91792

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: Alicia Walton

Address: 5969 Pepperwood Ave

Name: Wendy L. Avetia

Address: 9392 Michigan Av.

Name: Cristina Alden

Address: 326 19th St #1113

Name: Andrew A. Penn

Address: 20 University Dr. #128

Name: ~~James~~ Michael Cortes

Address: 20 University Dr. # 251

Name: Chris Horn


Address: 20 University Dr #128

Name: Cynthia Lee


Address: 20 University Drive

Signature: 

City and Zip Code: Lakewood 90712

Signature: 

City and Zip Code: So 90280

Signature: 


City and Zip Code: H. B. CA 92648

Signature: 

City and Zip Code: Pomona, Ca. 91768

Signature: \_\_\_\_\_

City and Zip Code: Pomona CA 91768

Signature: 

City and Zip Code: Pomona ca, 91768

Signature: 

City and Zip Code: Pomona, CA 91768

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: KAREN LUM

Signature: [Signature]

Address: 947 S. Appaloosa Way

City and Zip Code: San Pedro, CA

Name: ATAY VORA

Signature: [Signature]

Address: 4633 MARINE AVE #141

City and Zip Code: LAUNDALE, CA 90260

Name: Jeanette DAILEY

Signature: [Signature]

Address: 117 S. BOWEN COURT

City and Zip Code: CPT, CA 90221

Name: Becky Reyes

Signature: [Signature]

Address: 1200 W 220th St #18 CA

City and Zip Code: Torrance, CA 90502

Name: Jason Wong

Signature: [Signature]

Address: 11337 Nebraska Ave #205

City and Zip Code: Los Angeles 90025

Name: Calvin Chan

Signature: [Signature]

Address: 2456 Hankwood Dr.

City and Zip Code: Chino Hills 91709

Name: Kristen Wong

Signature: [Signature]

Address: 3361 Silvertip Road

City and Zip Code: Chino Hills 91709

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.

Name: MICHELE SKANDAR

Signature: 

Address: 16518 CELADON CT

City and Zip Code: CHINO HILLS, CA 91709

Name: THOMAS ESPINEDA

Signature: 

Address: 2164 STEEPLECHASE DR

City and Zip Code: CHINO HILLS 91709

Name: Joe Tablante

Signature: 

Address: 13526 Poppy Pl.

City and Zip Code: Chino, CA 91710

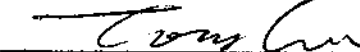
Name: Sindi Guillermo

Signature: 

Address: 3516 N. Vineland Ave

City and Zip Code: Baldwin Park 91706

Name: TONY LI

Signature: 

Address: 3156 CAMINO AVE

City and Zip Code: HACIENDA HES, CA 91745

Name: JAMES GORK

Signature: 

Address: 16406 PAUNASCARD, Apple Valley

City and Zip Code: APPLE VALLEY 92307

Name: Ian Stewart

Signature: 

Address: 20755 NORTHAMPTON ST

City and Zip Code: DIAMOND BAR 91789

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: BETTINA LEE

Signature: 

Address: 19396 E. Waterfall Way

City and Zip Code: Rossmore Hills, CA 91748

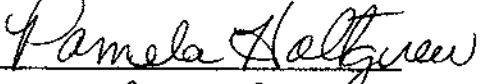
Name: ROLANDO V. MANASAN

Signature: 

Address: 21021 TRIGGER LN

City and Zip Code: DIAMOND BAR CA 91765

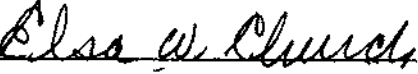
Name: PAMELA HOLTGREW

Signature: 

Address: 8014 CLOVER WAY

City and Zip Code: Buena Park 90620

Name: Elsa W. Church

Signature: 

Address: 23449 Quail Summit Dr

City and Zip Code: Diamond Bar, 91765

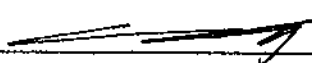
Name: Leandro Bailey

Signature: 

Address: 14651 Devonshire Ave

City and Zip Code: TUSTIN 92780

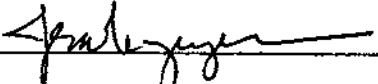
Name: CHARLES WONG

Signature: 

Address: 256 KAUA I LN

City and Zip Code: PLACENTIA 92870

Name: FRANK NGUYEN

Signature: 

Address: 836 N. HALL LN.

City and Zip Code: PLACENTIA, 92870

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: Jennifer Ogasawara

Address: 20 University Dr.

Name: Caroline Ogasawara

Address: 2731 Haste St. #5

Name: Max Kwon

Address: 18145 Marenzo Ave #22 Alhambra CA

Name: Ryun Han

Address: 1914 W. Prentice Ln.

Name: Corey Chow


Address: 9043 Arcadia Ave.

Name: Rosetale P. AEO


Address: 14223 Rockenbach St

Name: MARTINE GUILLEMO

Address: 3570 N. VINELAND AVE.

Signature: 


City and Zip Code: Pasadena 91768

Signature: 

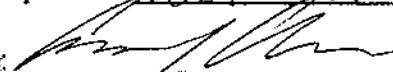
City and Zip Code: Berkeley, 94704

Signature: 


City and Zip Code: Alhambra, 91805

Signature: 

City and Zip Code: West Covina, Ca. 91790

Signature: 

City and Zip Code: San Gabriel 91775

Signature: 

City and Zip Code: Baldwin Park, 91706

Signature: 

City and Zip Code: BALDWIN PARK, 91706



The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan.

Name: HIDEO R. HIROTA

Address: 140 N. NICHOLSON AVE.

Signature: Hideo R. Hirota

City and Zip Code: MUNTEREY PARK, CA 91755-1806

Name: GIRI GANGADHARAN

Address: 250 W CENTRAL AVE #203

Signature: Giri

City and Zip Code: BREA 92821.

Name: Sampat Prohanta

Address: 16217 WORKMAN ST.

Signature: Sampat

City and Zip Code: La Brea, CA 91744

Name: TUOI TRACY NGUYEN

Address: 11712 BANNER DR.

Signature: Tuoi Nguyen

City and Zip Code: GARDEN GROVE, CA 92843

Name: JEAN-SUK KIM

Address: 600 LONGSDORF DR. #A-23

Signature: Jean Suk Kim

City and Zip Code: FULLERTON, CA 92831

Name: Teodoro J. Landas

Address: 20514 Westhoff Way

Signature: Teodoro Landas

City and Zip Code: Walnut CA 91789

Name: THOMAS BOHNSTEDT

Address: PO BOX 51113, PASADENA CA

Signature: Thomas Bohnstedt

City and Zip Code: 91115

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.

Name: NANCY ACEVEDO

Signature: Nancy Acevedo

Address: 10258 GOLDEN YARROW LN

City and Zip Code: CA 91701

Name: JAMES PARKER

Signature: James Parker

Address: 1624 ASPERS GROVELN

City and Zip Code: Diamond Bar 91765

Name: Jan Cullen

Signature: Jan Cullen

Address: 618 Magnolia

City and Zip Code: Corona, Ca 92879

Name: Paul G. Campeau

Signature: Paul G. Campeau

Address: 8372 San Pablo Dr.

City and Zip Code: Buena Park, 90620

Name: THOMAS A. WILLIAMS

Signature: Thomas A. Williams

Address: 17756 LADERA CIRCLE

City and Zip Code: YORBA LINDA, CA 92886

Name: Domenic DeZan

Signature: Domenic DeZan

Address: 9012 PALMETTO AVE

City and Zip Code: Fontana, 92335

Name: RICHARD TSUYUKI

Signature: Richard Tsuyuki

Address: 3377 SILVERTIP AVE

City and Zip Code: Chino Hills 91709

The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.

Name: MARINA ZAMORA

Signature: Marina Zamora

Address: 15905 HIBISCUS ST.

City and Zip Code: FONTANA, CA 92335

Name: WETTE ZAMORA

Signature: Wette Zamora

Address: 15905 HIBISCUS ST.

City and Zip Code: FONTANA, CA 92335

Name: Tammy Alicea

Signature: Tammy Alicea

Address: 8263 Laurel Ave

City and Zip Code: Fontana Ca 92335

Name: Saura Capacete

Signature: Saura Capacete

Address: 2247 S. Augusta P.L

City and Zip Code: 91761 Ca, Ontario

Name: Ronald D Griswold

Signature: Ronald D. Griswold

Address: 6911 San Pasqual Cir.

City and Zip Code: Buena Park Calif 92620

Name: Arthur G Calisher

Signature: Arthur G. Calisher

Address: 1916 Rolling Hills Drive

City and Zip Code: Fullerton 92835

Name: ALBERT HERRALDEZ

Signature: Albert Herraldez

Address: 1828 MADERA CIRCLE, CORONA

City and Zip Code: CORONA, 91719

**The Los Angeles region's economic health depends on LAX's ability to accommodate international traffic. The LAX Master Plan will ensure the continuation of Southern California's economic growth as well as Los Angeles' reputation as a world class city. I strongly support the LAX Master Plan. I would like to see more flights out of Ontario Airport for travelers living in the Inland Empire.**

Name: Cathy Chan

Signature: Cathy Chan

Address: 2477 Pointe Coupe, Chino Hills,

City and Zip Code: Chino Hills, CA 91709

Name: Dennis Wang

Signature: [Signature]

Address: 3361 Silverado

City and Zip Code: Chino Hills, CA 91709

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City and Zip Code: \_\_\_\_\_

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**Official Hearing Transcript  
Hotel Furama  
Los Angeles, California  
Saturday June 9, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHF00001	Ruth Galanter	City of Los Angeles
PHF00002	Dick Stanford	City of Azusa
PHF00003	Kelly McDowell	City of El Segundo
PHF00004	Debra Tearell	None Provided
PHF00005	Rathar Duong	City of Montebello
PHF00006	John Gaines	City of El Segundo
PHF00007	Gus Khouri	Assemblymember George Nikano's Office
PHF00008	Richard Slawson	LA/O Counties Building and Construction Trades Council
PHF00009	Mark Benner	National Air Traffic Controllers Association
PHF00010	Tom Bridle	Congresswoman Jane Harman's Office
PHF00011	Lari Sheehan	County Supervisor Michael Antonovich's Office
PHF00012	Sandra Bauer	County of Los Angeles, Board of Supervisors
PHF00013	Holly Groza	County of Los Angeles, Board of Supervisors
PHF00014	Ralph Goldheim	None Provided
PHF00015	Daniel Walker	None Provided
PHF00016	Don Schumacher	None Provided
PHF00017	Thomas Brant	None Provided
PHF00018	Kathy Sexton	None Provided
PHF00019	Bill Barry	None Provided
PHF00020	David Stephan	None Provided
PHF00021	Michele Vertucci	None Provided
PHF00022	Valerie Velasco	Alliance for Regional Solution to Airport Congestion
PHF00023	Jack Hobart	None Provided
PHF00024	Dennis Zane	None Provided
PHF00025	Dennis Schneider	None Provided
PHF00026	Joe Lawless	None Provided
PHF00027	Andrew Stefanski	None Provided
PHF00028	Erna Evans	None Provided
PHF00029	Mary Booth	None Provided
PHF00030	Lisa Marlin	None Provided
PHF00031	Ellen Weis	None Provided
PHF00032	David Brown	Westchester Vitalization Corporation
PHF00033	Debra Bowen	California State Senate

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHF00034	Irving Lyon	None Provided
PHF00035	Virginia O'Neal	None Provided
PHF00036	Hillary Selvin	None Provided
PHF00037	Lyn Hobson	None Provided
PHF00038	Paul Abram	None Provided
PHF00039	Joe Cunningham	None Provided
PHF00040	Jonathan Aurthur	Ballona Wetlands Land Trust
PHF00041	Joanne Poyourow	None Provided
PHF00042	Tom Francis	Ballona Wetlands Land Trust
PHF00043	William Conlin	None Provided
PHF00044	Len Slopel	None Provided
PHF00045	Dennis Olson	None Provided
PHF00046	Julie Inouye	Vista Del Mar Neighbors Association
PHF00047	Kent Strumpell	None Provided
PHF00048	Gus Siames	None Provided
PHF00049	Mandie Saner-Trask	None Provided
PHF00050	Joel Simon	United Chambers of Commerce for the San Fernando Valley
PHF00051	Patricia Saenz	None Provided
PHF00052	Roy Hefner	LAX Area Advisory Committee
PHF00053	Sandra Bray	None Provided
PHF00054	Gary Johansen	None Provided
PHF00055	Danna Cope	LAX Area Advisory Committee
PHF00056	Brian Papson	None Provided
PHF00057	Pierce Hormann	None Provided
PHF00058	Robert Young	OSAGE Neighbors Association
PHF00059	Gary Schivley	None Provided
PHF00060	June Satton	OSAGE Neighbors Association
PHF00061	Mina Bharadwa	None Provided
PHF00062	Harry Rose	None Provided
PHF00063	Chuck Younglove	None Provided
PHF00064	Carole Hossan	None Provided
PHF00065	Brian Pena	None Provided
PHF00066	Aviva Spann	None Provided
PHF00067	Judith Ciancimino	None Provided
PHF00068	Sheila Bernard	Lincoln Place Tennis Association
PHF00069	Ingrid Mueller	None Provided
PHF00070	Bob McGindley	None Provided
PHF00071	Bashar Komoc	None Provided
PHF00072	John Sexton	None Provided
PHF00073	Harold Bowen	None Provided
PHF00074	Alan Cassman	None Provided
PHF00075	Tom Russell	None Provided
PHF00076	Leslie Purcell	None Provided
PHF00077	Stan Rosen	None Provided

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHF00078	Doug Reed	None Provided
PHF00079	Mike Stevens	LAX Expansion No!
PHF00080	Kathleen Humble	None Provided
PHF00081	Velma Slaughter	None Provided
PHF00082	Bruce Campbell	None Provided
PHF00083	Bob Terry	None Provided
PHF00084	Nancy Warner Morrison	None Provided

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.



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FEDERAL AVIATION ADMINISTRATION  
LOS ANGELES DEPARTMENT OF AIRPORTS

FEDERAL AVIATION ADMINISTRATION )  
LOS ANGELES DEPARTMENT OF AIRPORTS )  
PUBLIC HEARINGS FOR THE LAX MASTER )  
PLAN PROJECT )  
\_\_\_\_\_ )

PUBLIC MEETING HELD ON  
SATURDAY, JUNE 9, 2001  
AT THE HOTEL FURAMA,  
LOS ANGELES, CALIFORNIA  
AT 2:30 P.M.

REPORTED BY:  
STEPHANIE D. GUSTAVE, CSR NO. 8680  
KRISTY KEENER, CSR NO. 6422

1 PUBLIC HEARING FOR THE LAX MASTER PLAN, TAKEN  
2 ON SATURDAY, JUNE 9, 2001, 2:30 P.M., AT THE  
3 FURAMA HOTEL, 8601 LINCOLN BOULEVARD, LOS  
4 ANGELES, 90045, BEFORE STEPHANIE D. GUSTAVE,  
5 CSR NO. 8680 AND KRISTY KEENER, CSR NO. 6422.

6

7

8 APPEARANCES:

9

10 FOR THE FEDERAL AVIATION ADMINISTRATION:

11 RICHARD DYKAS  
12 P. O. BOX 92007  
13 WORLD WAY POSTAL CENTER  
LOS ANGELES, CALIFORNIA 90009

13

14 FOR THE CITY OF LOS ANGELES DEPARTMENT OF AIRPORTS:

15 JIM RITCHIE  
16 ONE WORLD WAY  
17 P. O. BOX 92216  
LOS ANGELES, CALIFORNIA 90009

17

18 THE FACILITATOR:

19 BOB DORN

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I N D E X

INTRODUCTORY STATEMENTS:

PAGE:

MR. RITCHIE

5

MR. DYKAS

5

AUDIENCE COMMENTS:

9

1 LOS ANGELES, CALIFORNIA; SATURDAY, JUNE 9, 2001

2 2:30 P.M.

3

4 THE FACILITATOR: WE ARE OFFICIALLY UNDER WAY. I  
5 AM THE FACILITATOR. WHAT THAT MEANS TO YOU IS I AM HERE  
6 TO HELP THE PROCESS. I HAVE BEEN TALKING TO THE COUNCIL  
7 MEMBER RUTH GALANTER RIGHT HERE. ANYBODY KNOW WHO SHE  
8 IS? I DIDN'T HEAR YOU. I AM LOOKING FOR A JOB AS A STAFF  
9 MEMBER. WE ARE GOING TO BE HERE UNTIL ABOUT 3:30 IN THE  
10 MORNING, SO WE HAVE COFFEE AFTERWARDS.

11 I WANT TO MAKE SURE THAT YOU KNOW WHAT THE  
12 SITUATION IS TODAY. SO ONCE I INTRODUCE SOMEBODY, WE WILL  
13 COME BACK TO ME AND TELL YOU THE PROCEDURES. RIGHT NOW I  
14 WANT TO INTRODUCE -- THERE ARE TWO GENTLEMAN AT THE FRONT.  
15 THEY ARE BOTH NICE FOLKS. IT'S MY PLEASURE TO INTRODUCE  
16 JIM RITCHIE. HE IS THE DEPUTY EXECUTIVE DIRECTOR OF LOS  
17 ANGELES WORLD AIRPORTS AND HE IS HERE TO HEAR YOUR COMMENTS  
18 AND TAKE NOTES OF YOUR COMMENTS. AND WE ARE GOING TO  
19 DISCUSS THAT A LOT MORE. THERE ARE A LOT OF PEOPLE TODAY.  
20 I WANT FIRST TO INTRODUCE HIM. GO AHEAD, JIM.

21 UNIDENTIFIED AUDIENCE MEMBER: WHERE DO YOU LIVE?

22 MR. RITCHIE: GOOD AFTERNOON. CAN YOU HEAR ME? I  
23 AM JIM RITCHIE, AS I SAID. I AM PLEASED TO SEE THE TURN  
24 OUT. THIS IS A KEY COMPONENT OF THE ENVIRONMENTAL PROCESS.  
25 YOUR COMMENTS ARE VERY IMPORTANT TO US. WE ARE GOING TO

1 WANT TO CAPTURE AS MANY AS WE CAN AS WE START HERE, SO BOB  
2 WILL GIVE US SOME RULES TO FOLLOW AND I WOULD APPRECIATE  
3 THAT WE ALL WORK TOGETHER SO THAT WE CAN GET AS MANY  
4 COMMENTS AS WE CAN IN THE TIME THAT WE HAVE. WITH THAT, ON  
5 BEHALF OF THE L. A. WORLD AIRPORTS YOUR COMMENTS, YOUR  
6 INPUT ARE IMPORTANT TO US AND IT WILL BE REFLECTED IN THE  
7 PROCESS AS WE CONTINUE TO TAKE THE DRAFT ENVIRONMENTAL  
8 IMPACT STATEMENT TO THE FINAL STAGES AND MOVE FORWARD.  
9 WITH THAT THANK YOU AND I APPRECIATE YOUR PARTICIPATION.

10 LET ME INTRODUCE OUR FAA REPRESENTATIVE.

11 UNIDENTIFIED AUDIENCE MEMBER: WE NEED TO GET  
12 ADDRESSES.

13 MR. DYKAS: YOU WANT THE PANEL TO GIVE THEIR  
14 ADDRESS?

15 UNIDENTIFIED AUDIENCE MEMBER: ABSOLUTELY.

16 MR. RITCHIE: MY ADDRESS IS 23691 VIA HISTORICA,  
17 MISSION VIEJO, CALIFORNIA.

18 MR. DYKAS: MY ADDRESS -- ACTUALLY I OWN TWO HOUSES.  
19 ONE IS 5157 WEST 132ND STREET, HAWTHORNE. I DON'T LIVE  
20 THERE CURRENTLY RIGHT NOW. AND I LIVE IN TORRANCE RIGHT  
21 NOW, 4932 ARVADA STREET. I HAVE A PREPARED STATEMENT I  
22 WOULD LIKE TO READ HERE.

23 GOOD AFTERNOON, LADIES AND GENTLEMEN. MY NAME  
24 IS RICHARD DYKAS. I AM AN AIRPORT PLANNER WITH THE FEDERAL  
25 AVIATION ADMINISTRATION, AMERICAN WESTERN PACIFIC REGION.

1 I WOULD LIKE TO WELCOME YOU TO ONE OF THE THREE PUBLIC  
2 HEARINGS THE FAA AND THE CITY OF LOS ANGELES ARE  
3 CONDUCTING TODAY FOR THE DRAFT ENVIRONMENTAL IMPACT  
4 STATEMENT/ENVIRONMENTAL IMPACT REPORT OR THE EIS/EIR FOR  
5 THE PROPOSED MASTER PLAN AT LOS ANGELES INTERNATIONAL  
6 AIRPORT. TWO OTHER PUBLIC HEARINGS ON THIS SAME TOPIC ARE  
7 BEING CONDUCTED AT THIS SAME TIME. ONE IN MANHATTAN BEACH  
8 AND ONE IN INGLEWOOD. THE PURPOSE OF THESE HEARINGS IS TO  
9 COLLECT COMMENTS FROM THE GENERAL PUBLIC CONCERNING THE  
10 ADEQUACY OF THE INFORMATION DISCLOSED IN THE DRAFT EIS/EIR.  
11 THE FAA AND THE CITY OF LOS ANGELES ALONG WITH THE FEDERAL  
12 HIGHWAY ADMINISTRATION AS A COOPERATING AGENCY HAVE  
13 PREPARED THE DRAFT EIS/EIR.

14 I WOULD LIKE TO TAKE THIS OPPORTUNITY TO MAKE  
15 SURE THAT EVERYONE UNDERSTANDS THAT NO DECISIONS WILL BE  
16 MADE TODAY REGARDING THE PROPOSED PROJECT. TODAY'S HEARING  
17 IS NOT A QUESTION-AND-ANSWER TYPE OF FORUM. OUR JOB IS TO  
18 LISTEN TO WHAT YOU HAVE TO SAY ABOUT THE ADEQUACY OF THE  
19 INFORMATION AND THE DRAFT EIS/EIR. IN OTHER WORDS, IT IS  
20 YOUR TURN TO TALK TO US. SINCE WE ARE HERE TO LISTEN, WE  
21 ARE NOT GOING TO RESPOND TO QUESTIONS ABOUT THE PROS AND  
22 CONS OF THE PROPOSED PROJECT. SINCE 12:00 NOON TODAY THE  
23 CITY HAS HELD A PUBLIC WORKSHOP JUST OUTSIDE OF THIS ROOM  
24 FOR ANYONE TO ASK QUESTIONS ABOUT THE MASTER PLAN, THE  
25 ENVIRONMENTAL PROCESS AND THE VARIOUS PROPOSED PROJECTS.

1 FOLLOWING THE PUBLICATIONS OF THE DRAFT  
2 EIS/EIR FOR COMMENT, THE NEXT STEP IN THE JOINT FEDERAL AND  
3 STATE ENVIRONMENTAL DISCLOSURE PROCESS IS HOLDING THIS AND  
4 THE OTHER TWO PUBLIC HEARINGS TODAY. THIS PROCESS BEGAN  
5 IN 1997 WITH THE PUBLICATION OF A NOTICE OF INTENT TO  
6 PREPARE THE JOINT EIS/EIR IN THE FEDERAL REGISTER. IN JULY  
7 OF 1997 WE HELD A SERIES OF MEETINGS WITH MEMBERS OF THE  
8 PUBLIC AND GOVERNMENTAL AGENCIES TO RECEIVE COMMENTS ON  
9 THE SCOPE OF THE DRAFT EIS/EIR.

10 FOLLOWING THOSE MEETINGS, THE DRAFT EIS/EIR  
11 WAS PREPARED CONSIDERING THE COMMENTS RECEIVED DURING THE  
12 SCOPING MEETINGS AND THOSE SUBMITTED IN RESPONSE TO A  
13 NOTICE OF INTENT. THE DOCUMENT HAS ALSO BEEN PREPARED  
14 PURSUANT TO THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969  
15 OR NEPA, THE COUNCIL ON ENVIRONMENTAL QUALITY REGULATIONS,  
16 WHICH ARE THE IMPLEMENTING REGULATIONS FOR NEPA, THE  
17 CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970 OR CEQA,  
18 AND THE AIRWAY AND AIRWAY IMPROVEMENT ACT OF 1982,  
19 AS AMENDED.

20 FOLLOWING TODAY'S HEARINGS AND THE CLOSE OF  
21 THE COMMENT PERIOD, WE WILL THEN CORRECT AND REVISE THE  
22 EIS/EIR AS NECESSARY BASED ON THE COMMENTS RECEIVED. WE  
23 WILL ALSO PREPARE RESPONSES TO THE COMMENTS WE RECEIVE  
24 AND INCLUDE THOSE RESPONSES IN THE FINAL EIS/EIR.

25 BEFORE WE BEGIN RECEIVING VERBAL COMMENTS,

1 WE WOULD LIKE TO LET YOU KNOW THE GROUND RULES OF THIS  
2 HEARING. FIRST, AS I SAID EARLIER, WE ARE NOT HERE TO  
3 RESPOND TO QUESTIONS ABOUT THIS PROJECT. WE ARE ONLY HERE  
4 TO LISTEN AND TAKE NOTES. WE ALSO HAVE A COURT REPORTER  
5 PRESENT TO ENSURE THAT WE HAVE AN ACCURATE TRANSCRIPT OF  
6 THIS HEARING.

7 FOR ANYONE WHO WOULD LIKE TO SPEAK, WE ASK  
8 THAT YOU TO FILL OUT A SPEAKER CARD, LIKE THIS ONE, AND TO  
9 GIVE IT TO THE PERSON AT THE SIGN-IN DESK. THAT PERSON  
10 WILL BRING THE SPEAKER CARDS UP TO OUR FACILITATOR WHO WILL  
11 CALL THE NAMES OF EACH SPEAKER SO WE CAN PROCEED IN AN  
12 ORDERLY FASHION. SO THAT EVERYONE GETS AN OPPORTUNITY TO  
13 PROVIDE VERBAL COMMENTS, EVERYONE WILL GET THREE MINUTES TO  
14 SPEAK. TO BE FAIR TO EVERYONE, WE ARE NOT GOING TO ALLOW  
15 PEOPLE TO TRANSFER THEIR ALLOTTED TIME TO SOMEONE ELSE. I  
16 ASK THAT WHEN YOU SPEAK YOU GIVE YOUR NAME AND ADDRESS FOR  
17 THE RECORD. WE ALSO HAVE A SPANISH-LANGUAGE TRANSLATOR  
18 FOR ANYONE WISHING TO PROVIDE COMMENTS IN SPANISH.

19 IF THERE IS ANYONE WHO IS UNCOMFORTABLE  
20 SPEAKING IN FRONT OF A GROUP OR IF YOU NEED MORE THAN THREE  
21 MINUTES TO PROVIDE YOUR COMMENTS, WE ASK THAT YOU PROVIDE  
22 YOUR COMMENTS IN WRITING. WE HAVE COMMENT SHEETS, LIKE  
23 THIS ONE, AVAILABLE FOR YOUR USE AT THE SIGN-IN DESK. YOU  
24 CAN LEAVE YOUR COMMENTS IN THE LARGE BOX WHICH IS OUT IN  
25 THE HALLWAY, OR YOU CAN MAIL YOUR WRITTEN COMMENTS USING



1 THE COMMENT SHEET OR A LETTER TO THE ADDRESS LISTED  
2 AT THE TOP OF THE COMMENT SHEET. I WOULD LIKE YOU TO  
3 UNDERSTAND THAT A VERBAL COMMENT IS JUST AS IMPORTANT AS  
4 A WRITTEN COMMENT. SO PLEASE FEEL FREE TO PROVIDE ANY  
5 COMMENTS ON THE DOCUMENT YOU MAY HAVE TO US EITHER VERBALLY  
6 TODAY OR IN WRITING. COMMENTS ARE DUE BY 5:00 P.M. PACIFIC  
7 DAYLIGHT TIME, ON WEDNESDAY, JULY 25, 2001.

8 LASTLY, I WOULD LIKE EVERYONE TO KNOW THAT  
9 EVEN THOUGH WE HAVE THIS HEARING SCHEDULED UNTIL 7 O'CLOCK  
10 THIS EVENING, WE WILL STAY HERE AS LONG AS NECESSARY FOR  
11 EVERYONE TO GET A CHANCE TO PROVIDE VERBAL COMMENTS ON THE  
12 DRAFT EIS/EIR. AS I SAID EARLIER, OUR JOB HERE TODAY IS  
13 TO LISTEN TO WHAT YOU HAVE TO SAY.

14 NOW I WILL TURN THE HEARING BACK OVER TO OUR  
15 FACILITATOR, BOB DORN, WHO WILL COLLECT THE SPEAKER CARDS  
16 AND CALL THE NAME OF OUR FIRST SPEAKER.

17 THE FACILITATOR: THANK YOU VERY MUCH. THANK YOU  
18 FOR YOUR ATTENTION, EVERYBODY. WE WILL GET THROUGH THIS  
19 TODAY IF WE GIVE EVERYBODY THE COURTESY TO BE ABLE TO  
20 SPEAK. WE HAVE MEDIA HERE. IF YOU DON'T GIVE THE COURTESY  
21 AND YOU ARE MAKING NOISE THEN WE HAVE A STENOGRAPHER HERE  
22 WHO IS TAKING EACH AND EVERY WORD, SO SHE WON'T BE ABLE TO  
23 HEAR. WE HAVE, OF COURSE, OUR OWN RECORDING GOING ON. SO,  
24 PLEASE, WHILE PEOPLE ARE SPEAKING GIVE THEM THE OPPORTUNITY  
25 TO SPEAK.

1                   IN THE BACK OF THE ROOM THERE'S HEARING  
2 IMPAIRED HEADPHONES. IF YOU NEED THAT YOU CAN GO AHEAD  
3 AND PICK ONE UP. YOU CAN CHECK THEM OUT. ALSO THERE ARE  
4 INTERPRETERS FOR AT LEAST TWO LANGUAGES THAT I KNOW OF,  
5 MAYBE THREE, IN THE BACK OF THE ROOM. SO YOU CAN ALSO GO  
6 BACK THERE IF YOU NEED THAT.

7                   MY SITUATION WOULD BE TODAY THAT WE HAVE A  
8 THREE-MINUTE CLOCK IN THE FRONT. THAT'S ONLY BECAUSE IF WE  
9 LET EVERYBODY SPEAK TO AN ISSUE AND LET IT GO FOR 10, 20  
10 MINUTES YOU KNOW WHAT IS GOING TO HAPPEN. WE WILL BE HERE  
11 UNTIL THE 3:30 I WAS TALKING ABOUT. IF YOU HAVE ALREADY  
12 DONE A WRITTEN COMMENT, THEN MAKE A SYNOPSIS OF WHAT YOUR  
13 THOUGHTS WERE. TRY NOT TO READ IF YOU CAN HELP IT BECAUSE  
14 THEN IT IS MORE OF A PERSONAL THING IF YOU DO IT FROM THE  
15 HEART.

16                  IF WE ARE HERE AND YOU MAKE A COMMENT AND THIS  
17 IS THE NUMBER-ONE SPEAKER PLATFORM THAT IS THE NUMBER TWO  
18 OVER THERE. IF YOU ARE THE NUMBER ONE, WE WOULD LIKE TO  
19 HAVE YOU COME UP AND I WILL CALL NAMES OF THE NEXT FOUR  
20 PEOPLE WHO WILL BE SPEAKING SO YOU WILL KNOW WHO IS NEXT.  
21 I HAVE THE CARDS RIGHT HERE. IF YOU STILL HAVE A CARD TO  
22 TURN IN, YOU CAN STILL DO IT OUTSIDE. A LOT OF PEOPLE  
23 ARE STILL WANDERING ABOUT THAT. WE WILL HAVE THE CARDS  
24 AVAILABLE AND YOU CAN TURN THEM IN UNTIL 7:00 O'CLOCK  
25 TONIGHT. IF YOU HAVE SOMEBODY ELSE WHO IS NOT HERE BECAUSE

1 THEY ARE WORKING, WHATEVER, YOU CAN TELL THEM TO COME DOWN  
2 AND THEY WILL STILL HAVE A CHANCE TO SPEAK.

3                   WHEN YOU MAKE YOUR COMMENTS, PLEASE EXIT  
4 OUT THE REAR WAY SO YOU DON'T HAVE TO WALK IN FRONT OF  
5 EVERYBODY HERE IN THE FRONT. THE MEDIA HAS AGREED TO IF  
6 THERE ARE PEOPLE HERE WHO THEY WANT TO INTERVIEW, THEY WILL  
7 GO OUTSIDE AFTER YOU SPEAK AND MAKE THE INTERVIEW OUTSIDE  
8 SO YOU WON'T DISRUPT THE PEOPLE WHO ARE TRYING TO LISTEN  
9 INSIDE THE HALL HERE. AS JIM SAID, WE ARE TRYING TO MAKE  
10 THIS WORK FOR EVERYBODY. THIS IS A COMMENT TIME FOR YOU  
11 PEOPLE TO MAKE THE COMMENTS AND FOR US TO TAKE THEM UNDER  
12 CONSIDERATION.

13                   I WILL CALL THE CARDS THREE SEPARATE TIMES. SO  
14 IF SOMEBODY HAS TO LEAVE THE ROOM FOR ANY REASON WE WILL  
15 KEEP THE CARD HERE. IF NATURE CALLS, IF YOU HAVE TO GO  
16 WATCH THE HOCKEY GAME, THE LAKERS WILL BE TOMORROW, AND WE  
17 WILL WIN AGAIN. RIGHT? BY THE WAY, WE HAVE A FLAG THAT  
18 WILL LET YOU KNOW WHEN TWO MINUTES ARE UP. LET'S PUT THAT  
19 FLAG UP IN THE AIR. WE GOT A LAKER FLAG SO EVERYBODY CAN  
20 FEEL AT HOME HERE. AFTER THE END OF TWO MINUTES SHE WILL  
21 WAVE THE FLAG, THEREFORE YOU KNOW WE BETTER CLOSE THINGS  
22 UP.

23                   JUDGING FROM WHO IS HERE, I AM SURE THERE WILL  
24 BE SOMEONE TO YELL AND SCREAM FOR EACH INDIVIDUAL THAT  
25 STANDS UP THAT HAS A CERTAIN FLAVOR OF ATTITUDE. I WOULD

1 SUGGEST IF WE DO THAT IT WILL TAKE A LITTLE MORE TIME, SO  
2 LET'S TRY TO KEEP -- WE WILL DO APPLAUSE MAYBE EVERY 20  
3 MINUTES AND WE WILL CALL FOR AN APPLAUSE AND WE WILL BE  
4 ABLE TO PICK IT UP. OTHER ITEMS WOULD BE WE HAVE 90  
5 MINUTES, EVERY 90 MINUTES WE HAVE A BREAK. SO YOU CAN  
6 MAYBE TIME WHATEVER YOU NEED TO DO FOR THOSE BREAKS AND  
7 THOSE BREAKS WILL LAST FOR FIVE MINUTES. WITHOUT ANY  
8 FURTHER ADO, LET'S START.

9 UNIDENTIFIED AUDIENCE MEMBER: HOW MANY SPEAKERS ARE  
10 THERE?

11 THE FACILITATOR: HOW MANY SPEAKERS? VERY GOOD  
12 QUESTION. WE HAVE NOW RIGHT OVER HUNDRED. IN FACT, RAISE  
13 YOUR HAND IF YOU ARE A SPEAKER. THAT MAY HELP EVERYBODY.  
14 I ONLY SEE 64. THERE MAY BE SOMEBODY OUTSIDE. SOMEWHERE  
15 AROUND 80 TO 100 THAT I SAW. I AM DOING IT WHERE WE  
16 HAVE FOUR PEOPLE AND I WILL CALL OUT THE NAMES, AND HERE  
17 ARE THE FIRST FOUR INDIVIDUALS. I MENTIONED ONE ALREADY.

18 RUTH GALANTER, DICK STANFORD, KELLY MCDOWELL,  
19 THAT'S A COUNCILMAN, AND DEBRA TEARELL. IF THOSE FOUR  
20 PEOPLE, I ALREADY HAVE TWO SITTING HERE I KNOW. WOULD YOU  
21 PLEASE COME AND SIT IN THESE CHAIRS? OUR FIRST SPEAKER IS  
22 RUTH GALANTER.

23 MS. RUTH GALANTER: THANK YOU. LISTEN, I REALLY  
24 APPRECIATE THAT, BUT YOU ARE EATING UP MY THREE MINUTES  
25 HERE. ACTUALLY I WOULD LIKE TO REPRESENT, I THINK THAT

1 THE SENTIMENT OF THE CROWD IS PRETTY CLEAR TO THE HEARING  
2 OFFICERS. LET ME URGE YOU BECAUSE I HAVE SAT THROUGH A LOT  
3 OF THESE HEARINGS, THEY ARE GOING TO HAVE TO SIT HERE FOR  
4 MANY HOURS. IF YOU CAN HELP THEM MOVE THIS ALONG, I THINK  
5 THEY WILL APPRECIATE IT A LOT AND IT IS MORE LIKELY THEY  
6 WILL BE AWAKE ENOUGH TO HEAR WHAT WE ALL HAVE TO SAY. NOW  
7 I HAVE USED UP PART OF MY THREE MINUTES, LET ME GET TO THE  
8 POINT HERE.

9 I AM THE PRESIDENT OF THE LOS ANGELES CITY  
10 COUNCIL AND ALSO THE COUNCIL MEMBER FOR THIS PARTICULAR  
11 DISTRICT. MOST OF THESE ARE MY CONSTITUENTS. I AM  
12 DELIGHTED TO SEE YOU HERE. SOME OF THEM ARE MY  
13 CONSTITUENTS IN SPIRIT ONLY BECAUSE THEY ARE NOT RESIDENTS  
14 OF THE CITY OF LOS ANGELES, BUT ALL OF US ARE EQUALLY  
15 CONCERNED ABOUT THE PROPOSED MASTER PLAN AND THE  
16 ENVIRONMENTAL IMPACT STATEMENT AND REPORT THAT GOES WITH  
17 IT. ACTUALLY, HOWEVER, THE MOST IMPORTANT DOCUMENT THAT IS  
18 HERE TODAY IS THE ONE ON THE WALL OVER THERE. AS YOU KNOW,  
19 THE CITY OF LOS ANGELES IS IN THE MIDST OF A POLITICAL  
20 TRANSFORMATION, A TRANSITION PERIOD, IN WHICH WE ARE ABOUT  
21 TO WELCOME A NEW MAYOR, A NEW CITY ATTORNEY AND CITY  
22 CONTROLLER AND EIGHT NEW COUNCIL MEMBERS OUT OF 15 OVER THE  
23 COURSE OF THE NEXT ROUGHLY SIX MONTHS. WE ARE LOOKING AT  
24 A DIFFERENT WORLD THAN WE LOOKED AT BEFORE.

25 POLITICALLY HERE AT HOME, ALSO WITH RESPECT TO

1 THE AVIATION INDUSTRY. WHEN LAX STARTED THIS MASTER PLAN  
2 EVERYBODY SAID THAT CARGO WAS GOING TO FLY ONLY IN THE  
3 BELLY OF PASSENGER PLANES, THERE WOULDN'T BE ANY CARGO  
4 FLIGHTS ANY MORE. THAT HAS TURNED AROUND. EVERYTHING THAT  
5 WE HAVE TALKED ABOUT, MASSIVE GROWTH IN CARGO FLIGHTS, NOT  
6 JUST IN CARGO THAT IS SHIPPED BUT IN ALL CARGO FLIGHTS,  
7 WHICH MEANS WE ARE DEALING WITH A DIFFERENT CONTEXT THAN  
8 WE WERE BEFORE.

9 WE ARE ALSO SEEING ON THE ONE HAND A PROPOSAL  
10 WHICH IS LOOKED AT IN THIS EIR TO ACCOMODATE, TO LENGTHEN  
11 RUNWAYS IN ORDER TO ACCOMODATE LARGER AND LARGER PASSENGER  
12 PLANES AND YET THE WALL STREET JOURNAL AND THE AVIATION  
13 MAGAZINES ALL SHOW THAT THERE'S AN INCREASING TREND TOWARD  
14 SMALLER PLANES. I AM GOING TO RUN OUT OF TIME IN A MINUTE  
15 -- LESS THAN A MINUTE. I JUST WANT TO POINT OUT THAT IN  
16 THE INTERNATIONAL AIRPORT REVIEW FOR THE FIRST ISSUE OF  
17 2001, THE DIRECTOR OF THE AIRPORTS COUNCIL INTERNATIONAL  
18 SAYS THERE ARE SEVERAL LESS GLAMAROUS BUT ALSO LESS COSTLY  
19 STEPS WHICH CAN BE TAKEN TO RELIEVE CONGESTION. FIRST IS  
20 THE USE OF ALTERNATIVE AIRPORTS, WHICH WE BELIEVE ARE NOT  
21 ADEQUATELY STUDIED IN THIS EIR. MY TIME, PLEASE GUYS.

22 THE SECOND ONE, ANOTHER OPTION IS TO SUBSTITUTE  
23 HIGH-SPEED RAIL FOR SHORT-HAUL AIR SERVICE. THIS HAS  
24 BEEN USED EFFECTIVELY ELSEWHERE. IT IS NOT ADEQUATELY  
25 ADDRESSED HERE. THE THIRD ONE, ALTHOUGH IT BE FAR MORE

1 CONTROVERSIAL, IS THE USE OF SLOT ALLEGATION COMBINED WITH  
2 MARKET PRICING.

3 I BELIEVE, AND I BELIEVE MY COLLEAGUES ARE  
4 GOING TO JOIN ME IN SAYING THAT THE EIR IS FLAWED BECAUSE  
5 IT DOES NOT ADDRESS THE ALTERNATIVE OF TAKING THE  
6 ANTICIPATED GROWTH AT OTHER AIRPORTS. AND L.A. HAPPENS  
7 TO HAVE THE ABILITY TO DO THAT BECAUSE WE OWN A COUPLE OF  
8 OTHER AIRPORTS. FINALLY I JUST WANT TO EXERCISE A MOMENT  
9 OF PRIVILEGE HERE.

10 IN ANNOUNCING THIS HEARING IT WAS ANNOUNCED A  
11 FEW MINUTES AGO AS JOINTLY SPONSORED BY THE CITY OF LOS  
12 ANGELES AND THE FAA. AS YOU KNOW, THE L. A. WORLD AIRPORTS  
13 IS ONE OF OUR NON-COUNCIL CONTROLLED DEPARTMENTS, MUCH TO  
14 MY REGRET. BUT THIS IS A HEARING THAT IS REQUIRED BY  
15 FEDERAL AND STATE LAW AND IT IS BEING RUN BY THE L.A. WORLD  
16 AIRPORTS, WHICH IS A PIECE OF THE CITY OF LOS ANGELES, BUT  
17 THIS IS NOT SOMETHING SPONSORED BY THE MAYOR AND THE  
18 COUNCIL.

19 WE BELIEVE THAT MR. HAHN'S PLEDGE AND THE  
20 INCREASING CONCERN EXHIBITED BY OUR CONSTITUENTS AND OUR  
21 NEIGHBORS DICTATES THAT WE MOVE IN A DIFFERENT DIRECTION.  
22 THANK YOU FOR STOPPING THE CLOCK. THANK YOU FOR YOUR TIME  
23 AND I WILL BE SUBMITTING WRITTEN COMMENTS AS WELL.

24 THE FACILITATOR: SHE WAS ONLY THREE SECONDS OVER  
25 THE TIME. THAT'S PRETTY GOOD. NEXT SPEAKER IS DICK

1 STANFORD.

2 MR. DICK STANFORD: HELLO, HEARING OFFICERS. MY  
3 NAME IS DICK STANFORD. THANK YOU FOR THE OPPORTUNITY TO  
4 TESTIFY TODAY. ALTHOUGH I AM A MEMBER OF THE SOUTHERN  
5 CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL COUNCIL AND  
6 SCAG TRANSPORTATION COMMUNICATIONS COMMITTEE, MY TESTIMONY  
7 IS PRESENTED SOLELY IN MY CAPACITY AS A CITY COUNCIL MEMBER  
8 OF THE CITY OF AZUSA AND FOR THE CITY OF AZUSA.

9 AZUSA IS ONE OF SOME HUNDRED CITIES AND OTHER  
10 ENTITIES THAT RESPECTFULLY REQUEST THE CITY OF LOS ANGELES  
11 TO TERMINATION PLANS FOR LAX EXPANSION AND CONCENTRATE ON  
12 DEVELOPING A TRULY REGIONAL SYSTEM. IT IS BECAUSE OF  
13 THE EXCLUSION OF THIS ALTERNATIVE THAT THE EIR/EIS IS  
14 INADEQUATE. THERE'S A BASIC TENANT THAT EIRS AND EISS  
15 ADDRESS ALL ALTERNATIVES TO THE PROPOSED ACTION. THE DRAFT  
16 EIS/EIS FOR THE PROPOSED EXPANSION OF LAX ONLY ADDRESSES  
17 THREE SLIGHT VARIATIONS OF THE SAME ALTERNATIVE. I HAVE  
18 HEARD THE EXCUSE THAT REGIONALIZATION IS NOT IN THE EIR/EIS  
19 BECAUSE THE AIRPORT OWNER CANNOT IMPACT AIRLINE DECISIONS  
20 ON WHICH FLIGHTS WILL OPERATE FROM WHICH AIRPORT IN A  
21 REGION.

22 AS ONE OF THE EARLIEST EMPLOYEES TO THE DALLAS  
23 FORT WORTH AIRPORT, AS A FORMER COORDINATOR OF FRIENDS OF  
24 AUSTIN, TEXAS MUELLER AIRPORT, AS A FORMER MEMBER OF THE  
25 CITY OF ONTARIO'S BLUE RIBBON AIRPORT COMMISSION AND AS



1 FORMER MARINE CORPS FIGHTER PILOT WHO FLEW IN AND OUT OF  
2 EL TORO I KNOW THAT EXCUSE IS WITHOUT MERIT.

3 THE ONTARIO AIRPORT SERVES A POPULATION MASS  
4 THAT WOULD MAKE THAT AIRPORT MUCH MORE PROFITABLE FOR MANY  
5 MORE AIRLINE FLIGHTS THAN PRESENTLY OPERATE FROM THERE.  
6 MANY MORE PASSENGERS WOULD SPEND CONSIDERABLY LESS TIME ON  
7 THE FREEWAY AND CONCURRENTLY LESS TIME FOWLING THE AIR IF  
8 THE GROUND TRAVEL WAS TO ONT INSTEAD OF LAX. THE BEAUTIFUL  
9 TERMINAL THERE WHICH TOOK ENTIRELY TOO LONG TO BECOME A  
10 REALITY IS PRESENTLY A GHOSTTOWN BECAUSE THE FLIGHTS ARE  
11 NOT THERE. BECAUSE THE MOST CONVENIENT SCHEDULES ARE GIVEN  
12 TO LAX AND BECAUSE RELATIVE FARE PRICING DELIBERATELY  
13 FORCES PASSENGERS TO USE LAX.

14 BURBANK, LONG BEACH AND JOHN WAYNE ARE NOT AT  
15 NEAR THE SOME CAPACITY AS LAX AND PROPOSALS RELATING TO  
16 PALMDALE, EL TORO, AND OTHER EXISTING AIRPORTS ALL PROVIDE  
17 THE BASIS FOR PLANNING A TRULY REGIONAL AIRPORT SYSTEM.  
18 WE RESPECTFULLY RESPECT THAT LAWA AND THE FAA JOIN THE  
19 MANY CITIES, MAYOR HAHN, LOS ANGELES COUNTY BOARD OF  
20 SUPERVISORS, A NUMBER OF MEMBERS OF CONGRESS AND THE  
21 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS IN  
22 SUPPORTING A TRULY REGIONAL SYSTEM THAT BE MORE EFFICIENT  
23 AND LESS POLLUTING FOR AIR TRAVEL IN THE GREATER LOS  
24 ANGELES REGION.

25 I AM PICKING UP SOME FRIENDS COMING IN FROM

1 LONDON IN A FEW MINUTES AND I REGRET I WILL NOT BE ABLE TO  
2 BE HERE PHYSICALLY TO SUPPORT MY COLLEAGUES IN EXPRESSING  
3 THEIR FEELINGS, BUT CERTAINLY I AM HERE IN SPIRIT. THANK  
4 YOU VERY MUCH.

5 THE FACILITATOR: THE NEXT SPEAKERS -- THE NEXT TWO  
6 I WILL CALL UP TO MAKE SURE YOU GUYS ARE GETTING IN LINE  
7 IS RATHAR DUONG FROM MONTEBELLO AND COUNCILMAN JOHN GAINES  
8 WILL BE AFTER OUR NEXT SPEAKER, WHO IS KELLY MCDOWELL.

9 MR. KELLY MCDOWELL: THANK YOU. KELLY MCDOWELL FROM  
10 THE EL SEGUNDO CITY COUNCIL. I WANT TO JOIN RUTH GALANTER  
11 IN DRAWING ATTENTION TO MR. HAHN'S PLEDGE OPPOSING LAX'S  
12 EXPANSION. WE ARE LOOKING FORWARD, MY CITY AND THE  
13 COALITION OF ALMOST HUNDRED CITIES, THAT WE LEAD AGAINST  
14 LAX EXPANSION ARE LOOKING FORWARD TO WORKING WITH THE NEW  
15 MAYOR OF THE CITY OF LOS ANGELES TO OPPOSE THIS EFFORT  
16 BECAUSE, GENTLEMAN, FIRST OF ALL, THIS PROCESS IS FATALLY  
17 FLAWED. ONE PUBLIC HEARING HELD SIMULTANEOUSLY IN THREE  
18 DIFFERENT PLACES ON ONE DAY IS NOT AN ADEQUATE OPPORTUNITY  
19 FOR THE PUBLIC TO BE HEARD ON THESE ISSUES.

20 VIRTUALLY EVERY ELECTED OFFICIAL IN SOUTHERN  
21 CALIFORNIA HAS REQUESTED THAT THE COMMENT PERIOD TO FILE  
22 COMMENTS ON THE EIR BE EXTENDED PAST JULY 25. THAT HAS  
23 BEEN REFUSED. THIS IS A 12,000-PAGE DOCUMENT. PEOPLE NEED  
24 TIME TO ANALYZE IT. YOU GUYS TOOK FIVE YEARS TO PREPARE  
25 IT. GIVE US A FEW MORE MONTHS TO COMMENT ON IT.

1                   THIS PROPOSED EXPANSION WOULD GENERATE FAR  
2 MORE THAN THE 98 MILLION PASSENGERS THE AIRPORT CLAIMS  
3 IN ITS EIR. THE CURRENT AIRPORT UNDER ITS CURRENT  
4 CONFIGURATION WAS PROJECTED TO HANDLE 40 MILLION PASSENGERS  
5 AND NOW SERVES 67 MILLION. THE EIR LACKS REQUIRED  
6 MITIGATION MEASURES IN MONITORING PROGRAMS THAT ARE  
7 NECESSARY WITH THE PROPOSED EXPANSION. WE MAINTAIN THE  
8 ENVIRONMENT OF SOCIAL IMPACTS. THIS PROPOSED EXPANSION  
9 WHICH BRING TO THIS AREA CAN'T BE MITIGATED. THERE IS  
10 NO ANALYSIS OF A WORST-CASE SCENARIO IN THIS EIR. THE  
11 POTENTIAL IMPACTS ARE CONSISTENTLY UNDERESTIMATED.

12                   PROPOSED GROUND IMPROVEMENTS, EVEN UNDER THE  
13 NO NEW RUNWAY ALTERNATIVE, WOULD LAY THE FOUNDATION FOR  
14 FUTURE RUNWAY EXPANSION, AND THAT'S NOT ACCEPTABLE TO THE  
15 CITIES NEAR THE AIRPORT. MOST IMPORTANT THE EIR NEVER  
16 SERIOUSLY CONSIDERS THE DEVELOPMENT OF A TRULY REGIONAL  
17 AIRPORT PLAN TO HANDLE THE NEEDS OF SOUTHERN CALIFORNIA.  
18 LET'S DEVELOP AIRPORTS WHERE PEOPLE ARE GOING AND JOBS ARE  
19 GOING. LET'S DEVELOP AIRPORTS TO THE NORTH AND TO THE EAST  
20 OF LAX WHERE THE JOBS WILL BE AND THE MANUFACTURES OF GOODS  
21 THAT WILL BE SHIPPED BY AIR WILL BE PRODUCED.

22                   THERE IS NO SUPPORT PUBLICLY FOR EXPANSION OF  
23 LAX. WE SAY CONSTRAIN THIS AIRPORT TO ITS EXISTING  
24 FOOTPRINT. EXPAND THE 12 OTHER AIRPORTS IN THIS REGION  
25 FROM EL TORO TO PALM SPRINGS TO HANDLE THE AVIATION NEEDS

1 OF SOUTHERN CALIFORNIA. THAT'S WHERE THE JOBS ARE GOING TO  
2 BE. THAT'S WHERE THE PEOPLE ARE GOING TO BE. COME AROUND  
3 WITH THE REST OF US AND SUPPORT A TRULY REGIONAL AIRPORT  
4 PLAN FOR SOUTHERN CALIFORNIA. THANK YOU.

5 THE FACILITATOR: OUR NEXT SPEAKER, DEBRA TEARELL.

6 MS. DEBRA TEARELL: GOOD AFTERNOON. MY NAME IS  
7 DEBRA LYNN TEARELL AND I LIVE AT 340 FALLEN STREET IN PLAYA  
8 DEL REY. I WAS ABSOLUTELY INCENSED AND IN REVIEWING THE  
9 EIR BECAUSE THERE IS NO MENTION OF IMPACT OF THE MASSIVE  
10 PLAYA VISTA DEVELOPMENT. WHEN YOU LOOK AT THE COMBINED  
11 IMPACT OF TRAFFIC, POLLUTION AND METHANE MIGRATION, THE  
12 SITUATION IS ABSOLUTELY INTOLERABLE. THANK YOU.

13 THE FACILITATOR: NEXT SPEAKER IS RATHAR DUONG.

14 MR. RATHAR DUONG: GOOD AFTERNOON. MY NAME IS  
15 RATHAR DUONG. I AM A PLANNER WITH THE CITY OF MONTEBELLO,  
16 1600 WEST BEVERLY BOULEVARD. I AM SPEAKING ON THE BEHALF  
17 OF THE CITY OF MONTEBELLO COUNCILWOMAN NORMA PETRIE, MEMBER  
18 OF THE AIRPORT NOISE COMMUNITY ROUND TABLE, THE CITY AND  
19 MEMBERS OF THE COMMUNITY WHO HAVE EXPRESSED CONCERNS.

20 THE RESIDENTS OF THE CITY OF MONTEBELLO HAVE  
21 LEGITIMATE CONCERNS OVER THE PROPOSED EXPANSION OF LAX.  
22 THE PRIMARY CONCERN EFFECTING OUR COMMUNITY IS THE  
23 OVERFLIGHT ARRIVALS INTO LOS ANGELES. AT THE AIRPORT  
24 CURRENT OPERATION MONTEBELLO RESIDENTS AS WELL AS  
25 SURROUNDING COMMUNITIES ARE SEVERELY IMPACTED BY THE NOISE

1 OF THESE LOW-OVERFLIGHT AIRCRAFT. THE EXPANSION OF LAX  
2 WOULD COMPOUND EXISTING NOISE PROBLEMS WE ARE EXPERIENCING.  
3 MOREOVER, THE EIS/EIR NEGLECTS TO ADDRESS AND ANALYZE THE  
4 OVERFLIGHT PROBLEM OF OUR CITY OF MONTEBELLO, AS WELL AS  
5 OUR NEIGHBORING COMMUNITIES, INCLUDING MONTEREY PARK,  
6 ROSEMEAD AND ALHAMBRA.

7 THE MASTER PLAN IS FLAWED IN THAT ALL NOISE  
8 CONCERNS OCCUR OVER THE OCCASION. IN FACT, CITY OF  
9 MONTEBELLO CITY COUNCIL AND STAFF RECEIVE NOISE AND SAFETY  
10 RELATED COMPLAINT REGARDING LOW-FLIGHT AIRCRAFT ON AN  
11 ONGOING BASIS. THE PLAN TO EXPAND LAX WILL ONLY AMPLIFY  
12 THE EXISTING CONDITIONS. IN ADDITION, THE DRAFT EIS/EIR  
13 AND THE DRAFT MASTER PLAN DID NOT CONSIDER THE REGIONAL  
14 AIRPORT APPROACH TO INCREASING THE NUMBER OF PASSENGER  
15 FLIGHTS AND CARGO LOADS.

16 MOREOVER IN AUGUST, 2000 THE MONTEBELLO CITY  
17 COUNCIL ADOPTED A RESOLUTION SUPPORTING A REGIONAL AIRPORT  
18 PLAN. INSTEAD THE DRAFT DOCUMENT DEEMED THE REGIONAL PLAN  
19 AS ECONOMICALLY UNSOUND AND UNFEASIBLE. IT IS THESE ISSUES  
20 AND OTHERS WHICH MAKE THE MASTER PLAN AND RELATED DRAFT  
21 DOCUMENT INCONCLUSIVE AND SEVERELY FLAWED. THE CITY OF  
22 MONTEBELLO WILL CONTINUE TO REMAIN STEADFAST IN VOICING OUR  
23 CONCERNS, SUBMIT WRITTEN COMMENTS AND OPPOSED TO PROJECT  
24 ALL TOGETHER.

25 THE FACILITATOR: THOSE INDIVIDUALS SPEAKING AFTER

1 COUNCILMAN JOHN GAINES WILL BE MARK BENNER, GUS KHOURI,  
2 RICHARD SLAWSON AND HOLLY GROZA.

3 MR. JOHN GAINES: GOOD AFTERNOON. I AM JOHN GAINES  
4 FOR THE CITY OF EL SEGUNDO. THE CITY OF EL SEGUNDO, LIKE  
5 MANY COMMUNITIES REPRESENTED HERE TODAY, WILL SUBMIT  
6 DETAILED AND EXPANSIVE COMMENTS TO THE EIR. I WANT TO TAKE  
7 A FEW MINUTES TO HIGHLIGHT A FEW OF OUR OBJECTIONS TO THE  
8 PROPOSED EXPANSION.

9 FIRST, THE REPORT HAS NOT CONSIDERED A  
10 REASONABLE RANGE OF ALTERNATIVES TO THE EXPANSION OF LAX.  
11 TWO, THE NUMBER OF ALTERNATIVES ANALYZED IS UNUSUALLY  
12 LIMITED. THREE, THIS REPORT NEVER SERIOUSLY CONSIDERS  
13 APPROPRIATE USE OF THE AVAILABLE AIRPORTS IN THE REGION.  
14 FOUR, THIS REPORT DOES NOT CONSIDER ALTERNATIVES THAT  
15 WOULD RESULT IN IMPACTS LESS SEVERE THAN THE PREFERRED  
16 ALTERNATIVE C. FIVE, NO REGIONAL ANALYSIS OF AIR QUALITY  
17 IMPACT IS PROVIDED. SIX, THERE ARE NO NOISES MITIGATION  
18 MEASURES IN THE REPORT. SEVEN, THE REPORT CONCLUDES THAT  
19 INCREASED TRAFFIC AND ACTIVITIES LEVELS WILL RESULT IN  
20 SIGNIFICANT INCREASED TOXIC AIR EMISSIONS IN ALL EXPANSION  
21 SCENARIOS. HOWEVER, THE REPORT FAILS TO DESCRIBE HOW  
22 THE HUGE INCREASE IN TOXIC EMISSIONS WILL BE ADEQUATELY  
23 MITIGATED. EIGHT, THOUGHOUT THIS REPORT BASELINES HAVE  
24 BEEN INCONSISTENT AND INAPPROPRIATE. SELECTED ALTERNATIVES  
25 HAVE NOT MET WITH CEQA AND/OR NEPA MITIATION REQRUEMENTS

1 AND THE DEPTH OF THE ANALYSIS HAS NOT BEEN SUFFICIENT TO  
2 SUPPORT THE ADOPTION OF THE PROPOSED MASTER PLAN. NINE,  
3 THE PROJECT'S STATED OBJECTIVES HAVE NOT BEEN MET TO THE  
4 PREFERRED ALTERNATIVE AND BIASES OF THE PROPONENTS OF LAX  
5 EXPANSION ARE BLATANTLY EVIDENT.

6 ONE OF THE FUNDAMENTAL REQUIREMENTS OF THIS  
7 PROCESS IS FOR THE LEAD AGENCY TO PURSUE ALTERNATIVES THAT  
8 WOULD AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT EFFECTS  
9 OF THE PROPOSED PROJECT. THIS REQUIREMENT HAS NOT BEEN  
10 MET. THE CITY OF EL SEGUNDO EXPECTS YOU TO ISSUE AN  
11 ENTIRELY NEW EIS/EIR THAT PROPERLY AND EFFECTIVELY EXPLORES  
12 VIABLE ALTERNATIVES AND IDENTIFIES APPROPRIATE MITIGATION  
13 MEASURES TO LESSEN THE ENVIRONMENTAL IMPACTS.

14 BEFORE YIELDING THE PODIUM TO MY COLLEAGUES,  
15 LET ME EXPRESS MY OUTRAGE WITH LAWA AND THE FAA FOR THE  
16 UNDERHANDED, ADVERSARIAL AND COUNTERPRODUCTIVE MANNER IN  
17 WHICH THESE HEARINGS ARE BEING CONDUCTED. IT IS LITTLE  
18 WONDER THAT CITIZENS IN OUR COMMUNITIES LIKE CITIZENS  
19 ACROSS THIS LAND HARBOR SUCH DISTRUST AND DISLIKE FOR  
20 BUREAUCRACIES LIKE YOURS THAT HIDE BEHIND AND DISTORT  
21 GOVERNMENTAL PROCESS TO ACCOMPLISH SELF-SERVING OBJECTIVES.

22 THOUSANDS OF PR CONSULTANTS COSTING THE  
23 TAXPAYERS TENS OF MILLIONS OF DOLLARS, PERSONAL ATTACKS  
24 ON LOCAL OFFICIALS, BUREAUCRATIC OBFUSCATION AND LEGAL  
25 SHENANIGANS SHALL NOT MAKE THIS EXPANSION ACCEPTABLE TO US.

1 REST ASSURED, I WANT TO MAKE THIS CLEAR, EL SEGUNDO AND  
2 OVER A HUNDRED CALIFORNIA CITIES AND AGENCIES COVERING FIVE  
3 COUNTIES HAVE JOINED US IN FIGHTING THIS EXPANSION, WILL  
4 USE EVERY ADMINISTRATIVE LEGAL AND POLITICAL MEANS AT OUR  
5 DISPOSAL TO INSURE THE EXPANSION DESCRIBED IN THIS  
6 MISERABLE PLAN NEVER TAKES PLACE.

7 THE FACILITATOR: THE NEXT SPEAKERS ON THAT  
8 MICROPHONE AFTER WE HEAR FROM THESE WILL BE TOM BRIDLE,  
9 LARI SHEEHAN, SANDRA BAUER AND HOLLY GROZA ON THAT ONE.  
10 FIRST WE HAVE GUS KHOURI. IF YOU REALLY WANT AT THE END  
11 OF SOME OF THESE COMMENTS TO MAKE A NOISE, DO IT WITH YOUR  
12 HANDS. PUT IT UP AIR AND WAVE YOUR HANDS SO WE CAN KEEP  
13 ON TALKING.

14 MR. GUS KHOURI: GOOD AFTERNOON. MY NAME IS GUS  
15 KHOURI. I AM A LEGISLATIVE ASSISTANT FOR ASSEMBLY MEMBER  
16 GEORGE NIKANO UP IN THE SACRAMENTO OFFICE. AS YOU MAY  
17 KNOW, THERE ARE THREE HEARINGS TAKING PLACE TODAY AND THE  
18 ASSEMBLY MEMBER IS AT THE MANHATTAN BEACH AREA. HE ASKED  
19 ME TO READ THE PREPARED STATEMENT THAT HE IS CONCURRENTLY  
20 READING OVER THERE.

21 AS SOMEONE WHO HAS BEEN ACTIVELY INVOLVED IN  
22 REGIONAL TRANSPORTATION ISSUES FOR A NUMBER OF YEARS, FIRST  
23 AS A COUNCIL MEMBER AND NOW AS A MEMBER OF THE CALIFORNIA  
24 STATE ASSEMBLY, THIS ENR AND THE ENTIRE PROPOSAL TO  
25 EXPAND LAX ARE TROUBLING. FRANKLY, THE ENR IS SEVERELY



1 FLAWED, EITHER THROUGH DELIBERATE ACTION OR INCOMPETENCE.  
2 THE BASE LINE USED IN THIS STUDY IS 1996 PRIOR TO THE YEAR  
3 THE NOISIEST PLANES WERE PHASED OUT, THUS ON PAPER  
4 APPEARING TO REDUCE THE IMPACT OF PROPOSED GROWTH.

5 FURTHERMORE THE ENR LACKS ANY ASSESSMENT OF  
6 THE IMPACT OF NOISES FROM FLYOVERS FROM THE SOUTHERN HALF  
7 OF THE SOUTH BAY FROM THE PALOS VERDES PENINSULA. THE  
8 DOCUMENT PAYS NO ATTENTION TO THE NEGATIVE IMPACTS OF THE  
9 PROPOSED EXPANSION ON SURFACE TRAFFIC CONGESTION SOUTH OF  
10 ROSECRANS BOULEVARD. THE COMMUNITIES OF MANHATTAN BEACH,  
11 HERMOSA BEACH, REDONDO BEACH AND TORRANCE WILL BECOME  
12 GRIDLOCKED ON AN ALREADY OVERCROWDED ARTERIOLES JAMMED WITH  
13 LAX TRAFFIC.

14 MORE IMPORTANTLY, THIS WHOLE PROCESS IS  
15 OPERATED OFF THE ASSUMPTION THAT LAX IS THE ONLY OPTION  
16 IN MEETING THE GROWING DEMANDS OF SOUTHERN CALIFORNIA'S AIR  
17 TRAFFIC NEEDS. NOTHING COULD BE FURTHER FROM THE TRUTH.  
18 TRYING TO CRAM ALL OF SOUTHERN CALIFORNIA'S AIR TRANSPORT  
19 DEMANDS INTO L.A. IS MISGUIDED, SHORT-SIDED AND ULTIMATELY  
20 INEFFECTIVE, GIVEN THE OTHER RESOURCES AVAILABLE.

21 PALMDALE AIRPORT CAN HANDLE PASSENGER DEMANDS  
22 FROM THE WESTERN SAN FERNANDO VALLEY AND VENTURA COUNTY AND  
23 THE CITIZENS OF THE ANTELOPE VALLEY WANT THE AIRPORT TO  
24 GROW. ONTARIO AIRPORT HAS THE CAPACITY TO HANDLE AN  
25 INCREASE IN PASSENGERS AS WELL. MARCH AIR FORCE BASE HAS

1 AN EXISTING RUNWAY WELL-SUITED FOR CARGO. ANOTHER KEY  
2 POINT TO REMEMBER IS THAT ANY REGIONAL PLAN MUST ADDRESS  
3 THE FACT THAT SIGNIFICANT PORTION OF THE PASSENGER TRAFFIC  
4 AND 20 PERCENT OF THE CARGO INTO AND OUT OF LAX COMES FROM  
5 ORANGE COUNTY. THAT IS LIKELY TO DOUBLE IN THE NEXT 10 TO  
6 15 YEARS.

7 FINALLY, IN THE SAN FRANCISCO BAY AREA THERE  
8 ARE THREE INTERNATIONAL AIRPORTS. THAT'S SAN JOSE, SAN  
9 FRANCISCO AND OAKLAND. THERE IS ONLY ONE IN ALL OF  
10 SOUTHERN CALIFORNIA. THESE ARE COMPONENTS OF A TRULY  
11 REGIONAL AIRPORT PLAN. AND A REGIONAL AIRPORT PLAN THAT  
12 DISBURSES SOUTHERN CALIFORNIA'S DEMANDS THROUGHOUT ALL OF  
13 SOUTHERN CALIFORNIA IS THE ONLY VIABLE SOLUTION TO  
14 THIS EQUATION.

15 I LOOK FORWARD TO WORKING WITH MY COLLEAGUES  
16 AT THE STATE, LOCAL AND FEDERAL LEVELS, OUR NEIGHBORS  
17 THROUGHOUT THE SOUTH BAY THE FAA AND LAW ENFORCEMENT TOWARD THIS GOAL.  
18 THANK YOU VERY MUCH.

19 THE FACILITATOR: RICHARD SLAWSON.

20 MR. RICHARD SLAWSON: GOOD AFTERNOON, LADIES AND  
21 GENTLEMEN. MY NAME IS RICHARD SLAWSON. I AM THE EXECUTIVE  
22 SECRETARY OF THE 130,000 MEMBER BUILDING AND CONSTRUCTION  
23 TRADES COUNCIL REPRESENTING CRAFTWORKERS THROUGHOUT LOS  
24 ANGELES AND ORANGE COUNTY. OUR OFFICE IS LOCATED AT 1626  
25 BEVERLY BOULEVARD IN LOS ANGELES. I MYSELF LIVE IN

1 TORRANCE. GREW UP IN HAWTHORNE AND AM VERY FAMILIAR WITH  
2 THE ISSUES INVOLVED WITH LOS ANGELES INTERNATIONAL AIRPORT.

3 I AM HERE TODAY TO TELL YOU THAT WE ALSO  
4 BELIEVE THAT THERE IS A REGIONAL SOLUTION TO THE ISSUES  
5 SURROUNDING AIRPORT CONSTRUCTION, AIRPORT EXPANSION  
6 THROUGHOUT THIS ENTIRE REGION. BUT, AS YOU KNOW, IN  
7 ORANGE COUNTY THE FOLKS THAT LIVE AROUND EL TORO MARINE  
8 BASE OPPOSE AN AIRPORT THERE, WHICH EFFECTS THE ABILITY OF  
9 ANY AIRPORT EXPANSION TO REASONABLY BE ACCOMPLISHED TO  
10 HANDLE THE INCREASES IN POPULATION CARGO TRAFFIC THAT  
11 WE WILL SEE COMING WITH THE INCREASE IN POPULATION AND  
12 BUSINESS THROUGHOUT THIS AREA. FOR THAT REASON WE ALSO  
13 SUPPORT MODERNIZATION OF LOS ANGELES INTERNATIONAL AIRPORT.

14 MODERNIZATION OF LAX IS NOT A JOBS PROGRAM BUT  
15 IT MEANS JOBS TO MANY PEOPLE THROUGHOUT THE AREA. THE JOBS  
16 THAT PROVIDE LIVELIHOOD FOR THE FAMILY --

17 THE FACILITATOR: THE CLOCK IS NOT RUNNING. PLEASE,  
18 JUST BECAUSE HE HAPPENS TO BE THE FIRST INDIVIDUAL THAT  
19 WANTS TO MAKE A STATEMENT ABOUT JOBS, GIVE HIM A CHANCE.  
20 WAIT UNTIL HE IS DONE.

21 MR. RICHARD SLAWSON: I SHOULD SAY I'VE ATTENDED  
22 MANY OTHER HEARINGS, PROBABLY 15 OVER THE LAST FIVE YEARS  
23 ABOUT LAX, AND WHEN IT IS OVER ON THE WEST SIDE THE PEOPLE  
24 THAT LIVE IN THIS AREA SHOULD BE CONCERNED ABOUT EFFECTS ON  
25 THEIR AREA. WE DON'T DENY THAT. I LIVE IN THIS AREA AS

1 WELL. I HAVE A REFINERY THAT IS WITHIN A MILE FROM WHERE I  
2 LIVE. THERE ARE ALL KINDS OF ISSUES THAT ARE EFFECTED. WE  
3 HAVE AT LEAST SAME ISSUES COMING UP WITH THE INCREASE IN  
4 CONSTRUCTION OF NEW POWER HOUSES TO PROVIDE ELECTRICITY  
5 FOR ALL THE PEOPLE IN THE AREA.

6 BUT THIS IS AN ISSUE THAT IS TALKING ABOUT THE  
7 ECONOMIC CONDITIONS THAT WE WILL SEE IN THE FUTURE IN THIS  
8 ENTIRE REGION AND WE THINK IT IS AN IMPORTANT ONE FOR  
9 LAX. WE THINK IT IS IMPORTANT THAT IT BE EXPANDED AND  
10 MODERNIZED. PEOPLE OF LOS ANGELES HAVE A CHOICE TO MAKE  
11 ABOUT LAX. IF WE DO NOTHING DELAYS WILL INCREASE. THE  
12 RUNWAYS WILL BECOME LESS SAFE. AIRLINE TRAFFIC WILL  
13 CONTINUE TO INCREASE AND WE WILL LOSE JOBS TO OTHER REGIONS  
14 WHO ARE MORE WILLING AND READY TO ACT. THESE ARE  
15 INDISPUTABLE FACTS OF OUR SITUATION AND THESE FACTS WILL  
16 NOT BE ALTERED BY FANTASIZING ABOUT QUICK-FIX SOLUTIONS OR  
17 PIE-IN-THE-SKY IDEAS ABOUT HOW WE WILL UNILATERALLY DEMAND  
18 AIRPORT CARRIERS TO FLY TO OTHER AIRPORTS.

19 WE CAN'T CONTROL ALL OF THE ECONOMIC DECISIONS  
20 IN THE AIRLINE INDUSTRY BUT WE CAN CONTROL PLANNING OR  
21 CREATIVITY IN SOLVING PROBLEMS AND OUR VISION IS TO WHAT  
22 LAX CAN BE FOR EVERYONE. I AM FINISHING HERE, SO GET  
23 READY. BUT THAT SOLUTION WILL NOT OCCUR WITHOUT LAX TAKING  
24 ITS FAIR SHARE OF THE BURDEN. THANK YOU VERY MUCH FOR  
25 LISTENING TODAY.

1           MR. MARK BENNER: GOOD AFTERNOON. MY NAME IS MARK  
2 BENNER. I AM HERE ON BEHALF OF THE NATIONAL AIR TRAFFIC  
3 CONTROLLERS ASSOCIATION FOR LOS ANGELES TERRA.

4           THE FACILITATOR: ONE MORE TIME.

5           MR. MARK BENNER: MY NAME IS MARK BENNER. I AM HERE  
6 ON BEHALF OF THE NATIONAL AIR TRAFFIC CONTROLLERS  
7 ASSOCIATION FOR LOS ANGELES TERRA. THE CONTROLLERS AT LOS  
8 ANGELES TOWER ARE NOT HERE TO SUPPORT ANY PARTICULAR PLAN  
9 THUS FAR PUT FORTH. WE ARE HERE TO DISCUSS THE SAFETY AND  
10 DELAY PROBLEMS THAT EXIST TODAY. LAX WAS BUILT TO HANDLE  
11 AIRCRAFT THAT NO LONGER UTILIZE OUR AIRPORT. THESE  
12 AIRCRAFT WERE SMALLER, SLOWER AND FAR FEWER OF THEM.  
13 THE AIRCRAFT OF TODAY SIMPLY DO NOT FIT ON THIS AIRPORT.  
14 SEVERAL TYPES DO NOT FIT IN BETWEEN OUR RUNWAYS WHILE SOME  
15 ARE SO LONG THAT THEIR TAILS STICK OUT TO THE TAXIWAYS.  
16 SEVERAL AIRCRAFT HAVE ACTUALLY HIT ON YOUR TAXIWAYS BECAUSE  
17 OF INSUFFICIENT TAXIWAYS WIDTH.

18           THE NEXT GENERATION OF AIRCRAFT WILL NOT BE  
19 ABLE TO TAXI ON THIS AIRPORT. THIS DAY IS COMING SOON.  
20 LAST YEAR 24 HOUR AIRCRAFT CROSSED RUNWAYS WHEN THEY WERE  
21 NOT SUPPOSED TO. OF THESE ONLY EIGHT WERE TERMED RUNWAY  
22 INCURSIONS. THE FACT IS THAT EVERYTIME AN AIRCRAFT CROSSES  
23 WHEN THEY SHOULD NOT HAVE, IT IS A POTENTIAL ACCIDENT.  
24 LUCK WILL DETERMINE HOW MANY OF THESE INCIDENTS WILL BECOME  
25 RUNWAY INCURSIONS AND INEVITABLY ACCIDENTS. LAST YEAR WE

1 WERE LUCKY. SO FAR THIS YEAR THE INCURSION RATE IS MUCH  
2 HIGHER. HOW MUCH LONGER CAN WE BE AT OR NEAR THE TOP OF  
3 RUNWAY INCURSIONS AND CONTINUE TO BE LUCKY.

4 THERE ARE MANY PROBLEMS WITH THE AIRPORT  
5 CONFIGURATIONS THAT LEAD TO SAFETY PROBLEMS. THE RUNWAYS  
6 AND TAXIWAYS ARE TOO CLOSE TOGETHER. WE HAVE FAR TOO  
7 MANY GATES TO ACCOMMODATE THE TRAFFIC. LOS ANGELES HAS  
8 ALLEYWAYS THAT FORCES ONE AIRCRAFT TO BLOCK THE ACCESS OF  
9 TEN WHEN THEY ARE TRYING TO GET TO THE GATES. IT BECOMES A  
10 PROBLEM WHEN WE TRY TO CLEAR THE RUNWAYS. THE PROBLEMS  
11 ARE TOO NUMEROUS AT THIS POINT TO DISCUSS THEM ALL.

12 THE CONTROLLERS AT LOS ANGELES TOWER  
13 UNDERSTAND THIS THERE ARE MANY POTENTIAL PROBLEMS AND  
14 COMPLAINTS WITH EXPANSION. WE ARE NOT SAYING THAT YOU MUST  
15 BUILD MORE RUNWAYS. THAT IS A CAPACITY ISSUE AND AS LONG  
16 AS THE PEOPLE AT LOS ANGELES ARE WILLING TO LIVE WITH THE  
17 EVERMOUNTING DELAYS, IT IS NOT LIFE-THREATENING. NOT  
18 MODERNIZING THIS AIRPORT, HOWEVER, IS NOT AN OPTION. THE  
19 AIRPORT MUST BE MADE SAFE. HISTORY AND STATISTICS ARE  
20 AGAINST US IF WE DON'T. THANK YOU FOR YOUR TIME.

21 THE FACILITATOR: TOM BRIDLE.

22 MR. TOM BRIDLE: MY NAME IS TOM BRIDLE. I AM SENIOR  
23 POLICY ADVISOR IN THE OFFICE OF CONGRESSWOMAN JANE HARMON.  
24 MY NAME IS TOM BRIDLE. SENIOR POLICY ADVISOR IN THE OFFICE  
25 OF CONGRESSWOMAN JANE HARMON. THANK YOU. CAN I FIRST

1 SUGGEST THAT MAYBE IT MIGHT BE A DIVISION OF LABOR IF  
2 SOMEONE OTHER THAN JIM RITCHIE HANDLES THE CLOCK WHO SHOULD  
3 PROBABLY BE PAYING ATTENTION TO THE COMMENTS RATHER THAN  
4 TRYING TO FIGURE OUT HOW THAT WORKS.

5 THE CONGRESSWOMAN HAS SUBMITTED WRITTEN  
6 TESTIMONY TO THOSE PROCEEDINGS AND I HAVE COPIES OF THAT  
7 TIME IF YOU WOULD LIKE TO SEE IT. IT IS ALSO AVAILABLE  
8 ON OUR WEBSITE, WHICH IS WWW HOUSE.GOV/HARMON. YOU CAN  
9 SUBMIT COMMENTS WHICH WE WILL BE SUBMITTING TO LAWA AND THE  
10 FAA ON JULY 25TH OF THIS YEAR. CONGRESSWOMAN COULD NOT  
11 BE HERE IN PERSON BUT HAS ASKED ME TO SUBMIT THE FOLLOWING  
12 STATEMENT WHICH SUMMARIZES HER TESTIMONY.

13 I APPRECIATE THIS OPPORTUNITY TO PRESENT MY  
14 VIEWS. THESE VIEWS REFLECT E-MAILS, LETTERS, PHONE  
15 CALLS AND CONVERSATIONS WITH DISTRICT RESIDENTS WHO ARE  
16 PASSIONATELY CONCERNED ABOUT WHAT LAX EXPANSION WILL DO TO  
17 THEIR COMMUNITIES. THE DECISION WE MAKE HERE TODAY WILL  
18 COST BILLIONS OF DOLLARS, EFFECT MILLIONS OF RESIDENTS,  
19 TRAVELERS AND BUSINESSES. IT IS CRITICAL NOT ONLY THAT WE  
20 MAKE THE RIGHT CHOICES BUT ALSO THAT THE PROCESS BY WHICH  
21 THOSE DECISIONS ARE REACHED ARE THOUGHTFUL, INCLUSIVE, FAIR  
22 AND COMPREHENSIVE. HEARINGS LIKE THIS ARE A GOOD START,  
23 HOWEVER, THREE HEARINGS ON ONE DAY DOES NOT REFLECT A REAL  
24 COMMITMENT TO ACTIVE COMMUNITY PARTICIPATION.

25 ASSEMBLYMAN LUCANO, STATE SENATOR DEBORAH

1 BOWEN AND CONGRESSWOMAN HARMON WROTE A LETTER TO LAW  
2 ASKING THAT MORE HEARINGS BE HELD. WE DID NOT RECEIVE A  
3 RESPONSE. I AM OPPOSED TO THE MASTER PLAN AND SUPPORT A  
4 TRULY REGIONAL APPROACH TO AIRPORT DEVELOPMENT IN SOUTHERN  
5 CALIFORNIA. MY EFFORTS HAVE BEEN AND WILL CONTINUE TO BE  
6 FOCUSED ON THE DEVELOPMENT OF ALTERNATIVE TO THE EXPANSION  
7 AT LAX.

8 A STATEMENT OF PRINCIPLE SIGNED BY MYSELF  
9 AND 12 OTHER MEMBERS OF CONGRESS FROM ACROSS SOUTHERN  
10 CALIFORNIA AND ACROSS THE POLITICAL SPECTRUM OFFERS OUR  
11 SUPPORT FOR A PLAN DEVELOPED BY CONSENSUS ACROSS THE  
12 REGION FAIRLY ALLOCATES BENEFITS AND BURDENS OF AIR  
13 TRANSPORTATION, EXPANDS AIRPORTS WITH UNDERUTILIZED  
14 CAPACITY, DOES NOT FORCE GROWTH IN OVERBURDENED AIRPORTS  
15 AND APPROVES APPROPRIATE GROUND TRANSPORTATION.

16 THE MASTER PLAN IS NOT CONSISTENT WITH THESE  
17 PRINCIPLES. IT DOES NOT REFLECT A REGIONAL CONSENSUS.  
18 IT MAKES LITTLE OR NO EFFORT TO DISTRIBUTE AIR TRAFFIC  
19 IN UNDERUTILIZED AIRPORTS. IT MAKES NO COMPARISONS TO  
20 REGIONAL APPROACHES TAKEN BY OTHER U. S. CITIES. THE  
21 PREFERRED ALTERNATIVE PROJECTS 89 MAP AT LAX BUT FAILS  
22 TO PROVIDE ANY CONVINCING EVIDENCE THAT LAX WILL NOT  
23 BE FORCED TO HANDLE MUCH MORE CAPACITY. IT DOES NOT TAKE  
24 INTO CONSIDERATION PUBLIC INVESTMENT IN MILITARY BASES AT  
25 PALMDALE AND ELSEWHERE IN THE REGION.



1                   IT MAKES LITTLE OR NO EFFORT TO COMPARE THE  
2 COST OF LAX EXPANSION OTHER THAN LAX. IT DOES NOT CONSIDER  
3 SCAG'S RECENT DECISION TO BASE ITS REGIONAL TRANSPORTATION  
4 PLAN ON A SCENARIO WHICH DOES NOT INCLUDE NEW FACILITIES AT  
5 LAX, AND IT DOES NOT CONSIDER THE POTENTIAL ROLE OF THE  
6 SOUTHERN CALIFORNIA REGIONAL AUTHORITY IN DEVELOPMENT OF  
7 EXPANSION AT LAX.

8                   I LOOK FORWARD TO HEARING HOW LAWA AND THE FAA  
9 RESPOND TO THESE CONCERNS AND TO OTHER COMMENTS MADE TODAY.  
10 I WILL SHARE THOSE RESPONSES WITH MY CONSTITUENTS AND I  
11 WILL CONTINUE TO PLAY AN ACTIVE ROLE IN SUPPORTING A TRULY  
12 REGIONAL APPROACH TO SOUTHERN CALIFORNIA AIRPORT NEEDS.

13                  THE FACILITATOR: LARI SHEEHAN.

14                  MS. LARI SHEEHAN: THANK YOU. MY NAME IS LARI  
15 SHEEHAN, ASSISTANT ADMINISTRATIVE OFFICER WITH THE COUNTY  
16 OF LOS ANGELES. I ALSO HAVE THE PLEASURE AT THE PRESENT  
17 TIME OF SERVING AS THE INTERIM EXECUTIVE OFFICER OF THE  
18 SOUTHERN CALIFORNIA REGIONAL AIRPORT AUTHORITY. I AM HERE  
19 TODAY REPRESENTING SUPERVISOR MICHAEL D. ANTONOVICH, WHO  
20 APOLOGIZES FOR THE FACT THAT HE COULD NOT BE HERE. WE  
21 HAVE SUBMITTED WRITTEN COMMENTS ON HIS BEHALF.

22                  THE SUPERVISOR WOULD LIKE TO INDICATE THAT HE  
23 UNDERSTANDS THE IMPORTANCE OF LAX TO THE ECONOMY OF THE  
24 SOUTHERN CALIFORNIA REGION. HE ALSO FEELS THAT THE LAX  
25 NEEDS TO ACKNOWLEDGE THAT IT HAS A VERY SIGNIFICANT IMPACT

1 ON THE COMMUNITIES THAT SURROUND THE AIRPORT AND THAT L. A.  
2 WORLD AIRPORTS OWNS THREE AIRPORTS. LAX IS NOT THE ONLY  
3 AIRPORT IT OWNS. IT OWNS AN AIRPORT IN PALMDALE AND ALSO  
4 ONTARIO AND WE WOULD LIKE TO SEE LAWA FOCUS ON A REGIONAL  
5 APPROACH TO AIRPORTS FOR THE SOUTHERN CALIFORNIA REGION.

6 I WOULD LIKE TO MENTION IF THE BOARD OF  
7 SUPERVISORS WHEN WE HAVE CROWDS LIKE THIS WE ASK THEM TO  
8 RAISE THEIR HANDS. IT GIVES THE SAME IMPACT AND IT DOESN'T  
9 INTERRUPT AND IT IS A LOT EASIER FOR PEOPLE WHO ARE TRYING  
10 TO RECORD THIS. I SUGGEST THAT YOU DO THAT INSTEAD OF  
11 CLAPPING.

12 WE WOULD ALSO LIKE TO COMMENT THAT WE FEEL  
13 YOUR PUBLIC OUTREACH PROGRAM IS FLAWED. ONE HEARING AT  
14 THREE DIFFERENT LOCATIONS ON THE SAME DAY IS NOT FOSTERING  
15 WHAT YOU HAD SAID WAS YOUR INTENT WHICH WAS TO GET THE  
16 BROADEST POSSIBLE PARTICIPATION PROCESS. THE COUNTY, WE  
17 HAVE TWO LADIES WHO ARE GOING TO BE FOLLOWING ME, MS.  
18 SANDRA BAUER AND HOLLY GROZA.

19 THEY ARE CONSULTANTS FOR THE COUNTY OF LOS  
20 ANGELES AND THEY HAVE COMPLETED WITH A TEAM OF CONSULTANTS  
21 HEADED BY A.C. LADEREDO AND ASSOCIATES A REVIEW OF THE  
22 ENVIRONMENTAL STATEMENT AND IMPACT. THEY HAVE FOUND AND  
23 PRESENTED THEIR PRELIMINARY FINDINGS ON THE BOARD OF  
24 SUPERVISORS. THE BOTTOM LINE FINDING IS THE DOCUMENTS ARE  
25 FATALLY FLAWED AND THAT THE PROBLEMS WITH THE DOCUMENTS ARE

1 SO PERVASIVE AND SYSTEMIC THAT THE ONLY PRACTICAL REMEDY IS  
2 TO START OVER.

3 SPECIFICALLY THE SUPERVISOR WOULD LIKE TO CALL  
4 OUT THE FOLLOWING PROBLEMS WITH DOCUMENTS. FIRST OF ALL  
5 SCOPING, AS HAS ALREADY BEEN MENTIONED, LAWA INDICATES THAT  
6 THEY ARE SERVING THE ENTIRE REGION, AND YET THERE WAS NO  
7 CONTACT THAT WE CAN FIND WITH THE COUNTIES OF ORANGE,  
8 RIVERSIDE, SAN BERNARDINO AND VENTURA WHO ARE PART OF THE  
9 SOUTHERN CALIFORNIA REGION. THE EIS/EIR CONCLUDES THAT THE  
10 REGIONAL AIRPORT SYSTEM IS NOT FEASIBLE, AND YET AS I HAVE  
11 MENTIONED, L.A. AIRPORTS OWNS THREE AIRPORTS, AND IF IT IS  
12 NOT FEASIBLE, WHY DID THE EIS/EIR CONCLUDE THAT A CERTAIN  
13 LEVEL OF DEMAND IS GOING TO HAVE TO BE ABSORBED AT OTHER  
14 AIRPORTS OTHER THAN LAX.

15 FINALLY, WE HAVE COMMISSIONED THAT THE COUNTY  
16 STUDY AT PALMDALE AND FOUND THAT PALMDALE AIRPORT TODAY  
17 COULD SUPPORT IN EXCESS OF ONE MILLION PASSENGERS A YEAR.  
18 I WOULD LIKE TO ACKNOWLEDGE THAT JIM RITCHIE, THE DEPUTY  
19 EXECUTIVE OFFICER OF LAWA MET WITH THE PALMDALE CITY  
20 MANAGER AND MYSELF THIS TUESDAY. THEY HAVE AGREED TO  
21 PARTICIPATE IN FURTHER MARKETING ACTIVITIES TO BRING AND  
22 REACTIVATE AIR SERVICE AT PALMDALE.

23 WITH THAT I AM GOING TO TURN IT OVER TO SANDRA  
24 BAUER.

25 THE FACILITATOR: THANK YOU.

1 MS. SANDRA BAUER: I AM SANDRA BAUER AND I AM  
2 SPEAKING ON BEHALF OF THE BOARD OF SUPERVISORS. I WOULD  
3 LIKE TO TOUCH BRIEFLY ON SCOPING ON THE NOISE ANALYSIS AND  
4 ON THE AIR QUALITY ANALYSIS. THE DRAFT EIS/EIR MAKES A  
5 STATEMENT THAT THE OBJECTIVE OF THE PROJECT IS TO PROVIDE  
6 SUFFICIENT AIRPORT CAPACITY FOR PASSENGERS AND FREIGHT IN  
7 THE LOS ANGELES REGION TO SUSTAIN AND ADVANCE THE ECONOMIC  
8 GROWTH AND VITALITY OF THE LOS ANGELES REGION. IT DEFINES  
9 THIS REGION AS A FIVE-COUNTY AREA THAT INCLUDES NOT ONLY  
10 LOS ANGELES COUNTY BUT ALSO ORANGE AND VENTURA AND SAN  
11 BERNARDINO AND RIVERSIDE COUNTIES.

12 IN THIS CONTEXT THE BOARD OF SUPERVISORS  
13 WONDERS WHY DID THE SCOPING EFFORT FOR THIS EIS/EIR NOT  
14 INCLUDE A SINGLE AGENCY FROM THE MUNICIPAL OR COUNTY  
15 GOVERNMENTS OF SAN BERNARDINO COUNTY, OF ORANGE COUNTY,  
16 RIVERSIDE COUNTY OR VENTURA COUNTY. WHY DID THE SCOPING  
17 NOT INCLUDE A SINGLE AIRPORT IN ANY OF THESE COUNTIES. IT  
18 DID NOT INCLUDE BURBANK, JOHN WAYNE. IT DID NOT INCLUDE  
19 THE REGIONAL PLAN, THE AIRPORT PLANNING AUTHORITIES IN  
20 THOSE COUNTIES OR LONG BEACH OR OXNARD.

21 MANY OF THESE ENTITIES WOULD HAVE HAD A VITAL  
22 INTEREST IN PARTICIPATING AND SCOPING FOR THIS PROJECT AND  
23 THEY WOULD HAVE BEEN VERY HELPFUL, I THINK, IN FORMULATING  
24 THE ALTERNATIVES THAT YOU EXAMINED AND THE IMPACTS THAT  
25 SHOULD BE STUDIED IN THE EIS/EIR. THE NOISE ANALYSIS

1 INDICATES THAT THERE ARE 49,000 PEOPLE LIVING WITHIN THE  
2 65 CNEL LINE. HOWEVER, LAWA'S OWN 1966 FOURTH-QUARTER  
3 REPORT INDICATES THAT THERE ARE IN THAT SAME 65 CNEL JUST  
4 UNDER 86,000 PEOPLE. WE WONDER WHY IS THIS DISCREPANCY,  
5 WHICH IS A DIFFERENCE OF ALMOST 37,000 PEOPLE, NOT  
6 EXPLAINED OR EVEN PRESENTED IN THE EIS/EIR.

7 THE NOISE TECHNICAL REPORT CONTAINS A  
8 GENERALIZED DISCUSSION OF THE EFFECTS OF NOISE ON PEOPLE,  
9 CONCLUDING WITH A STATEMENT THAT IT IS ASSUMED THAT  
10 COMPLIANCE WITH THE COMPATABILITY CRITERIA IS SUFFICIENT  
11 TO PROTECT HUMAN HEALTH. WHY IS IT THAT THE EIS/EIR FAILED  
12 TO ACKNOWLEDGE THAT THE EIR IS NOT IN COMPLIANCE WITH THOSE  
13 COMPATABILITY CRITERIA AND WHY DOES THE EIR/EIS OFFER NO  
14 FURTHER ANALYSIS OF THIS ISSUE.

15 WE NOTE THAT THERE WERE A NUMBER OF EXCELLENT  
16 MITIGATION MEASURES THAT WERE IDENTIFIED AND DISCUSSED IN  
17 THE EIS/EIR BUT NOT RECOMMENDED. WE WONDER WHY YOU ARE NOT  
18 PROPOSING TO SHORTEN THE DOWNWIND-LEG APPROACH TO REDUCE  
19 THE NUMBER OF FLIGHTS OVER THE COMMUNITIES OR REASSESS  
20 LIMITING THE OUTBOARD RUNWAYS OR EXPANDING THE SOUND  
21 INSULATION PROGRAM TO INCLUDE THE 60 CNEL OR ELIMINATING  
22 THE EARLY TURNS OVER EL SEGUNDO.

23 I AM RUNNING OUT OF TIME, SO LET ME SAY THAT  
24 THE COUNTY URGES LAWA TO BEGIN ANEW AND TO DO SO WITH A  
25 COMPREHENSIVE SCOPING EFFORT TO LOOK AT APPROPRIATE

1 ALTERNATIVES AND A MORE AGGRESSIVE MITIGATION PROGRAM.

2 THANK YOU.

3 THE FACILITATOR: THANK YOU VERY MUCH. BEFORE WE  
4 HEAR THE NEXT SPEAKER, WE WILL GET RIGHT TO YOU, HOLLY.  
5 PLEASE COME UP ON MY SIDE OF THE ROOM TO SPEAK WOULD BE  
6 RALPH GOLDHEIM, DANIEL WALKER AND DON SCHUMACHER. PLEASE  
7 COME TO THIS SIDE OF THE ROOM, SPEAKER TABLE NUMBER ONE.  
8 REMIND EVERYBODY THAT THE YELLOW CARDS THAT CAN BE PICKED  
9 UP IN THE TABLE OUTSIDE CAN STILL BE PLACED INTO THE BOX  
10 FOR COMMENT UNTIL 7 O'CLOCK. WE ARE GOING UNTIL 7:00.  
11 YOU CAN STILL PLACE THEM IN THE BOX UNTIL 7 O'CLOCK.

12 HOLLY, GO AHEAD.

13 MS. HOLLY GROZA: MY NAME IS HOLLY GROZA. I AM HERE  
14 TO REPRESENT THE LOS ANGELES COUNTY BOARD OF SUPERVISORS.  
15 AFTER A CAREFUL REVIEW OF THE DRAFT EIS/EIR, WE HAVE  
16 CONCLUDED THAT THE ERRORS, OMISSIONS AND INACCURATE  
17 ASSUMPTIONS IN THE DOCUMENTS ARE SO PERVASIVE THAT ITS  
18 VALIDITY IS WHOLLY COMPROMISED. I AM GOING TO TOUCH ON  
19 JUST A FEW ISSUES AT THIS POINT.

20 REGARDING A REGIONAL ALTERNATIVE, THE DOCUMENT  
21 REPEATEDLY ACKNOWLEDGES THAT LAX IS PART OF A REGIONAL  
22 SYSTEM BUT CONCLUDES THAT THE DEVELOPMENT OF A REGIONAL  
23 ALTERNATIVE IS UNREASONABLE. THIS CONCLUSION IS PROVIDED  
24 WITHOUT ANY JUSTIFICATION AND IT DOES NOT MEET THE STATED  
25 PURPOSE AND OBJECTIVES. THE EIS/EIR ALSO CONCLUDED THAT

1 SHORT-DISTANCE FLIGHTS WOULD GO TO OUTLYING AIRPORTS,  
2 BUT THERE IS NO COMMITMENT TO ENSURE THIS HAPPENS. THE  
3 DOCUMENT NEEDS TO EXPLORE THE IMPACT OF THESE FLIGHTS  
4 REMAINING AT LAX, THE WORST-CASE SCENARIO, AND NEEDS TO  
5 INCLUDE AN ALTERNATIVE THAT PROPERLY IDENTIFIES A PLAN FOR  
6 A REGIONAL SOLUTION.

7                   REGARDING ENVIRONMENTAL JUSTICE, THE  
8 ENVIRONMENT JUSTICE DISCUSSION SIMPLY FAILS TO MEET NEPA  
9 REQUIREMENTS AND THE REVIEW DEMANDS ARE MORE RIGOROUS  
10 ANALYSIS THAN IS CURRENTLY PROVIDED IN THE EIS/EIR. THE  
11 ANALYSIS FAILS TO COMPLY WITH NEPA IN THE FOLLOWING AREAS.

12                   PROJECT IMPACTS ARE NOT QUANTIFIED OR  
13 ANALYZED. NO MITIGATION MEASURES ARE DISCLOSED, AND THE  
14 DOCUMENT ASSERTS THAT INFORMATION IS NOT AVAILABLE, WHICH  
15 IS NOT ACCEPTABLE. THE DOCUMENT FAILS TO PROVIDE A  
16 RELOCATION PLAN FOR THOSE AFFECTED BY THE EXPANSION, MANY  
17 OF WHICH ARE MINORITIES. IN ADDITION, THE REPORT DOES NOT  
18 QUANTIFY THE PLAN'S EFFECTS ON MINORITY NEIGHBORHOODS WHO  
19 TAKE EXCEPTION TO THE STATEMENT THAT THESE FIGURES ARE NOT  
20 AVAILABLE.

21                   REGARDING TRAFFIC, THE IMPACT AND FEASIBILITY  
22 OF THE EXTENSIVE CONGESTIVE RELIEF PACKET AND PROPOSED  
23 MITIGATION MEASURES ARE IN NEED OF FURTHER ANALYSIS AND  
24 DISCUSSION. THE DEPARTMENT OF TRANSPORTATION ACT SECTION  
25 DOES NOT INCLUDE THE NO PROJECT, NO ACTION PROJECT FOR

1 COMPARISON.

2 FINALLY, NOT A SINGLE INTERSECTION IN THE  
3 COUNTY UNINCORPORATED AREA WAS ANALYZED. THIS IS  
4 ABSOLUTELY UNACCEPTABLE CONSIDERING THERE ARE SEVEN SUCH  
5 AREAS WITHIN ONE MILE OF THE AIRPORT. THANK YOU VERY MUCH.

6 MR. RALPH GOLDHEIM: MY NAME IS RALPH GOLDHEIM.  
7 I AM A RESIDENT OF WESTCHESTER 8707 LILIENTHAL AVENUE.  
8 WESTCHESTER CALIFORNIA, AS A NEARBY LAX RESIDENT I AM  
9 PARTICULARLY CONCERNED ABOUT THE NEW FAA REVISION OF THE  
10 NOISE ABATEMENT POLICY AND EIR DRAFT AND MASTER PLAN. THE  
11 NOISE OF OVERHEAD AIRCRAFT IN MY HOME IS DISRUPTIVE AND  
12 DRAMATICALLY IMPACTS MY FAMILY QUALITY OF LIFE AND THE  
13 PROPERTY VALUE OF OUR HOME. AVATION NOISE IS A SERIOUS  
14 PROBLEM AT LAX AND IN PARTICULAR THE FAA NEEDS TO DO MORE  
15 TO MITIGATE THE EXISTING SITUATION AND NOT ALLOW THINGS  
16 TO GET WORSE.

17 UNFORTUNATELY THE TRACK HISTORY OF WHAT LAX  
18 HAS DONE SUCCESSFULLY IS TO ALIENATE EVERYONE IN  
19 WESTCHESTER AS THEIR NEIGHBOR. UNLESS THEY, LAX  
20 MANAGEMENT, ARE FORCED TO REDUCE NOISE THEY WILL, AS THEY  
21 HAVE SHOWN TO DATE, CONTINUE TO REPRESENT ONLY THE AIRLINES  
22 INTEREST IN THEIR DESIRE TO EXPAND THAT PASSENGER AND  
23 FREIGHT TRAFFIC. I BELIEVE THIS PROBLEM IS SIMPLY THE  
24 SYSTEM OF A BROKEN REGULATORY SYSTEM INVOLVING AIRPORT  
25 MANAGEMENT IN GENERAL AND I DON'T BELIEVE UNITED AIRLINES



1 AND LOCAL AIRPORT MANAGEMENT SHOULD BE MAKING DECISIONS AND  
2 IMPLEMENTING PLANS IN DIRECT OPPOSITION TO LOCAL RESIDENTS.  
3 WE LIVE HERE AND THEY DON'T.

4 SPECIFICALLY, THE EIR DRAFT IS A SERIOUSLY  
5 FLAWED STUDY AND SHOULD NOT BE USED TO DECIDE ON ANY LAX  
6 EXPANSION, SPECIFICALLY ON NOISE. THE DATA ON THE CNEL  
7 NOISE CONTOURING AND HOW IT WILL CHANGE FROM THE 1996  
8 BASE LINE CNEL MAP TO THE PROJECTED 2015 CNEL MAP IS  
9 INCONCLUSIVE AT BEST. THE CNEL STANDARD OF AVERAGE NOISE  
10 MEASUREMENT DOES NOT TAKE INTO EFFECT SINGLE NOISE EVENTS  
11 AND THEIR IMPACT.

12 IN OTHER WORDS, A VERY LOUD 747 LANDING OR  
13 TAKING OFF IS SIMPLY AVERAGED INTO NORMAL TRAFFIC AND  
14 NEIGHBORHOOD NOISE. CNEL OR SINGLE TRACKING WOULD MUCH  
15 MORE CLOSELY MEASURE IMPACT ON OUR QUALITY OF LIFE AND  
16 HEALTH ISSUES. A REGIONAL MASTER PLAN IS THE ONLY WAY TO  
17 GO. THANK YOU.

18 THE FACILITATOR: IF THESE PEOPLE WOULD STEP UP OR  
19 SIT DOWN IN THE CHAIRS IN FRONT OF THAT MICROPHONE, THAT  
20 SPEAKERBOX. THOMAS BRANTS, KATHY SEXTON AND BILL BARRY.  
21 THERE ARE THREE CHAIRS FOR YOU. WE HAVE DANIEL WALKER.

22 MR. DANIEL WALKER: GOOD AFTERNOON. DANIEL WALKER.  
23 I LIVE AT 7416 WEST 82ND STREET, WHICH IS ABOUT SIX BLOCKS  
24 NORTH OF THE AIRPORT. LIVED IN L. A. FOR ABOUT 37 YEARS  
25 AND RECENTLY MOVED FROM INGLEWOOD TO THE PLAYA DEL REY

1 AREA. A MEMBER OF SIERRA CLUB, SO I CERTAINLY WANT TO SEE  
2 CLEAN AIR, TRAFFIC CONGESTION REDUCED. PERSONALLY HOW I  
3 GET AROUND PAST LAX, I DRIVE MY BIKE FROM PLAYA ALONG  
4 PERSHING TO HUGHES. OF COURSE, NOW IT IS BOUGHT BY BOEING.  
5 I HOPE IN THE CONSIDERATION OF THE MASTER PLAN YOU ALLOW  
6 BIKE USE TO PASS THROUGH THE AREA.

7 I THINK THE REGIONAL APPROACH IS PROBABLY THE  
8 RIGHT WAY TO GO. IT SOUNDS LIKE FOR MY BELIEFS AND SIERRA  
9 CLUB, WE SHOULD CERTAINLY TRY TO HAVE PEOPLE THAT LIVE IN  
10 THE INLAND EMPIRE USE AN AIRPORT FACILITY THAT IS CLOSER TO  
11 THEM. SAME THING FOR PEOPLE OF ORANGE COUNTY. PEOPLE IN  
12 LAX AREA, WE WANT TO BE ABLE TO GET TO OUR AIRPORT EASIER.  
13 THERE ARE SOME PARTS OF THE MASTER PLAN THAT I THINK ARE  
14 GOOD IDEAS. FOR EXAMPLE, THE GREEN LINE. IF WE CAN GET  
15 THE GREEN LINE AT LEAST INTO THE OLD PART OF LAX THAT  
16 WOULD CERTAINLY ALLEVIATE A LOT OF CONGESTION ON OUR  
17 CURRENT STREETS. PEOPLE IN OUR GROUPS THAT I WORK WITH  
18 CERTAINLY SUPPORT GETTING THE GREEN LINE EXTENDED TO LAX  
19 IN SOME FASHION.

20 IN SUMMARY, I THINK THERE ARE SOME GOOD PARTS  
21 OF THIS AND THERE ARE SOME PARTS THAT WE HAVE CONCERN WITH.  
22 I JUST HOPE THAT WE ARE ABLE TO PULL OUT THE GOOD PARTS AND  
23 GET FUNDING FOR THAT AND DISBURSE THE TRAFFIC SO THAT  
24 THE OVERALL POLLUTION FOR THE LOS ANGELES WHOLE BASIN IS  
25 MINIMIZED AND THE TRAFFIC FOR THE WHOLE BASIN IS MINIMIZED

1 SO THAT THE ENVIRONMENTAL IMPACT, WHICH INCLUDES NOISE, IS  
2 SPREAD OUT AND DONE IN THE MOST ENVIRONMENTALLY CONSCIOUS  
3 WAY. THANK YOU FOR THIS OPPORTUNITY.

4 MR. DON SCHUMACHER: MY NAME IS DON SCHUMACHER. I  
5 AM A NATIVE OF LOS ANGELES AND I GREW UP IN MAR VISTA AND  
6 NOW LIVE IN WESTCHESTER. I LIVE AT 8758 CRAYDON. THE FAA  
7 IS DOING A HUGE DISSERVICE TO THIS COMMUNITY. THERE'S AN  
8 AIRPORT RIGHT HERE THAT IS ONLY SUPPOSED TO HANDLE 40  
9 MILLION PASSENGERS A YEAR, BUT THEY ALLOW 64 PLUS MILLION  
10 TO USE THESE FACILITIES. FORGIVE ME IF I THINK YOU LACK  
11 CREDIBILITY WHEN YOU SAY THAT THIS EXPANSION IS GOING TO  
12 HANDLE 89 MILLION PASSENGERS WHEN WE ALL KNOW IT IS  
13 PROBABLY GOING TO BE MORE LIKE 120 MILLION.

14 ANOTHER THING IS THAT SAN FRANCISCO, WHICH  
15 WAS STATED EARLIER, AS WELL AS NEW YORK CITY, ALL HAVE  
16 THREE INTERNATIONAL AIRPORTS IN THEIR AREA. WE NEED TO AT  
17 LEAST DO THE SAME THING HERE. I COULD CARE LESS WHAT THREE  
18 THEY ARE. I AM PROUD OF THE ECONOMIC GROWTH HERE IN LOS  
19 ANGELES. IT IS FANTASTIC. BUT WE NEED TO HAVE MORE  
20 AIRPORTS. WE CAN'T FUNNEL ALL THE POPULATION OF SOUTHERN  
21 CALIFORNIA ALL INTO ONE AIRPORT. IT IS RIDICULOUS.

22 THE OTHER THING IS I LIVE OVER BY WILEY POST  
23 WHERE THIS ARBOR VITAE/RING ROAD IS GOING TO BE CONSTRUCTED  
24 AND THE HOUSE IS BEING TAKEN OUT. WHAT THE RESIDENTS IN  
25 THAT AREA MAY NOT REALIZE, WE ARE TRADING IN A BASEBALL

1 FIELD FOR A CARGO TERMINAL. WHEN YOU TELL US THAT WE ARE  
2 GOING TO HAVE REDUCED TRAFFIC AND REDUCED POLLUTION, WE  
3 WILL HAVE INCREASED TRAFFIC AND POLLUTION BECAUSE NOW WE  
4 ARE GOING TO HAVE SEMIS AND ALL THESE HIGH-POLLUTING DIESEL  
5 ENGINE VEHICLES COMING IN OUR AREA 24/7 TO USE THIS AREA.  
6 THIS IS NOT GOING TO MAKE THINGS LESS. IT IS GOING TO MAKE  
7 THEM WORSE.

8 I THINK I COVERED BASICALLY EVERYTHING ON MY  
9 NOTES HERE, SO THANK YOU VERY MUCH. ALSO I WOULD LIKE TO  
10 SUGGEST YOU DO PAY ATTENTION TO SCAG'S RECOMMENDATIONS AND  
11 USE THAT AS A BASIS FOR THIS REGIONAL PLAN. THANK YOU.

12 THE FACILITATOR: THANK YOU VERY MUCH. WE SURE  
13 APPRECIATE YOU HOLDING UP YOUR HANDS WHILE THEY ARE TALKING  
14 SO THEY CAN BE HEARD. THOMAS BRANTS.

15 MR. THOMAS BRANTS: I WOULD LIKE TO ADDRESS SAFETY  
16 FIRST. HOW MANY PEOPLE IN HERE REMEMBER THE CERRITOS  
17 ACCIDENT? THE AIR SPACE IN LOS ANGELES IS ALREADY  
18 OVERSATURATED. ANY EXPANSION HERE IS SIMPLY GOING TO MAKE  
19 THAT WORSE. WE NEED TO MITIGATE EXISTING SAFETY HAZARDS,  
20 NOT MAKE IT WORSE. AIRPLANE CRASHES ARE EQUAL-OPPORTUNITY  
21 KILLERS, BOTH PASSENGERS AND THOSE ON THE GROUND,  
22 REGARDLESS OF WHAT PART OF TOWN GETS DEVISTATED.

23 NOISE, THERE APPEARS TO BE A DISCREPANCY IN  
24 THE LOCATION OF THE EASTERN END OF THE 65DB NOISE CONTOUR  
25 LINE. THE MULTI-VOLUME DRAFT IN THE PUBLIC LIBRARY SHOWS

1 THE 1996 LINE ABOUT A MILE SHORT OF THE HARBOR FREEWAY  
2 WHILE THE GENERAL PLAN REVISION DATED SEPTEMBER, 1998 SHOWS  
3 THE 65 EXTENDING EAST OF THE HARBOR FREEWAY. IS THIS HOW  
4 MUCH IT INCREASED DURING TWO YEARS OR IS THAT MERELY A  
5 DISCREPANCY. AS TRAFFIC INCREASES IN LAX, BOTH THE AIR  
6 TRAFFIC AND THE NOISE IS GOING TO INCREASE ALL OVER TOWN,  
7 NOT JUST IN THIS VICINITY.

8 GROUND TRANSPORTATION. I HAVE RECENTLY BEEN  
9 DRIVING TO CLAREMONT ABOUT ONCE A WEEK IN THE MORNING AND  
10 EVERYTIME I SEE THE TRAFFIC HEADING WEST ON THE I-105 AND  
11 I-210, I AM GLAD I AM HEADING EAST. THAT'S ONLY GOING TO  
12 GET WORSE IF WE TRY TO JAM ALL THAT TRAFFIC INTO LAX.  
13 THAT'S NOT JUST IN THIS VICINITY. THAT'S ALL OVER TOWN.

14 THE IDEA OF THE EXPANSION FOR LAX WILL BE GOOD  
15 FOR BUSINESS IS A MYTH. THE EXISTING GRIDLOCK WILL SEND  
16 BUSINESS ELSEWHERE PROBABLY RESULTING IN A JOB LOSS FOR THE  
17 AREA. HOW MANY BUSINESSES ARE GOING TO BE DISPLACED BY LAX  
18 ACQUIRING ADDITIONAL REAL ESTATE. THAT'S MORE JOB LOSS.  
19 HOWEVER, AT PALMDALE JOBS ARE JUST AS IMPORTANT AS THEY ARE  
20 AT LAX AND THE POTENTIAL FOR GROWTH IS MUCH GREATER.

21 I AM NOT GOING TO HAVE TIME FOR EVERYTHING  
22 HERE, BUT I WANT TO ADDRESS THE ALTERNATIVE MYTH OR FARCE.  
23 DURING THE CONSTRUCTION PHASE, EVEN THE CURRENT LAX  
24 CAPACITY WILL BE REDUCED DURING THAT CONSTRUCTION. HOW  
25 MUCH MORE SAFETY PROBLEM IS THAT GOING TO CAUSE. THAT'S

1 NOT ADDRESSED IN THE EIR EITHER.

2 TO SUMMARIZE THE IDEA OF FURTHER EXPANSION  
3 FOR LAX IS EXPENSIVE, DANGEROUS AND TEMPORARY. EVEN THE  
4 LAX MASTER PLAN SAYS THAT IT IS GOOD FOR UP TO 2015. WHAT  
5 IS THAT? PALMDALE? WHY DON'T THEY DO IT RIGHT THE FIRST  
6 TIME.

7 THE FACILITATOR: FOR INFORMATIONAL PURPOSES, LET ME  
8 GIVE YOU A QUICK LIST OF WHO IS COMING UP AFTER THE NEXT  
9 SPEAKERS. DAVID STEPHAN, MICHELE VERTUCCI, VALERIE  
10 VELASCO, JACK HOBART, DENNIS ZANE, DENNY SCHNEIDER, JOE  
11 LAWLESS. THE NEXT ONE IS KATHY SEXTON.

12 MS. KATHY SEXTON: MY NAME IS KATHY SEXTON. I LIVE  
13 AT 8101 NAYLOR AVENUE IN LOS ANGELES. I AM NOT AN  
14 ENVIRONMENTALIST. I DON'T KNOW EXACTLY HOW ALL THESE  
15 FIGURES IMPACT US EXACTLY, BUT I DO KNOW WHEN I AM TOLD  
16 THAT THE LEVELS IN THIS AREA ARE EXTREME TODAY. I AM TOLD  
17 THAT BY THE YEAR 2015 WITH THE AIRPORT EXPANSION, THEY WILL  
18 HAVE NO FURTHER ADVERSE EFFECT, I KNOW IT IS A LIE. YOU  
19 DON'T HAVE TO BE AN ENVIRONMENTALIST TO KNOW THAT THAT DOES  
20 NOT ADD UP.

21 THE EIS/EIS HAS NEVER CONSIDERED A PLAN FOR  
22 REGIONAL AIR TRANSPORT. THERE IS NO MENTION OF THE PLAYA  
23 VISTA DEVELOPMENT. THE PLAN NEEDS TO ADDRESS HOW TO LESSEN  
24 THE ENVIRONMENTAL IMPACT ON OUR AREA. I AM CONCERNED ABOUT  
25 MY HEALTH, THE HEALTH OF MY FAMILY, THE HEALTH OF MY

1 NEIGHBORS.

2 MR. RITCHIE WHO LIVES IN MISSION VIEJO, I  
3 WOULD BE CONCERNED ABOUT YOUR HEALTH FOR THE NUMBER OF  
4 HOURS THAT YOU NEED TO SPEND IN THIS AREA AS WELL.

5 THE FACILITATOR: BILL BARRY.

6 MR. BILL BARRY: GOOD AFTERNOON. MY NAME IS BILL  
7 BARRY. I AM A RESIDENT OF WESTCHESTER. I LIVE ON 90TH  
8 STREET. I WOULD LIKE TO MAKE A COUPLE OF POINTS. ONE AS A  
9 GENERAL OVERVIEW OVERARCHING COMMENT, AN IMPRESSION ABOUT  
10 THE MASTER PLAN AND THE ENVIRONMENTAL IMPACT REPORT. IN  
11 READING IT I AM STRUCK BY THE FACT THAT IT IS WRITTEN TO  
12 JUSTIFY EXPANSION, NOT TO ANALYZE THE RISKS OF EXPANSION.  
13 I THINK THAT'S BECAUSE THE LAWA AND DEPARTMENT OF AIRPORT  
14 HAVE A BUILT-IN CONFLICT OF INTEREST IN THE WHOLE APPROACH.

15 THE DEPARTMENT OF AIRPORTS IS A PROFIT CENTER  
16 FOR THE CITY OF LOS ANGELES AND IT HAS EVERY INCENTIVE IN  
17 THE WORLD TO MAKE SURE THE EXPANSION HAPPENS IN LAX AND NOT  
18 SOMEWHERE ELSE IN THE REGION. THAT IS WHY THE WHOLE REPORT  
19 IS FLAWED. IT REALLY ISN'T A FAIR ANALYSIS OF THE REGION  
20 BECAUSE THEY DON'T WANT IT TO BE A REGIONAL SOLUTION, THEY  
21 WANT IT TO BE AN LAX SOLUTION.

22 THERE ARE A COUPLE OF POINTS IN READING A  
23 SUMMARY OF THE EIR. A NUMBER OF THE MITIGATION FACTORS ARE  
24 PROPOSED FOR THINGS THAT THE DEPARTMENT OF AIRPORTS HAS NO  
25 CONTROL OVER. YOU ARE NOT GOING TO CONTROL WHETHER THE

1 GREEN LINE GOES TO THE AIRPORT. YOU ARE NOT GOING TO  
2 CONTROL WHETHER FREEWAYS ARE IMPROVED. AS IT EXISTS NOW  
3 THE STATE BUDGET IS ALMOST ALL GONE AND THE GOVERNOR IS  
4 TALKING ABOUT TRANSFER OF FUNDS FROM THE HIGHWAY FUND TO  
5 THE GENERAL FUND. ANY MONEY THAT MIGHT HAVE BEEN THERE FOR  
6 FREEWAY EXPANSION IS PROBABLY GONE FOREVER.

7 THE EIR REPORT, I THINK, DOES NOT ADDRESS  
8 THE HEALTH RISKS FOR PEOPLE WHO ARE CLOSEST TO THE AIRPORT  
9 WHERE THE EXPANSION IS REALLY GOING TO IMPACT. I THINK  
10 IT'S A GOOD IDEA TO MITIGATE HEALTH RISKS OVER ON HARBOR  
11 FREEWAY. I'M A LITTLE MORE CONCERNED ABOUT 90TH STREET.  
12 I THINK THAT'S WHERE PROBLEMS ARE GOING TO OCCUR, NOT FAR  
13 AWAY.

14 THE WHOLE ANALYSIS OF JOBS AND BUSINESS I  
15 THINK IT FLAWED BECAUSE THE REGIONAL EXPANSION IS GOING TO  
16 OCCUR SOMEWHERE. THE GENTLEMAN WHO WAS TALKING ABOUT THE  
17 UNION JOBS, THEY WILL OCCUR SOMEWHERE. THEY DON'T CARE.  
18 THEY ALL DRIVE TO THE CONSTRUCTION PROJECT ANYWAY. AND THE  
19 BUSINESS IS GOING TO WORK WHEREVER THEY CAN WORK. THE JOBS  
20 WILL BE WHEREVER THE AIRPORTS EXPAND. THE WHOLE ANALYSIS  
21 FOR WHY L.A. SHOULD BE EXPANDED FOR JOBS AND BUSINESS IS  
22 FALSE. THAT ASPECT OF THE PLAN WILL BE TRUE NO MATTER  
23 WHERE THE EXPANSION OCCURS.

24 FINALLY, I OBJECT TO THE WHOLE ANALYSIS THAT  
25 WE HAVE CREATED AN IMPOSSIBLE SITUATION THEREFORE WE SHOULD



1 EXPAND TO FIX IT. IN MY VIEW, LAX ON THE WESTERNMOST PART  
2 OF THE REGION IS NOT BEST POSITIONED, AS THE SUMMARY SAYS.  
3 NOT BEST POSITIONED FOR THE TRANSPORTATION. PROBABLY WORSE  
4 POSITIONED AS FAR AS THE TRAFFIC FLOW IN THE CITY GOES.

5 THE NO-ACTION RISKS ARE OVERSTATED. AIRPLANES  
6 AND CARS AND POLLUTION RISKS ARE IMPROVING WITH TIME. SO  
7 IF NOTHING HAPPENS AT LAX ONE WOULD ASSUME THAT THE HEALTH  
8 RISKS WOULD GO DOWN. I HAVE LIVED IN THIS AREA FOR A LONG  
9 TIME ANTICIPATING LESS NOISE AND LESS POLLUTION FROM THE  
10 AIRCRAFT AND NOW IT LOOKS LIKE THAT IS GOING TO OCCUR, YOU  
11 ARE GOING TO EXPAND AND MAKE IT WORSE.

12 LASTLY, IT IS AN INSULT TO THE COMMUNITY  
13 TO HAVE A VEILED THREAT THAT MITIGATION EFFORTS WILL NOT  
14 OCCUR UNLESS THERE'S AN EXPANSION. THANK YOU VERY MUCH.

15 THE FACILITATOR: THANK YOU VERY MUCH. APPRECIATE  
16 IT. WE HAD A COUPLE REQUESTS FOR INTERPRETERS AND IF YOU  
17 NEED AN INTERPRETER YOU CAN GO OUT TO THE TABLE OUTSIDE.  
18 AND SECONDLY, MAKE SURE THAT YOU HAVE A CHANCE TO GO OUT TO  
19 THE WORKSHOP IF YOU HAVE NOT DONE SO. THEY ARE GOING TO  
20 CLOSE UP IN ABOUT 20 MINUTES. IF YOU WANT TO HAVE THEM  
21 STAY LONGER, YOU CAN ASK THEM. BUT RIGHT NOW NOBODY IS OUT  
22 THERE. IF YOU DO WANT TO GO OUT TO THE WORKSHOP AREAS  
23 BEFORE YOU SPEAK, PLEASE DO SO.

24 THE NEXT SPEAKER IS DAVID STEPHAN

25 MR. DAVID STEPHAN: I AM DAVID STEPHAN. I LIVE IN

1 THE CITY OF LOS ANGELES. TWO SUBSTANTIVE MATTERS, ONE  
2 PROCEDURAL. THIS CRETINOUS PLAN WOULD NOT BE SO DANGEROUS  
3 IF IT WERE MERELY COMPRISED BY THE FOOLS WHO MADE IT UP.  
4 HOWEVER, SUBSTANTIVELY IT IS FAR WORSE BECAUSE IT IS  
5 OBVIOUSLY MADE UP BY NAVES. THEY ARE FAR MORE DANGEROUS.  
6 FOOLISHLY IN ONE OF THE MOST THINLY POPULATED AREAS WITH  
7 THE VERY LOW AVERAGE POPULATION DENSITY, THIS IS AN ATTEMPT  
8 TO CONCENTRATE TRAFFIC AT ONE POINT IN AN AREA. THERE ARE  
9 PLACES RANGING FROM POINT MUGU, GEORGE AIR FORCE BASE,  
10 NORTON AIR FORCE BASE, MARSH AIR FORCE BASE, EL TORO MARINE  
11 STATION THAT COULD BE DEVELOPED AS AIRPORTS THAT WOULD  
12 SPREAD AND DISBURSE THE TRAFFIC.

13 LOOK AT WHAT LAX PROPOSES TO DO. PASSENGER  
14 TRAFFIC MAY GO UP CONSIDERABLY MORE THAN HUNDRED PERCENT.  
15 FREIGHT TRAFFIC WOULD GO UP BY MANY MULTIPLES. THAT WOULD  
16 RESULT IN INCREASED TRAFFIC OF TRUCKS, INCREASED POLLUTION,  
17 AND A GREAT CONCENTRATION OF THAT TRAFFIC IN ONE AREA. THE  
18 INLAND EMPIRE, VENTURA COUNTY, THE HIGH DESERT, THESE ARE  
19 AREAS THAT ARE EXPANDING WHERE FREIGHT COULD BE DISBURSED  
20 AND TRUCKED FROM THERE. IT WOULD BE CLOSER. IT WOULD NOT  
21 CONCENTRATE TRAFFIC IN ONE AREA.

22 PASSENGER TRAFFIC SIMILARLY. PEOPLE ARE  
23 MOVING TO THE INLAND EMPIRE AND VENTURA COUNTY AND THE HIGH  
24 DESERT. PEOPLE CAN FLY IN AND OUT OF THOSE AREAS AND GO  
25 QUICKLY TO AND FROM THEIT DESTINATION. THIS IS A MEASURE

1 THAT IS OVERALL DESIGNED TO CONCENTRATE IN AN AREA THAT  
2 CRIES FOR DISBURSAL. ON ITS FACE IT IS FOOLISH. BENEATH  
3 THAT IT IS DRAWN UP BY NAVES.

4                   HOWEVER, ONE FINAL MATTER. WHEN I CAME HERE  
5 TODAY I CAME PREPARED TO SPEAK AGAINST THIS PRESSURE.  
6 WHEN I LISTEN TO THIS AUDIENCE OF BROWN SHIRT BULLY BOYS  
7 BULLYING OF THOSE PEOPLE WHO OPPOSED THEM I THINK OF  
8 KRISTAL NACHT. I THINK IF YOU GET THIS SHOVED UP YOUR  
9 NOSES IT WILL BE BECAUSE OF THE WAY YOU TREATED PEOPLE AND  
10 YOU GET WHAT YOU DESERVE. YOU ARE AN UNRULY MOB WHO SHOWS  
11 NO RESPECT TO THE FREEDOM OF SPEECH TO THOSE WHO OPPOSE  
12 YOU.

13                   THE FACILITATOR: AFTER THAT, MICHELE.

14                   MS. MICHELE VERTUCCI: I AM MICHELE VERTUCCI. I  
15 LIVE AT 5891 WEST 77TH PLACE HERE IN WESTCHESTER. I AM  
16 AGAINST THE LAX MASTER PLAN. I THINK THE EIR IS A FLAWED  
17 REPORT. I DON'T THINK LAWA HAS TAKEN INTO CONSIDERATION  
18 HOW THE ENVIRONMENT WOULD BE IMPACTED BY THE AIRPORT  
19 EXPANSION OR AIRPORT IMPROVEMENTS. I FEEL WHAT THE LOS  
20 ANGELES WORLD AIRPORTS REALLY WANTS IS MONEY AND MORE  
21 MONEY. IT IS A SHAME THAT THEY WOULD PUT MONEY OVER  
22 COMMUNITIES AND THE ENVIRONMENT. SO LET'S SUPPORT A  
23 REGIONAL AIRPORT PLAN. THANK YOU.

24                   THE FACILITATOR: VALERIE VELASCO.

25                   MS. VALERIE VELASCO: GOOD AFTERNOON. I AM A

1 RESIDENT AND I LIVE AND WORK IN PLAYA DEL REY. I AM  
2 PRESIDENT OF THE ALLIANCE FOR REGIONAL SOLUTION TO AIRPORT  
3 CONGESTION. I WANT TO THANK YOU FOR COMING OUT THIS  
4 AFTERNOON TO LISTEN TO OUR CONCERNS AND DESCRIBE TO YOU THE  
5 INADEQUACIES OF THE ENVIRONMENTAL IMPACT REPORT. THE  
6 PURPOSE OF AN EIR IS TO DISCLOSE IMPACTS. THE EIR PRODUCED  
7 BY LAX AS PART OF ITS MASTER PLAN IS INADEQUATE AS IT TRIES  
8 TO MASK THE REAL IMPACTS OF AIRPORT EXPANSION ON THIS  
9 COMMUNITY AND OTHER COMMUNITIES.

10 THE EIR UTILIZES THREE SEPARATE AND DISTINCT  
11 BASE LINES FOR THE IMPACT OF THE PROJECT. EACH IS EMPLOYED  
12 SELECTIVELY WHERE IT WILL SERVE TO MINIMIZE THE  
13 ENVIRONMENTAL IMPACT ISSUE RATHER THAN BEING USED  
14 CONSISTENTLY, THE SAME BASE LINE TO OBTAIN TRUE  
15 MEASUREMENT. THIS BECOMES A DISTORTION OF THE EIR.  
16 AN EIR IS SUPPOSED TO CONSIDER A REGIONAL RANGE OF  
17 ALTERNATIVES TO THE PROJECT. BUT THIS EIR NEVER CONSIDERS  
18 THE USE OF AVAILABLE AIRPORTS IN THE REGION AND NEVER  
19 CONSIDERS THE ALTERNATIVES THAT WOULD RESULT IN LESS SEVERE  
20 IMPACTS IN THE PREFERRED ALTERNATIVE SCENE. THE EIR DOES  
21 NOT PROVIDE ANALYSIS OF WORSE-CASE SCENARIOS WHICH  
22 EXPANSION WILL SURELY PRODUCE.

23 ACCORDING TO LAWA'S OWN PROJECTIONS  
24 ALTERNATIVES SEE AN INCREASE OF 31.6 MILLION ANNUAL  
25 PASSENGERS OVER CURRENT OPERATIONS OF 67 MAP. THAT'S A

1 54 AND-A-HALF PERCENT INCREASE OVER CURRENT AIRPORT  
2 OPERATIONS. LAWA SAYS THAT TO ACCOMODATE THIS 54  
3 AND-A-HALF PERCENT INCREASE THERE WILL BE AN INCREASE OF  
4 ONLY 44 TAKEOFFS AND LANDINGS PER DAY, AN AVERAGE OF TWO  
5 ADDITIONAL OPERATIONS PER HOUR. THESE PROJECTIONS ARE  
6 ARTIFICIALLY LOW BASED ON ASSUMPTIONS ABOUT FLEET MIX.  
7 LAWA BASES THEIR NUMBERS ON PURE SPECULATION OF USING  
8 BIGGER PLANES WHICH MAY NOT EVEN BE BUILT IN THE FUTURE.

9 THERE ALSO ARE PROBLEMS WITH THE ALREADY  
10 HIGH NOX EMISSIONS. THE AIRPORT WILL GENERATE MORE TRUCK  
11 TRAFFIC. IT WILL GENERATE 56,881 18-WHEELER HEAVY DUTY  
12 TRUCKS PER YEAR, AN AVERAGE OF 156 TRUCKS PER DAY. HEALTH  
13 EFFECTS ARE GOING TO BE ASTRONOMICAL. WE NEED TO HAVE  
14 CURRENT AND TRUE HEALTH STUDIES TO DETERMINE WHAT THE TRUE  
15 IMPACTS ARE, EVEN OF THE AIRPORT AS IT IS TODAY.

16 ALSO, THERE ARE EFFECTS OF WATER USAGE WHICH  
17 NO ONE HAS ADDRESSED. THE EIR HAS A LETTER FROM DWP WHICH  
18 SAYS WE WILL PROVIDE MORE WATER FOR THE AIRPORT IF IT  
19 EXPANDS. WE DON'T KNOW WHERE THE SOURCE OF THAT WATER  
20 IS COMING FROM. WE THINK IT IS GOING TO BE TOILET TO TAP  
21 THAT WILL COME FROM THE VALLEY. I THINK THE VALLEY WILL  
22 NOT BE VERY HAPPY ABOUT THAT.

23 I URGE YOU IN AN AREA IN A STATE WHERE WE ONLY  
24 HAVE ONE INTERNATIONAL AIRPORT FROM HERE TO THE MEXICAN  
25 BORDER, YOU MUST CONSTRAIN LAX TO ITS CURRENT CAPACITY AND

1 DEVELOP A TRULY REGIONAL APPROACH. WE INTEND TO HOLD  
2 MAYOR-ELECT HAHN TO THE PLEDGE HE SIGNED AGAINST AIRPORT  
3 EXPANSION. THANK YOU VERY MUCH.

4 THE FACILITATOR: THANK YOU VERY MUCH. JACK HOBART.

5 MR. JACK HOBART: HI. I AM JACK HOBART. I AM A  
6 SCIENTIST AND LONG-TIME WESTCHESTER RESIDENT. A LOT OF  
7 PEOPLE HAVE STOLEN MY THUNDER ABOUT THE REGIONAL APPROACH.  
8 I JUST WANT TO SAY, IT SEEMS LIKE SORT OF A DIVIDE-AND-  
9 CONCUR MENTALITY TO FOCUS ON LAX WITH NO GUARANTEES OF  
10 ORANGE COUNTY PARTICIPATION AND NO OVERALL APPROACH. I AM  
11 CONCERNED IN ADDITION TO NOT USING 40 MILLION AS A BASE  
12 LINE, I AM CONCERNED WITH SOME OF THE PAST ENGINEERING  
13 ACTIVITY THAT HAS GONE ON LIKE YOU SEE IN THEIR PLAN.

14 IT HAS GOT HOLLYWOOD WELL WITHIN THE 60-MINUTE  
15 RING OF COMMUTE HERE, BUT THE GREEN LINE IS SCHEDULED TO  
16 TAKE 90 MINUTES TO GO FROM HOLLYWOOD TO HERE. I TRIED  
17 TO USE IT TO PICK UP MY BOY FROM WHERE HE WORKS. ALSO,  
18 EVERYBODY IS FAMILIAR WITH THE FIASCO AT THE END OF THE 105  
19 FREEWAY WHERE IT TOOK A CARNAGE OF CAR WRECKS WHERE THEY AT  
20 LEAST PAINTED TWO LANES IN AT THE OFFRAMP. IT SHOWS THEY  
21 PURPOSELY NARROWED IT DOWN TO ONE LANE FOR LORD KNOWS WHAT  
22 REASON. IT SEEMS LIKE THE PLAN IS REALLY SORT OF LET'S  
23 COMPETE WITH ALL THE OTHER REGIONAL CENTERS AND BE THE  
24 SOUTHERN CALIFORNIA FOCUS OF EVERYTHING AND DENVER AND  
25 DALLAS, THEY ARE NOT USING INNERCITY AIRPORTS, THEY ARE

1 EXPANDING ON VERY LARGE OUTSIDE REGIONS. SAME WITH NEW  
2 YORK AND WASHINGTON.

3 AS FAR AS PRODUCING JOBS, WE DON'T WANT TO  
4 HAVE A MANHATTAN ISLAND WITHOUT THE SUBWAYS WHERE EVERYBODY  
5 IS LOCKED IN. WE ARE NOT RECOGNIZING THE FACT THAT IT  
6 TAKES JUST A FEW PERCENT INCREASE IN TRAFFIC TO SUDDENLY  
7 CHANGE FROM FLOW TO TOTAL GRIDLOCK. THAT IS NOT  
8 REPRESENTED THERE.

9 AS FAR AS SOLUTIONS GO, ONE PART OF THE PLAN  
10 THAT I THINK REALLY HAS TO BE FOLLOWED, THAT IS THAT WE  
11 SHOULD ENCOURAGE THE USE OF THE HIGH CAPACITY JETS AND WE  
12 SHOULD MAKE THE WAITING A LITTLE SAFER. I WAS TOLD BEFORE  
13 THE MEETING BY A STAFF MEMBER THAT WITH DEREGULATION  
14 EXPANSION IS INEVITABLE. ALL YOU CAN DO IS INFLUENCE  
15 THE PROCESS. IT SEEMS TO ME THAT WE HAVE SEEN THAT  
16 DEREGULATION DOES NOT WORK FOR BANKS AND ELECTRICITY.  
17 MAYBE WE NEED A LITTLE BIT MORE REGULATIONS TO ALLOW THE  
18 AIRLINES TO GET TOGETHER AND BROADEN THEIR SCHEDULES, FORCE  
19 THE USE OF ORANGE COUNTY AIRPORTS FOR ORANGE COUNTY PEOPLE.  
20 FOR AIRLINES TO BE ABLE TO MOVE THEIR SCHEDULE AROUND  
21 WITHOUT LOSING THE PERCENTAGE OF AIRLINE TRAFFIC THAT THEY  
22 CAN CARRY. AND WHY NOT ALLOW CARGO TO BE SHARED WITH  
23 PLANES USING THE AIRPORT BUT TOTALLY ELIMINATE THE  
24 DEDICATED CARGO FLIGHTS HERE.

25 LET THE LONG BEACH AIRPORT HANDLE THE HARBOR

1 TRAFFIC. ALL OF THE GROUND INFRASTRUCTURES OUT AT ONTARIO.  
2 LET ONTARIO HANDLE THE DOWNTOWN AND EAST L.A. CARGO  
3 TRAFFIC. THIS HUGE COST OF EXPANSION. WHY NOT JUST USE  
4 A SMALL PORTION OF IT TO HAVE A LOW-COST RAIL SYSTEM TO  
5 PALMDALE AND A SHUTTLE INFRASTRUCTURE THERE. THAT WOULD  
6 BOTH ALLEVIATE GROUND TRANSPORTATION AND ENCOURAGE THE USE  
7 OF THE PALMDALE AIRPORT. AND REGULATION WOULD ALLOW MORE  
8 FAVORABLE COST INCENTIVE TO MAKE THE COST OF FLYING TO  
9 THESE OTHER AIRPORTS A LOT MORE AGREEABLE TO EVERYBODY.  
10 THANK YOU.

11 THE FACILITATOR: DENNIS, GO AHEAD.

12 MR. DENNIS ZANE: MY NAME IS DENNIS ZANE. I WANT TO  
13 SAY I HAD A GREAT TIME TODAY WORKING WITH ALL OF YOU HERE,  
14 MARCHING FOR JUSTICE IN WESTCHESTER. I AM A FORMER MAYOR  
15 OF SANTA MONICA. I KNOW THAT I AM SPEAKING HERE FOR  
16 MY COMMUNITY WHEN I ADDRESS THIS ISSUE. I AM ALSO A  
17 CONSULTANT TO THE CITY OF EL SEGUNDO AND TO ARSAC. I HAVE  
18 BEEN WORKING ON THE ISSUE OF REGIONAL ALTERNATIVES TO  
19 EXPANSION FOR QUITE SOME TIME. I FEEL THAT THERE ARE  
20 ISSUES RAISED EARLIER BY OTHER SPEAKERS I WOULD LIKE TO  
21 ADDRESS, SO I AM GOING TO SIMPLY SUBMIT MY WRITTEN REMARKS  
22 IN WRITTEN FORM AND TRY TO ADDRESS THESE OTHER ISSUES.

23 IT WAS SUGGESTED EARLIER THAT RESISTANCE TO  
24 DEVELOPMENT OF AN AIRPORT AT EL TORO MIGHT FORCE US TO  
25 ACCEPT AN EXPANSION AT LAX. I FIND THAT ASSESSMENT WHOLLY



1 UNANALYTICAL AND RATHER INSULTING. IT FAILS TO ACKNOWLEDGE  
2 THAT 15 TO 20 PERCENT OF THE TRAFFIC AT LAX ARISE FROM OR  
3 IS HEADED TO ORANGE COUNTY. IT FAILS TO RECOGNIZE THAT  
4 RESIDENTS AROUND LAX HAVE ALREADY DONE THERE FAIR SHARE AND  
5 THEN SOME. AND IT IMAGINES THAT THE WILL TO RESIST IN  
6 ORANGE COUNTY IS GREATER THAN THE WILL TO RESIST AROUND  
7 LAX. I CAN TELL YOU THAT IS A FALSE ASSUMPTION.

8 ANOTHER SPEAKER SPOKE ABOUT SAFETY AT LAX,  
9 WHICH TRULY IS A PROBLEM, THE PROBLEM THAT HE SPOKE OF.  
10 HOWEVER, A MASSIVE 16-YEAR CONSTRUCTION PROJECT A PERIOD  
11 DURING WHICH AIRPORT CONGESTION ON AND OFF THE AIRPORT WILL  
12 BE VERY, VERY SEVERE, DURING WHICH RUNWAYS WILL HAVE TO  
13 BE TAKEN OUT OF COMMISSION IN ORDER TO BE LENGTHENED AND  
14 ALTERED ONLY WILL WORSEN THE SAFETY PROBLEMS HERE.

15 THIS IS A PROBLEM THAT NEEDS TO BE ADDRESSED  
16 NOW, NOT OVER A 16-YEAR PERIOD DURING WHICH THE PROBLEM  
17 GETS WORSE. WE NEED TO BEGIN NOW TO DIVERT AIR TRAFFIC TO  
18 ONTARIO AND THE OTHER REGIONAL AIRPORTS THAT ARE ANXIOUS TO  
19 PLAY A SIGNIFICANT ROLE IN THIS REGION'S AIR COMMERCE  
20 ECONOMY. WE HAVE NO RIGHT TO ASSUME THAT LAX SHOULD BE  
21 THE MONSTER HUB FOR SOUTHERN CALIFORNIA. WE HAVE BETTER  
22 ALTERNATIVES.

23 I ALSO WOULD LIKE TO SAY THAT THE CREDIBILITY  
24 OF THE EIR IS CERTAINLY AN IMPORTANT CONCERN. IT IS FAR  
25 MORE IMPORTANT THAT WE ASSURE THE CREDIBILITY OF THIS

1 PLEDGE. I WOULD LIKE TO READ IT TO YOU.

2 "I, JAMES K. HAHN, ASSERT THAT THE MASTER PLAN  
3 PROPOSED FOR THE DEVELOPMENT OF LOS ANGELES INTERNATIONAL  
4 AIRPORT SHOULD NOT BE APPROVED BY THE BOARD OF LOS ANGELES  
5 WORLD AIRPORTS AND SHOULD NOT BE SUBMITTED NOR APPROVED  
6 BY THE CITY OF LOS ANGELES. LAX SHOULD BE CONSTRAINED  
7 TO OPERATE SAFELY WITHIN THE CAPACITY OF ITS EXISTING  
8 FACILITIES. LOS ANGELES MUST TAKE IMMEDIATE STEPS TO  
9 ENSURE SIGNIFICANTLY INCREASED UTILIZATION OF THE  
10 UNDER-UTILIZED CAPACITY AT ONTARIO AIRPORT AND PALMDALE,  
11 WHICH L. A. OWNS. THE CITY OF LOS ANGELES, INCLUDING LOS  
12 ANGELES WORLD AIRPORTS, SHOULD WORK TOGETHER WITH THE  
13 COMMUNITIES AND COUNTIES OF SOUTHERN CALIFORNIA AND THE  
14 FAA TO DEVELOP A TRULY REGIONAL AIRPORT PLAN FOR SOUTHERN  
15 CALIFORNIA THAT DEVELOPS BOTH THE PASSENGER AND CARGO  
16 CAPABILITY OF THE OTHER COMMERCIAL AIRPORTS IN THE REGION  
17 SO THAT THEY MIGHT HELP THE NEEDS OF OUR GROWING AIR  
18 COMMERCE MARKET PLACE."

19 THAT IS THE PLEDGE OF THE MAYOR-ELECT. THAT  
20 IS THE PLEDGE WE EXPECT HIM TO LIVE BY. WE BELIEVE THE MAN  
21 IS AN HONEST MAN. WE BELIEVE THAT THE NEW MAYOR WILL LIVE  
22 BY THIS PLEDGE, AND WE HOPE THAT YOUR DELIBERATIONS WILL  
23 LIVE ON THAT EFFECT AS WELL.

24 (WHEREUPON, AT 4:00 P.M. THERE WAS A CHANGE IN COURT  
25 REPORTERS.)

1 THE FACILITATOR: I'D LIKE TO MAKE AN  
2 ANNOUNCEMENT REAL QUICK, THAT IF YOU HAVE YOUR NAME  
3 CALLED AND YOU'RE NOT HERE, I'LL CALL IT AGAIN. IF YOU  
4 GO OUT AND GET A DRINK OF WATER OR WHATEVER, THAT'S  
5 FINE.

6 JOE LAWLESS, PLEASE COME TO THE FRONT. YOU'LL  
7 BE UP AFTER DENNIS SCHNEIDER. ANDREW STEFANSKI, ERNA  
8 EVANS, MARY BOOTH, LISA MARTIN, DAVID BROWN. THERE ARE  
9 CHAIRS UP HERE OR OVER THERE IF YOU NEED TO GO TO THE  
10 OTHER SIDE. JUNE RUBBERS, VIRGINIA O'NEAL. THANK YOU.

11 THE FACILITATOR: DENNIS SCHNEIDER.

12 MR. DENNIS SCHNEIDER: I'M DENNIS SCHNEIDER.  
13 I'VE BEEN A RESIDENT HERE IN THE WESTCHESTER AREA FOR  
14 MANY YEARS SINCE THE EARLY 70'S. I'M GOING TO SUBMIT  
15 EXTENSIVE WRITTEN COMMENTS, AND I JUST WANT TO SUMMARIZE  
16 VERY QUICKLY THE TWO PORTIONS OF CONCERNS. ONE HAS TO  
17 DO WITH OUR COMMUNITY ITSELF. ANOTHER EXPANSION WOULD  
18 BE DEVASTATING TO THIS COMMUNITY. IN TERMS OF THE FACT  
19 THAT EVEN THE L.A. CHAMBER OF COMMERCE -- I'M SORRY --  
20 THE WESTCHESTER/PLAYA DEL REY NEIGHBOR -- THE COMMERCE,  
21 THE LAX/WESTCHESTER/MARINA DEL REY/PLAYA DEL REY CHAMBER  
22 OF COMMERCE HAS COME OUT AGAINST THIS MASTER PLAN  
23 BECAUSE IT IS DEVASTATING TO OUR COMMUNITY. IT REMOVES  
24 ONE-THIRD OF OUR BUSINESS DISTRICT, AND IT WILL EVEN  
25 REMOVE THE ONLY MAJOR GROCERY STORE THAT WE HAVE SERVING

1 THE WEST -- THE EASTERN PORTION OF WESTCHESTER.

2 I STARTED INTO THIS CAMPAIGN TO SLOW THIS  
3 EXPANSION DOWN AND TO ELIMINATE IT TWO YEARS AGO IN OUR  
4 LOCAL AREA WHEN MANY OF US OBSERVED THAT THINGS WERE  
5 FALLING OFF THE WALLS FROM PLANES GOING OVERHEAD, AND  
6 WE'RE NOT EVEN IN THE IMPACTED AREA. WE'RE CLOSE, BUT  
7 NOT QUITE.

8 WHEN I CONTINUED TO GO INTO THIS, I FOUND OUT  
9 THAT THE IMPACT IS EVEN GREATER THAN JUST OUR LOCAL  
10 AREA, AND THE CONCERN IS FOR THE ENTIRE SOUTHERN  
11 CALIFORNIA BASIN. WE REALLY NEED A TRULY REGIONAL  
12 SOLUTION. THAT SOLUTION SHOULD INCLUDE ALL THE OTHER  
13 AIRPORTS. WE UNDERSTAND THAT BECAUSE OF THE  
14 DEREGULATION YOU CANNOT CAP THIS AIRPORT. SO  
15 MODERNIZATION, ALTHOUGH SOME OF THE PROJECTS SOUND VERY  
16 GOOD, EQUALS EXPANSION RIGHT NOW, AND UNTIL THAT HAPPENS  
17 WHERE WE CAN'T ACTUALLY STOP AND CAP THAT, WE REALLY  
18 CANNOT AFFORD MORE.

19 TRAFFIC IS ONE OF THE MAJOR CONCERNS HERE.  
20 POLLUTION IS A CONCERN FOR THE ENTIRE BASIN. IF YOU DO  
21 THE CALCULATIONS, YOU'LL FIND THAT WE HAVE AN  
22 EXPECTATION OF OVER 10 MILLION MORE CARS EVEN WITHOUT  
23 THE EXPANSION. THE FREEWAY ALREADY COMES TO A DEAD STOP  
24 AT MANCHESTER AND BEYOND. WE -- AND EVEN ON WEEKENDS  
25 SOMETIMES. SO WE CANNOT AFFORD MORE TRAFFIC IN THIS

1 AREA. THE POLLUTION IS TERRIBLE. WE ALL KNOW THAT.  
2 IT'S GOING TO GET WORSE.

3 SO I IMPLORE YOU TO TAKE A LOOK AT SOME OF  
4 THESE THINGS AND CHECK SOME OF THE NUMBERS AS WE -- AS  
5 SEVERAL OF US HAVE FOUND, FOR INSTANCE, THE NUMBER OF  
6 PEOPLE IN THE IMPACTED AREA. THANK YOU FOR YOUR  
7 CONSIDERATION.

8 THE FACILITATOR: JOE LAWLESS.

9 MR. JOE LAWLESS: MY NAME IS JOE LAWLESS. I'VE  
10 BEEN THROUGH THIS IN THE EARLY 60'S, AND I LIVE IN WILEY  
11 POST IN WESTCHESTER. THAT'S L.A. AND IT IS THE SAME  
12 STORY BEFORE AS NOW, AND THERE'S A LOT OF GOOD SPEAKERS  
13 TODAY, AND I THINK IF YOU'RE STUPID, YOU SHOULD BE --  
14 UNDERSTAND NOW THAT THEY'VE GOT A STUPID IDEA, THE PLAN  
15 IS. SO TO MAKE IT SHORT AND SWEET, THEY SAY THAT LAX IS  
16 ONE OF THE SMALLEST, IF NOT THE SMALLEST, INTERNATIONAL  
17 AIRPORT IN THE WORLD, IF NOT IN THIS COUNTRY, AND SO  
18 LIKE SOMEBODY SAID, IF IT DON'T FIT, YOU GOT TO QUIT.  
19 THANK YOU.

20 THE FACILITATOR: YES, ANDREW STEFANSKI.

21 MR. ANDREW STEFANSKI: ANDREW STEFANSKI,  
22 ENGINEER AND REALTOR, 7296 WEST 85TH STREET, L.A. 45.

23 I RECOMMEND THAT PLAN AS WRITTEN BE SET ASIDE  
24 FOR THE FOLLOWING REASONS. THE BASICS AND CONCEPTS ARE  
25 FAULTY, UNACCEPTABLE, AND NOT IN THE BEST INTEREST OF

1 PEOPLE OF CALIFORNIA. THEY DO NOT GIVE THE PUBLIC FULL  
2 DISCLOSURES OF MATERIAL FACTS, COSTS, AND LIABILITIES.  
3 SOUTHERN CALIFORNIA WITH ALMOST 20 MILLION POPULATION  
4 AND 160 MILLION ANNUAL PASSENGERS PROJECTED NEEDS AT  
5 LEAST THREE OR FOUR MAJOR AIRPORTS CONVENIENTLY SPACED  
6 THROUGHOUT THE AREA ACCORDING TO A REGIONAL MASTER PLAN.  
7 SUCH PLAN HAS BEEN NOT PRESENTED. WITHOUT IT YOUR  
8 PRESENT PROPOSALS ARE ONLY SHORT-TERM, STOP-GAP  
9 PRESENTATIONS, NOT THE TRUE LONG-RANGE MASTER PLAN.  
10 JUST CROWD MILLIONS OF PEOPLE INTO SMALL CONGESTED LAX  
11 AT STAGGERING AND ECONOMICAL COSTS. IT IS BAD TO BUILD  
12 A MAJOR AIRPORT INSIDE THE DENSELY POPULATED AREA, BUT  
13 IS IT EVEN WORSE TO KEEP EXPANDING IT?

14 HERE ARE SOME FACTS CONCERNING LAX IMPACT ON  
15 HOUSING. RECENTLY "LOS ANGELES TIMES" PUBLISHED AN  
16 ARTICLE INDICATING THAT AIRPORT ALREADY TOOK THOUSANDS  
17 OF HOMES AND DISPLACED SOME 20,000 PEOPLE. THIS  
18 INCLUDES THE CONDEMNATIONS IN EARLY 1970'S AND PRESENT  
19 VOLUNTARY ACQUISITION IN EAST WESTCHESTER. THIS IS NOT  
20 THE END. AIRPORT WANTS TO TAKE MORE. CALTRANS IS  
21 PRESENTLY PREPARING WIDENING OF SAN DIEGO FREEWAY TO  
22 PROVIDE BETTER ACCESS TO LAX. IT WILL TAKE MORE HOMES  
23 AND BUSINESSES. THE WHOLE AREA EAST OF LAX AT THE  
24 HARBOR FREEWAY AND BEYOND IS HEAVILY IMPACTED AND  
25 DEPRESSED BY NOISE AND FUMES. IT AFFECTS PROPERTY

1 VALUES, DISCOURAGES DEVELOPMENT, CREATES HEALTH HAZARDS,  
2 AND CAUSES LOSS OF CITY TAXES WHILE INCREASING COUNTY  
3 COSTS OF TREATING PEOPLE IN PUBLIC HOSPITALS AT  
4 TAXPAYERS' EXPENSE. MANY OF THE PEOPLE RESIDING IN THE  
5 AREA OUT OF THE 500,000 PEOPLE LIVING THERE DO NOT EVEN  
6 HAVE MEDICAL INSURANCE.

7 AS TIME GOES BY, SOME MORE PEOPLE WILL REQUEST  
8 THAT THEIR PROPERTIES BE TAKEN AND THEY BE RELIEVED FROM  
9 NUISANCE. YOUR DRAFT DOES NOT DISCLOSE THIS PROBLEMS  
10 AND COSTS. THEY FAR EXCEED THE BENEFITS. IT IS BAD TO  
11 BUILD A MAJOR AIRPORT INSIDE THE DENSELY POPULATED AREA.  
12 IS IT EVEN WORSE TO CONTINUE EXPANDING IT? THANK YOU.

13 THE FACILITATOR: THANK YOU VERY MUCH. THANK  
14 YOU.

15 ERNA EVANS.

16 MS. ERNA EVANS: ERNA EVANS, 201 WATERVIEW  
17 STREET, PLAYA DEL REY. I MOVED FROM THIS AREA ABOUT 20  
18 YEARS AGO, AND I COULDN'T WAIT TO RETURN A YEAR AND A  
19 HALF AGO. THERE ARE MANY DAYS THAT I WISH I HADN'T. I  
20 HAD NO IDEA THE IMPACT THAT THE PRIOR EXPANSION HAD ON  
21 THIS AREA. THE GENTLEMAN FROM ORANGE COUNTY WON'T BE  
22 ABLE TO RELATE TO SOME OF THESE ITEMS BECAUSE HIS  
23 AIRPORT DOWN THERE HAS VERY STRICT NOISE RESTRICTIONS.  
24 THEIR AIRPLANES MUST EVEN TAKE OFF IN A CERTAIN MANNER  
25 TO MITIGATE THAT NOISE FOR THE RESIDENTS.

1 I RAN HOME A LITTLE WHILE AGO BECAUSE THE  
2 GENTLEMAN WE'RE SUPPOSED TO GET OUR ANSWERS OUT THERE  
3 FROM THE STAFF AND WHAT APPALLS ME THE MOST FROM ALL OF  
4 THIS LITERATURE IS NOT WHAT IT SAYS, BUT WHAT IT DOESN'T  
5 SAY. I DON'T CARE THAT THEY'RE USING GRAFFITI-RESISTANT  
6 PAINT IN THE TUNNEL. I DON'T CARE THAT THEY'RE USING  
7 CERTAIN KINDS OF FUEL IN THE VEHICLES ON THE AIRPORT  
8 GROUNDS.

9 WHAT I'M CONCERNED ABOUT -- AND I ASKED HIM  
10 WHERE I COULD FIND IT IN THE REPORT; THEY COULDN'T TELL  
11 ME -- WAS WHAT THIS IS DOING TO ME. THE GENTLEMAN TOLD  
12 ME -- I RAN HOME AT 2:00 O'CLOCK. I'M A FASTIDIOUS  
13 HOUSEKEEPER. IF I WERE IN A COURT, I WOULD SWEAR ON A  
14 BIBLE. I CLEAN MY WOOD FLOORS SEVERAL TIMES A WEEK. I  
15 HAVE COMPANY COMING. WHEN I LEAVE MY WINDOWS OPEN, THIS  
16 IS WHAT I CLEAN UP FROM MY WINDOW SILLS AND FROM MY  
17 HARDWOOD FLOORS EVERY DAY. HE TOLD ME THE REASON IT  
18 WASN'T ADDRESSED WAS BECAUSE THEY COULDN'T TELL WHAT WAS  
19 COMING FROM JET FUEL AND WHAT WAS COMING FROM AUTO  
20 EMISSIONS. I TOLD HIM IT DIDN'T TAKE A GENIUS FOR  
21 SOMEONE WHO HAD JUST RETURNED TO THIS AREA AND WHO  
22 CLEANED HER HOUSE EVERY DAY AT HER OTHER HOUSE OUT OF  
23 THE AREA TO KNOW THAT THIS WAS NOT COMING FROM  
24 AUTOMOBILES.

25 I LIVE A BLOCK FROM THE BEACH. I CAN'T OPEN MY



1           WINDOWS. I CANNOT SIT ON MY DECKS. I CANNOT ENJOY THE  
2           SOUND OF THE OCEAN. I AM A PRISONER IN MY HOME. I  
3           WOULD LIKE TO KNOW WHAT THIS IS DOING TO ME, TO MY  
4           NEIGHBORS. I WOULD LIKE TO KNOW WHAT THE NOISE THAT  
5           WAKES ME UP AT 2:00 A.M., 3:00 A.M., 5:00 A.M. IS DOING  
6           TO OUR HEALTH.

7                        I READ IN HERE THAT THE GENTLEMAN FROM THE FAA  
8           AND FROM THE AIR TRAFFIC CONTROLLER SPOKE OF SAFETY.  
9           NOWHERE CAN I GET AN ANSWER AS TO HOW MANY FLYOVERS ARE  
10          APPROVED EVERY DAY FROM ANY OF THESE PEOPLE. HE TALKED  
11          ABOUT SAFETY. IF THEY CANNOT HANDLE THE CAPACITY OR THE  
12          SIZE, THEN THAT SIZE SHOULD NOT BE FLYING OUT OF A  
13          HUGELY POPULATED METROPOLITAN AREA. I KNOW OF NOWHERE  
14          ELSE IN THE WORLD WHERE AN AIRPORT OF THIS SIZE IS  
15          LOCATED WITHIN THE CITY LIMITS. PEOPLE SHOULD EXPECT TO  
16          DRIVE 20 TO 30 MINUTES OUTSIDE OF THE CITY LIMITS TO  
17          TAKE THEIR FLIGHTS.

18                       AND THE NOISE LEVELS ARE INTOLERABLE. THERE  
19          WERE SO MANY OTHER THINGS I WANTED TO SAY, BUT IN THREE  
20          MINUTES YOU REALLY CAN'T. BUT MY NEIGHBORS KNOW WHAT I  
21          MEAN, AND I URGE YOU -- THIS WAS A GREAT TURNOUT, BUT  
22          BASED ON THEIR CONSULTANTS, THEIR LITERATURE, THEY'VE  
23          GOT A LOT OF MONEY BEHIND THEM. WE DON'T. YOU NEED TO  
24          GET OUT AND GET YOUR NEIGHBORS TO START A MASS CAMPAIGN  
25          TO GET -- YOU DIDN'T WIN THE LAST TIME WHEN IT WAS 40

1 MILLION, WHICH WAS NEVER 40 MILLION. THE OTHER THING IS  
2 THAT THIS SAYS WHAT THE CAPACITY IS. IT DOESN'T -- IT  
3 DOESN'T PROVIDE FOR LIMITATIONS. IT DOESN'T PROVIDE FOR  
4 ENFORCEMENT.

5 THE FACILITATOR: THANK YOU VERY MUCH.

6 MARY BOOTH. THERE YOU ARE.

7 MS. MARY BOOTH: I APPRECIATE THE RIGHT TO  
8 ASSEMBLE. THAT'S ONE OF THE FIVE -- SPEECH, RELIGION,  
9 PETITION, PRESS, AND ASSEMBLY -- UNDER ARTICLE I OF THE  
10 BILL OF RIGHTS. I BELIEVE IN AN ASSEMBLY RIGHT, AND I  
11 BELIEVE THAT EVERYONE SHOULD BE HEARD WITH NO BOOS OR  
12 ANY OTHER COMMENTS. I LIVE ON THE FIRST STREET IN SANTA  
13 MONICA, OZONE. AS YOU GO NORTH ALONG THE STATE  
14 HIGHWAY, LINCOLN BOULEVARD, IT'S THE FIRST STREET ON  
15 YOUR RIGHT AS YOU'RE GOING NORTH, AND THIS STREET IS  
16 IMPACTED. SOMETIMES I CAN'T EVEN GET TO MY HOUSE  
17 BECAUSE OF THE TRAFFIC ON LINCOLN BOULEVARD, AND MY CITY  
18 HAS NO CONTROL OVER THE TRAFFIC. IT'S A STATE HIGHWAY.  
19 NOW, HOW DO YOU THINK THAT THE AIRPORT'S GOING TO HAVE  
20 ANY CONTROL ON LINCOLN BOULEVARD?

21 I COME EVERY SATURDAY NIGHT TO SERVE AS A  
22 TRAVELER'S AIDE AT TERMINAL ONE, AND WHEN I COME DOWN  
23 LINCOLN BOULEVARD, COMING SOUTH AT 3:30 AND 4:00 O'CLOCK  
24 ON SATURDAY AFTERNOON, I USED TO MAKE IT IN 19 OR 20  
25 MINUTES. NOW IT TAKES ME 29 TO 31 MINUTES ONLY BECAUSE

1 OF THE BOTTLENECK AT JEFFERSON AND LINCOLN, WHICH IS  
2 BEING AFFECTED BY THE PLAYA DEL VISTA PROJECT, AND PLAYA  
3 VISTA PROJECT IS NOT CONSIDERED IN THE EIR/EIS FOR THE  
4 AIRPORT.

5 THE SANTA MONICA AIRPORT RUNWAY IS THE HIGHEST  
6 SINGLE-USE RUNWAY IN THE UNITED STATES. I LIVE ON THE  
7 TAKEOFF PATTERN, AND THE JETS DO NOT HAVE TO CIRCLE OVER  
8 THE PIN MARKED-OFF COURSE. THEY HAVE THE PRIVILEGE OF  
9 COMING IN RIGHT OVER MY HOUSE. THIS AFFECTS THE NOISE  
10 PROGRAM. WE HAVE A VERY GOOD NOISE PROGRAM IN SANTA  
11 MONICA, ONE OF THE BEST, AND IT ABIDES UNDER A 1984  
12 AGREEMENT WITH THE CITY OF SANTA MONICA AND THE FAA, BUT  
13 THESE EXECUTIVE JETS SHOULD HAVE LANDING ENCOURAGED AT  
14 LAX, AND THEY DON'T. SO LAX IS PUSHING THE JETS INTO MY  
15 COMMUNITY.

16 NOW I KNOW I'M ONLY ONE OF 88 CITIES IN THE  
17 COUNTY OF LOS ANGELES, BUT HAVE ALL 88 CITIES BEEN  
18 INVITED TO THE TABLE TO DISCUSS THIS WITH LAWA? I DON'T  
19 THINK SO.

20 AND LAST WEEK I TOURED THE HYPERION SEWAGE  
21 TREATMENT PLANT, AND ALL OF YOU KNOW WHERE THOSE TWO RED  
22 AND WHITE SMOKESTACKS ARE. THAT IS THE PLANT. NOW,  
23 THIS SEWAGE TREATMENT PLANT CANNOT EXPAND IN THE  
24 SOUTHERLY DIRECTION IN CASE -- THIS IS A FACT I  
25 LEARNED -- BECAUSE IN CASE OF AN AIRLINE CRASH. NOW,

1 WHERE ARE THEY GOING TO GO? HOW ARE THEY GOING TO  
2 EXPAND WHEN YOU BUILD THINGS LIKE PLAYA VISTA RIGHT  
3 UNDER THEIR NOSE? THE SEWAGE HAS TO GO THERE, AND IF  
4 THEY CAN'T EXPAND BECAUSE OF THE AIRPORT, WHAT ARE WE  
5 ALL GOING TO DO? HAVE IT BACK UP IN OUR YARDS? WE  
6 DON'T HAVE SEPTIC TANKS ANYMORE. AND IT'S VERY  
7 IMPORTANT FOR THE HYPERION SEWAGE PLANT TO BE INCREASED.  
8 TO BE UNDERSTOOD, THE VOLUME IS INCREASING BY LEAPS AND  
9 BOUNDS.

10 AND I THANK YOU FOR HAVING THE RIGHT TO  
11 ASSEMBLE UNDER THE CONSTITUTION, BILL OF RIGHTS,  
12 ARTICLE I.

13 THE FACILITATOR: OKAY. LISA MARTIN.

14 MS. LISA MARLIN: IT'S MARLIN. YES, I LIVE AT  
15 8900 LILIENTHAL AVENUE, RIGHT UNDER THE AIRPLANES, AND  
16 I'D LIKE TO TALK ABOUT THREE THINGS TODAY, THE FIRST  
17 BEING SOCCER. THERE'S A LOVELY LITTLE FIELD CALLED THE  
18 NEILSEN FIELD, AND IT'S RIGHT THERE UNDER THE FLIGHT  
19 PATH. AND THOSE OF YOU WHO HAVE LOOKED THROUGH THIS  
20 LITERATURE KNOW THAT AS A RESULT OF THESE THREE -- THANK  
21 YOU -- AS A RESULT OF THESE THREE EXPANSION PLANS,  
22 THEY'RE GOING TO EXPAND THE NEILSEN FIELD FROM 5 ACRES  
23 TO 12 ACRES, BUT THEY'RE NOT GOING TO MOVE IT. SO ALL  
24 OF THE PLANES ARE GOING TO BE THAT MUCH CLOSER TO ALL  
25 OUR BOYS AND GIRLS WHO ARE OUT THERE PLAYING SOCCER AND

1           OUT THERE PLAYING BASEBALL AND OUT THERE PLAYING  
2           SOFTBALL.

3                       I READ IN PART OF THE LITERATURE THAT IN THE  
4           NONEXPANSION PLAN THEY SAY THEY DON'T HAVE TO EXPAND THE  
5           NEILSEN FACILITIES BECAUSE THEY ARE EXPECTING A DECREASE  
6           IN PARK USE BECAUSE THEY'LL BE TAKING THE MANCHESTER  
7           SQUARE AND THOSE OTHER PROPERTIES AWAY AS PART OF THE  
8           VOLUNTARY BUYOUT PLAN, BUT I THINK ANYONE WHO'S TRIED TO  
9           SCHEDULE SOCCER MATCHES OR TRIED TO GO OVER TO  
10          WESTCHESTER PARK FOR ANY KIND OF AN ACTIVITY KNOWS THAT  
11          WE WOULD NEED MORE PARK SPACE, IF ANYTHING, NOT LESS.

12                      SO I DON'T THINK IT'S A GOOD PLAN TO CONTINUE  
13          TO HAVE OUR CHILDREN PLAY EVEN CLOSER UNDERNEATH THE  
14          FLIGHT PATH OF THE AIRPLANES.

15                      AND THE SECOND THING I'D LIKE TO SPEAK ABOUT IS  
16          THE QUALITY-OF-LIFE ISSUES THAT HAVE TO GO ALONG WITH  
17          THE NOISE. I HAVE LOOKED AT THE MAPS, AND I SEE THAT  
18          THEY'RE NOT GOING TO TAKE MY HOUSE. THEY'RE GOING TO  
19          TAKE SOME SLIGHTLY TO THE RIGHT OF IT, BUT ON THE OTHER  
20          HAND, RIGHT NOW I'M PART OF THE NOISE MITIGATION PACKAGE  
21          WHERE YOU CAN GET THESE REALLY UGLY WINDOWS AND REALLY  
22          UGLY DOORS, AND THEY'LL TRAP ALL THE DUST AND THE GERMS  
23          INSIDE YOUR HOUSE SO THAT YOU WON'T HEAR THE AIRPLANES.  
24          HOWEVER, THAT DOESN'T MEAN THAT YOU WON'T BE ABLE TO  
25          STEP OUTSIDE YOUR HOME AND HEAR THEM AS WELL. AND I

1 DON'T KNOW HOW THEY'RE GOING TO PUT A LITTLE BUBBLE OVER  
2 MY HOME TO PREVENT ME FROM HAVING THOSE KIND OF  
3 PARTICULATE MATTER AND NOISE IN MY BACKYARD.

4 AND THE THIRD THING I'D LIKE TO TALK ABOUT IS  
5 THE OLD WESTCHESTER PRIOR TO THE OTHER EXPANSION. I  
6 HAVE LIVED IN THE COMMUNITY FOR A REALLY LONG TIME, AND  
7 I REMEMBER WHEN OUR CHURCHES WERE A LOT BIGGER AND YOU  
8 COULD DRIVE RIGHT DOWN SEPULVEDA AND SEE J.C. PENNEY'S  
9 AND BROADWAY AND ALL THOSE WONDERFUL STORES. AND WHAT  
10 DO YOU THINK HAPPENED WHEN THEY TOOK AWAY ALL THOSE  
11 HOMES? ALL THOSE PEOPLE WENT ELSEWHERE, AND THOSE  
12 BUSINESSES DIED. SO I DON'T THINK IT'S A VERY GOOD  
13 MODEL TO SAY THAT WE'RE GOING TO HAVE MORE JOBS. I BET  
14 YOU THAT WESTCHESTER WILL ATROPHY, AND THERE'S A LACK OF  
15 QUALITY HOUSING, AFFORDABLE HOUSING RIGHT NOW, AND IF  
16 YOU THINK THAT TAKING THOSE HOMES AWAY IS GOING TO  
17 INCREASE THE QUALITY OF LIFE, WHERE ARE THOSE PEOPLE  
18 SUPPOSED TO GO? WHERE ARE THEY GOING TO AFFORD TO BUY  
19 HOMES? EVEN IF YOU GAVE THEM 50 PERCENT ABOVE THEIR  
20 PROPERTY VALUES, THEY WOULD NOT BE ABLE TO RELOCATE IN A  
21 SIMILAR COMMUNITY ANYWHERE ON THE WEST SIDE. THANK  
22 YOU.

23 THE FACILITATOR: THANK YOU.

24 ELLEN WEIS.

25 MS. ELLEN WEIS: MY NAME IS ELLEN WEIS, AND I'M

1 A RESIDENT OF WESTCHESTER, AND I HEAR ALSO THAT THERE'S  
2 GOING TO BE MORE JOBS. SO THIS IS REALLY EXCITING.  
3 WE'RE GOING TO HAVE MORE EMPLOYEES AND MORE TRAVELERS  
4 PARKING IN WESTCHESTER STREETS THAN WE ALREADY HAVE.  
5 THE EIR DOES NOT ACCOUNT FOR THAT. EMPLOYEES AND  
6 TRAVELERS PARKING IN OUR NEIGHBORHOODS NOW BECAUSE THEY  
7 DON'T WANT TO PAY THE PRICE. EMPLOYEES ARE ON MY STREET  
8 EVERY DAY. OKAY. SO GREAT. WE'RE GOING TO HAVE MORE.  
9 OH, THAT'S OF COURSE, AGAIN, IF WE HAVE ANY HOMES LEFT.

10 EARLY TURNS OVER PLAYA DEL REY, EL SEGUNDO,  
11 MANHATTAN BEACH, TORRANCE. I WORK WITH THESE PEOPLE.  
12 THEY COMPLAIN. THEY SAY THEY CALL THE PHONE NUMBER  
13 THAT'S GIVEN. THEY CALL THE FAA TO COMPLAIN, AND THEY  
14 SAY, "OH, WE DON'T SEE ANY PLANES ON OUR RADAR SCREEN."  
15 THE PLANES ARE THERE. THESE PEOPLE ARE NOT PSYCHO.  
16 OKAY. SO I WOULD HOPE THAT THE FAA COULD AT LEAST GET  
17 SOME EQUIPMENT TO KNOW WHERE THEIR PLANES ARE TODAY  
18 BEFORE THEY START ADDING MORE PLANES INTO THE AREA.

19 THE FUNDAMENTAL FLAW BESIDES EVERYTHING ELSE  
20 WE'VE HEARD TODAY WITH THE LAX MASTER PLAN, THE ARBOR  
21 VITAE OFFRAMP, THE LAX EXPRESSWAY IS THIS: PEOPLE  
22 AREN'T MOVING ON THE 405 ANY TIME OF THE DAY. TRY TO GO  
23 NORTH. TRY TO -- YEAH, YOU CAN GO SOUTH AT 6:00 IN THE  
24 MORNING, BUT TRY TO COME NORTH FROM ORANGE COUNTY IN THE  
25 MORNING. YOU KNOW, I WORK WITH PEOPLE WHO ARE TRAVELING

1 FROM ONTARIO, ORANGE COUNTY, DOWN TOWARDS SAN DIEGO. YOU  
2 KNOW THEY'RE COMMUTING TWO TO THREE HOURS A DAY. SO  
3 WE'RE GOING TO ADD 50 MILLION MORE PASSENGERS AND  
4 INCREASE THE TRUCK TRAFFIC BY 300 PERCENT, THE CARGO?  
5 THAT WILL GET TRAFFIC MOVING. AND SO LET'S ADD, YOU  
6 KNOW, FIVE MORE LANES TO THE 405, AND IT WILL TAKE A  
7 COUPLE OF MONTHS TO FILL THAT BABY BACK UP.

8 YOU KNOW, YOU CAN BUILD YOUR MODELS, AND JUST  
9 LIKE STATISTICS, YOU CAN MAKE YOUR OUTCOME LOOK ANY WAY  
10 YOU WANT. YOU JUST MODEL IT SO IT LOOKS TO YOUR  
11 ADVANTAGE.

12 PEOPLE WANT TO FLY OUT CLOSER TO HOME. RATHER  
13 THAN TAKING THE PREMISE THAT LAX MUST EXPAND, TAKE THE  
14 PREMISE THAT WHAT IF LAX WASN'T HERE, WHAT WE DO? WE  
15 WOULD HAVE A REGIONAL APPROACH. IT WOULD GREATLY -- A  
16 REGIONAL APPROACH WOULD GREATLY REDUCE ALL THE  
17 MITIGATION THAT WE HEAR OVER IN THAT CONFERENCE ROOM  
18 OVER THERE.

19 IN TERMS OF PUBLIC OUTREACH, I THINK IT'S THE  
20 BEST-KEPT SECRET, THIS LAX EXPANSION. YOU KNOW, YOU  
21 HAVE TO FIGHT TO GET INFORMATION. IT'S A GREAT  
22 INCONVENIENCE TO GO TO THE LIBRARY. YOU GET TO CHARGE  
23 US \$140 FOR PAPER REPORTS, \$61.00 FOR A CD TO FIND OUT  
24 HOW YOU'RE GOING TO RUIN OUR COMMUNITY. AND THEN THE  
25 REPORTS -- I'M ALMOST DONE. THE REPORTS OF THE



1 POLLUTION REDUCTION, AS YOU SAW FROM THE CLOTH, IT'S  
2 AMAZING THAT THE REPORTS -- AGAIN, I GUESS THIS GETS  
3 BACK TO YOUR MODELS AND YOU CAN MAKE STATISTICS AND DATA  
4 LOOK ANY WAY YOU WANT. I'VE SEEN IT HAPPEN. AND THE  
5 FACT IS WE'RE CLEANING MORE AND MORE SOOT OFF, AND MORE  
6 INCREASE IN TRAFFIC IS NOT GOING TO MAKE THAT RAG ANY  
7 CLEANER.

8 THE FACILITATOR: THANK YOU VERY MUCH.

9 DAVID BROWN.

10 MR. DAVID BROWN: HI, MY NAME IS DAVID BROWN.  
11 I LIVE AT 8021 CAMPION DRIVE IN WESTCHESTER. I'VE LIVED  
12 IN WESTCHESTER FOR OVER 30 YEARS. I WENT TO ORVILLE  
13 WRIGHT JUNIOR HIGH, WESTCHESTER HIGH SCHOOL. I'M  
14 CURRENTLY SECRETARY FOR WESTCHESTER VITALIZATION  
15 CORPORATION, AND I'VE LIVED IN WESTCHESTER DURING THE  
16 LAST MAJOR EXPANSION OF LAX DURING THE 70'S, WHEN  
17 THOUSANDS OF RESIDENCES AND BUSINESSES WERE DISPLACED TO  
18 ACCOMMODATE THE GROWTH OF LAX. I SUBMITTED AN EXTENSIVE  
19 COMMENT TODAY, AND I'LL TRY AND SUMMARIZE THIS AS BEST I  
20 CAN. I NEED TO READ, THOUGH, BECAUSE IT'S HARD TO STAY  
21 FOCUSED. THERE'S SO MANY COMMENTS THAT I'D LIKE TO  
22 MAKE.

23 I AM STRONGLY OPPOSED TO ALL CURRENTLY PROPOSED  
24 CONCEPTS AND BELIEVE THAT THE DRAFT EIR/EIS DRAMATICALLY  
25 UNDERSTATES THE IMPACT OF THE PROPOSED EXPANSION PLANS.

1 THE PROPOSED CONCEPTS ARE WELL THOUGHT OUT -- ARE NOT  
2 WELL THOUGHT OUT AND WILL HAVE A DEVASTATING IMPACT ON  
3 ALL AREAS AROUND THE AIRPORT. LAWA AND LAX OFFICIALS  
4 HAVE A LONG HISTORY OF IGNORING SURROUNDING COMMUNITIES  
5 AND CONTINUING TO BUILD AND EXPAND THEIR FACILITIES WITH  
6 OR WITHOUT APPROVED MASTER PLAN. MANY OF THE MITIGATION  
7 EFFORTS CALLED FOR IN THIS ROUND OF EXPANSION PLANS ARE  
8 THE SAME MITIGATION OFFERED FOR PREVIOUS EXPANSIONS BUT  
9 HAVE NEVER BEEN IMPLEMENTED.

10 THE MITIGATION -- THE GROUND TRANSPORTATION  
11 MITIGATION PROPOSALS ARE COMPLETELY INADEQUATE AND MAY  
12 NEVER BE COMPLETED. THE PROPOSED MITIGATION CONCEPTS OF  
13 THE RING ROAD, THE PEOPLEMOVER, THE GREEN LINE SERVICE  
14 TO THE TERMINALS WERE ALL INCLUDED IN THE TRAFFIC  
15 MITIGATION PLANS FOR THE MASTER PLAN APPROVED BACK IN  
16 1980. THE RING ROAD CONCEPT, IN FACT, WAS DEVELOPED  
17 BACK IN THE 70'S. WHAT IS NOW WESTCHESTER PARKWAY WAS  
18 THEN THE 170/LAUREL CANYON FREEWAY, AND PERSHING DRIVE  
19 WAS PACIFIC COAST HIGHWAY. NOW LAWA IS PROPOSING THE  
20 SAME MITIGATION FOR THIS ROUND OF EXPANSION.

21 THE MASTER PLAN OFFERS NO FUNDING SOURCE FOR  
22 THE PROPOSED INTERCHANGE AT ARBOR VITAE AND THE 405 OR  
23 FOR THE PROPOSED LAX EXPRESSWAY AND ANY OF THE OTHER OR  
24 ANY OF THE OFF-AIRPORT IMPROVEMENTS. THEY'RE EXPECTING  
25 CALTRANS TO PICK THIS UP. LAWA IS NOW -- EXCUSE ME.

1           LAWA IS NOT ALLOWED TO SPEND FEDERAL DOLLARS FOR  
2           OFF-AIRPORT IMPROVEMENTS, AND RECENTLY SCAG HAS  
3           WITHDRAWN SUPPORT FOR BOTH ARBOR VITAE INTERCHANGE AND  
4           LAWA EXPRESSWAY IN THEIR TRANSPORTATION PLAN. WITHOUT  
5           THOSE PROJECTS ALL TRAFFIC AROUND LAX IT WILL BECOME  
6           GRIDLOCKED.

7                        I'M NOT GOING TO HAVE TIME HERE. I ALSO WANTED  
8           TO TALK ABOUT PARKING WHICH IS TOTALLY INADEQUATE IN THE  
9           MASTER PLAN, AND THE OPERATIONS PER DAY ARE JUST A JOKE  
10          IN THE MASTER PLAN BECAUSE THEY TALK ABOUT SOMETHING  
11          LIKE 2,279 OPERATIONS GOING ONLY -- INCREASING ONLY 40  
12          OPERATIONS A DAY ON AVERAGE. THIS IS A JOKE. WE'VE  
13          BEEN HERE BEFORE. WE'VE SEEN THE MASTER PLANS CALL FOR  
14          40 MILLION. TO BELIEVE THAT IT'S GOING TO STOP AT  
15          89 MILLION IS TOTALLY UNREASONABLE. THERE IS NO  
16          ENFORCEMENT. THERE IS NOTHING THAT MAKES LAWA STOP  
17          GROWING OR DEVELOP THESE MITIGATIONS. THANK YOU.

18                       THE FACILITATOR: THANK YOU VERY MUCH.

19                       WE HAVE AN ANNOUNCEMENT TO MAKE IN JUST A  
20          SECOND, BUT WE HAVE SOMEBODY WHO'S BEEN GOING FROM VENUE  
21          TO VENUE, SENATOR DEBRA BOWEN, AND CAN YOU JUST LET HER  
22          GIVE A LITTLE QUICK ONE HERE, IF YOU CAN, AND GIVE HER A  
23          ROUND OF APPLAUSE.

24                       MS. DEBRA BOWEN: THANK YOU. SENATOR DEBRA  
25          BOWEN, 28TH STATE SENATE DISTRICT. I'VE COME HERE FROM

1 MANHATTAN BEACH. I'D BE REMISS IF DIDN'T SAY THAT I'M  
2 VERY DISAPPOINTED THAT YOU'VE CHOSEN TO HOLD THIS  
3 MEETING IN THREE VENUES SIMULTANEOUSLY. IT MAKES -- IT  
4 MAKES IT MUCH MORE DIFFICULT FOR COMMUNITY MEMBERS TO  
5 KNOW WHAT MEMBERS OF OTHER ADJACENT COMMUNITIES ARE  
6 SAYING ABOUT THE POTENTIAL IMPACTS OF THIS PLAN AND THE  
7 FAILINGS OF THE EIR/EIS. IT ALSO MAKES IT MORE  
8 DIFFICULT FOR THE PRESS WHO CANNOT BE IN THREE PLACES  
9 SIMULTANEOUSLY. AND EVEN IF YOU'RE NOT HIDING ANYTHING,  
10 YOU CREATE THE APPEARANCE THAT YOU ARE.

11 SECOND, WITH REGARD TO THE SCOPING, I WOULD  
12 SUGGEST THAT YOU IMMEDIATELY ASK FOR A REFUND FOR THE  
13 SCOPING WORK SINCE YOU DID NOT INCLUDE ANY OUTREACH TO  
14 LOS ANGELES COUNTY OR THE PUBLIC AT LARGE REGARDING  
15 PREFERRED PROJECT ALTERNATIVE C NOR DID THE SCOPING  
16 INCLUDE A SINGLE AGENCY WITHIN SAN BERNARDINO, ORANGE,  
17 RIVERSIDE, OR VENTURA COUNTIES. MANY OF THESE AREAS  
18 WANT AN AIRPORT IN THEIR COMMUNITIES TO SERVE THEIR  
19 GROWING ECONOMIC NEEDS.

20 I REJECT THE NOTION THAT THE PEOPLE HERE DON'T  
21 CARE ABOUT ECONOMIC GROWTH IN THE LOS ANGELES BASIN, BUT  
22 WE ARE WELL AWARE OF WHAT IS HAPPENING IN THE SILICON  
23 VALLEY, AND WE DON'T WANT TO CHOKER OUR ECONOMIC GROWTH  
24 ON OUR OWN TRAFFIC. LOOK AT THE CENSUS NUMBERS THAT  
25 HAVE JUST COME OUT. IN THE FIVE-COUNTY REGION THE

1 POPULATION IS GROWING NOT IN THE COASTAL AREAS, BUT IN  
2 BAKERSFIELD, RIVERSIDE, CORONA, ORANGE COUNTY, AND THE  
3 INLAND EMPIRE.

4 I SUBMIT THAT YOU DO NOT NEED 12,000 PAGES OF  
5 ANALYSIS TO FIGURE OUT THAT IT MAKES NO SENSE TO BRING  
6 ALL OF THOSE PEOPLE ACROSS THE ENTIRE LOS ANGELES BASIN  
7 TO GET TO AN AIRPORT. IT MAKES NO SENSE TO CHOKER THE  
8 405 FREEWAY, THE 10, THE 60, THE 5 FREEWAY WITH THE  
9 PASSENGER AND CARGO TRAFFIC THAT WILL BE NEEDED NOT ONLY  
10 TO TAKE THE CURRENT 27 MILLION EXTRA PEOPLE INTO LAX,  
11 BUT ANOTHER 60 MILLION THAT MAY WELL RESULT FROM THIS  
12 PROPOSED EXPANSION OF LAX. AIR FACILITIES SHOULD BE  
13 SITED WHERE THE CARGO, THE BUSINESSES, AND THE PEOPLE  
14 WHO WILL USE THE FACILITIES ARE LOCATED.

15 THE STRUCTURE, THE TRANSPORTATION  
16 INFRASTRUCTURE WILL BE LARGELY PAID FOR BY CITY AND  
17 STATE GOVERNMENTS. IF AIRPORT LANDING AND LEASE FEES  
18 HAD TO PAY FOR THE DOUBLE DECKING OF ALL THESE FREEWAYS  
19 TO ACCOMMODATE THIS TRAFFIC, YOU WOULD ABANDON THIS  
20 PROJECT TOMORROW BECAUSE IT WOULD NOT BE ECONOMICALLY  
21 FEASIBLE.

22 I REJECT THE NOTION THAT THE ONLY WAY THE  
23 NECESSARY TRAFFIC CAN BE ACCOMMODATED IS THROUGH LAX  
24 GROWTH, THE ONLY JOBS THAT WILL BE CREATED BY CONTINUING  
25 TO GROW TRAFFIC AND THE AIRPORT HERE ARE JOBS FOR

1 BOOKS-ON-TAPE READERS FOR ALL OF US STUCK IN TRAFFIC,  
2 AND IF YOU PERSIST IN AN LAX-ONLY STRATEGY RATHER THAN  
3 THE MORE SENSIBLE REGIONAL ALTERNATIVE, YOU WILL ASSURE  
4 JOBS ONLY FOR LAWYERS, PARALEGALS, AND COURT REPORTERS.  
5 I REJECT THE ASSERTION THAT THE REGIONAL ALTERNATIVE IS  
6 UNREASONABLE. THAT CONCLUSION BY ITSELF IS  
7 UNREASONABLE. THANK YOU.

8 THE FACILITATOR: THANK YOU. THANK YOU.  
9 JUST A QUICK ANNOUNCEMENT. IT'S 4:30, AND IT'S  
10 TIME FOR A BREAK, BUT WE'D LIKE TO HAVE A QUICK  
11 ANNOUNCEMENT, PLEASE.

12 MS. LAPONDA FITCHPATRICK: YES. AND NOW WE'RE  
13 GOING TO TAKE A BREAK. WE WILL HAVE TO MOVE FROM THIS  
14 ROOM AND MOVE TO THE ROOM ADJACENT TO THIS LOCATION  
15 ACROSS THE HALLWAY. WE WILL RECONVENE THE HEARING AT  
16 5:00 O'CLOCK. THANK YOU FOR YOUR PATIENCE, AND WE WILL  
17 BE USING SOME OF THE CHAIRS FROM THIS ROOM TO MOVE OVER  
18 THERE. SO WE'D APPRECIATE YOUR EXPEDITING SO WE CAN GET  
19 STARTED. IT WILL ACCOMMODATE THE PEOPLE THAT ARE HERE.  
20 THANK YOU.

21 (WHEREUPON, AT 4:30 P.M., THE HEARING WAS  
22 ADJOURNED FOR A RECESS.)

23 (WHEREUPON, AT 5:00 P.M., THE HEARING WAS  
24 RECONVENED.)

25 THE FACILITATOR: MANDIE SANER; JOEL SIMON;

1        AVERY, LINDSAY, CHELSEA SPANN; JOE MC FADDEN. BY THE  
2        WAY, ONLY ONE OF THOSE PEOPLE CAN TALK. IT'S AVERY,  
3        LINDSAY, CHELSEA SPANN. JOE MC FADDEN, PATRICIA SAENZ,  
4        NEISHA MYERS, ROY HEFNER, STEVEN KNIGHT, SANDRA BRAY,  
5        GARY JOHANSEN, BRAD RAPSOL FROM OSAGE NEIGHBORHOOD, GARY  
6        SCHIVLEY, WENDY APPEL, MINA BHARADWA, HARRY ROSE, ROBERT  
7        YOUNG, JUNE SATTON, PIERCE HORMANN, BRIAN WEISS, CHUCK  
8        YOUNGLOVE, CAROLE HOSSAN, FRANK VELASCO, BRIAN PENNA, SAM  
9        HALPERIN, ELEANOR HOLME.

10                MASADA, IRVING LYON, JUDITH CIANCIMINO, NORA  
11        FRYE, JORGENSEN, BERNARD BUELLER, MELODY, GENE YOUNG,  
12        BISSELL, BOWEN. SENATOR BOWEN. THESE HAVE ALL SPOKEN.  
13        IF I HAVE NOT CALLED YOUR NAME OUT AND YOU WANT TO  
14        SPEAK, COME SEE ME, PLEASE.

15                OKAY. LET'S START WITH OUR SPEAKERS.

16                DR. IRVING LYON.

17                DR. IRVING LYON: MY NAME IS IRVING LYON. I  
18        LIVE ON THE 8200 BLOCK OF GONZAGA AVENUE IN  
19        WESTCHESTER. IN 1989 I RETIRED AFTER 50 YEARS OF  
20        BIOMEDICAL RESEARCH AND TEACHING, AND SINCE THAT TIME,  
21        I'VE BEEN ACTIVELY INVOLVED IN ISSUES AND CONCERNS  
22        REGARDING AIR POLLUTION, AIR QUALITY, WATER QUALITY, AND  
23        THE QUALITY OF OUR FOOD SUPPLY.

24                AFTER WADING THROUGH REEMS OF PROEXPANSION  
25        PROPAGANDA, MY SON DAVID LYON AND I WISH TO EMPHASIZE

1 THE FOLLOWING CONCERNS AND ISSUES.

2 THE RESIDENTS OF WESTCHESTER AND THE  
3 SURROUNDING AREAS CAN SMELL THE UNBURNED JET FUEL AND  
4 SEE EVIDENCE FOR ITS PRESENCE ON OUR HOUSES. UNBURNED  
5 PARTICLES OF FUEL INCLUDING JET ENGINE FUELS HAVE BEEN  
6 PROVEN TO CAUSE SEVERE HEALTH IMPAIRMENTS INCLUDING THE  
7 FORMATION OF CANCERS. WE KNOW THAT THIS IS NOT ONLY  
8 DANGEROUS BUT DEADLY FOR MANY PEOPLE. WHEN WILL LAX AND  
9 FAA AGREE TO ENFORCE STOPPING A FUEL TANK DUMPING OF RAW  
10 FUELS OVER POPULATED AREAS IMMEDIATELY ADJACENT TO AND  
11 SURROUNDING LAX?

12 REGIONALIZATION OF OUR AIRPORT SYSTEM WILL HELP  
13 TO PREVENT LOCALIZED INCREASES IN THE BURDENS OF AIR  
14 POLLUTANTS, ESPECIALLY OF CARBON MONOXIDE, UNBURNED  
15 HYDROCARBONS, AND NITROGEN OXIDES. THE LATTER TWO ARE  
16 VERY INVOLVED WITH SUNLIGHT IN THE PRODUCTION OF  
17 PHOTOCHEMICAL SMOG, WHICH ITSELF WILL ENTRAIN AND HOLD  
18 ADDITIONAL AIR POLLUTANTS.

19 OMISSION FROM THE EIS/EIR OF CONSIDERATION OF  
20 THE CUMULATIVE IMPACT TO PLAYA VISTA AND THE PROPOSED  
21 CONVERSION OF SEWAGE WATER TO DRINKING WATER ON BOTH AIR  
22 AND WATER QUALITY IS SCANDALOUS. WHY SHOULD ANYONE  
23 ENDORSE OR VOTE FOR AIRPORT-RELATED MITIGATION OR  
24 EXPANSION IF THE DUMPING OF UNBURNED FUELS OVER  
25 POPULATED AREAS IS NOT STOPPED? WE LOOK FORWARD TO YOUR



1 ANSWERS.

2 THE FACILITATOR: OKAY. VIRGINIA O'NEAL. IS  
3 SHE STILL HERE? THERE SHE IS RIGHT IN FRONT. AFTER  
4 THIS WILL BE MARTIN CHAVEZ.

5 MS. VIRGINIA O'NEAL: I'M NOT A SPEAKER. SO  
6 FORGIVE ME IF I FLUB. MY NAME IS VIRGINIA O'NEAL. I  
7 LIVE AT 8811 WILEY POST AVENUE, WESTCHESTER. I OBJECT  
8 ABSOLUTELY TO EXPANSION OF LAX AND SUPPORT A REGIONAL  
9 APPROACH TO SERVE SOUTHERN CALIFORNIA AREA. I  
10 INCORPORATE ALL PREVIOUSLY VOICED OBJECTIONS THERETO THE  
11 PLAN AND THE ENVIRONMENT IMPACT. WE AREN'T GIVEN THE  
12 CONSIDERATION THAT IS GRANTED TO THE SPOTTED OWL, BLUE  
13 BUTTERFLY, AND OTHER SPECIES. IT'S TIME THAT PEOPLE  
14 COME FIRST.

15 THE FACILITATOR: HILLARY SELVIN.

16 MS. HILLARY SELVIN: MY NAME'S HILLARY SELVIN.  
17 I LIVE AT 6248 WEST 85TH PLACE IN WESTCHESTER, THE WEST  
18 PORT HEIGHTS AREA.

19 WHY IS IT CALLED THE LAX MASTER PLAN INSTEAD OF  
20 A REGIONAL MASTER PLAN? LET'S NOT MAKE THE PROBLEM  
21 WORSE. THE EIS/EIR IS FLAWED BECAUSE IT DOES NOT  
22 ADDRESS A REGIONAL SOLUTION AND THEN CAN ONLY CONCLUDE  
23 THE ENVIRONMENTAL IMPACT IS TREMENDOUS. EXPANDING LAX  
24 IS IRRESPONSIBLE. ALSO TO STATE THAT THE LAX EXPRESSWAY  
25 WILL MITIGATE TRAFFIC CONGESTION IS NOT REALISTIC. WE

1 KNOW THAT THE 10 PERCENT OF THE PEOPLE THAT ARE ON THE  
2 405 IN THAT AREA, BY DOING AN LAX EXPRESSWAY IT'S NOT  
3 GOING TO CHANGE, ESPECIALLY IF YOU EXPAND LAX. IT WILL  
4 ONLY INCREASE TRAFFIC.

5 MOST MAJOR CITIES ADDRESS THE ISSUES OF  
6 OVERLOADED AIRPORTS BY FINDING REGIONAL SOLUTIONS. WHY  
7 CAN WE NOT DO THE SAME? WE CANNOT CAP THE AIRLINES, BUT  
8 LAX DOES HAVE A LIMIT THAT MUST BE ENFORCED. THE FAA IS  
9 THE SAFETY ARM OF THE AVIATION INDUSTRY. WHY ARE NOT  
10 THEY ENFORCING LIMITS THAT THE AIRPORTS HAVE FOR  
11 FLIGHTS? THESE ARE SAFETY ISSUES. AS THE AIR TRAFFIC  
12 CONTROLLER SAID EARLIER, HE HAS SAFETY CONCERNS. THESE  
13 ARE THINGS THAT SHOULD BE ADDRESSED BY THE FAA.

14 A REGIONAL SOLUTION WOULD COME SOONER IF THESE  
15 THINGS WERE REINFORCED. ORANGE COUNTY SHOULD ALSO  
16 PROVIDE FOR THEMSELVES. I THINK IT'S UNFAIR OF LAWA TO  
17 THINK THAT LAX SHOULD BE THE ONLY SOLUTION. IF EL TORO  
18 CANNOT BE BUILT, THIS CERTAINLY SHOULD NOT BE EXPANDED.

19 IT ALSO CONFOUNDS ME THAT THE FAA AND LAWA  
20 THOUGHT THAT ONE DAY OF PUBLIC HEARINGS WAS ACCEPTABLE.  
21 WE'RE ALSO ENTITLED TO DUE PROCESS. WE DEMAND THAT YOU  
22 PROVIDE DUE AND FAIR PROCESS, AND WE WILL NOT BE SILENT  
23 UNTIL YOU DO. IT IS UP TO EACH OF US TO MAKE SURE OUR  
24 NEWLY ELECTED MAYOR, JAMES HAHN -- WHO I HAVE NOT HEARD  
25 ANY OF HIS REPRESENTATIVES HERE TODAY. SO THAT CONCERNS

1 ME AS WELL -- AND OUR CITY COUNCIL DEMAND A REGIONAL  
2 SOLUTION. THANK YOU.

3 THE FACILITATOR: THANK YOU.

4 MARTIN CHAVEZ. WE'LL CALL HIS NAME SHORTLY.  
5 LYN HOBSON.

6 MS. LYN HOBSON: MY NAME IS LYN HOBSON. I LIVE  
7 AT 8630 STANMOOR DRIVE. I CAME TO WESTCHESTER IN 1947  
8 WHEN I WAS TWO. THAT'S WHY IT CONCERNED ME WHEN 40  
9 ROUNDS OF AMMUNITION FROM MACHINE GUNS WERE SHOT OFF IN  
10 FRONT OF MY HOUSE, WHICH DIDN'T SEEM TO BOTHER ANYBODY  
11 WHEN I LOOKED INTO THE MATTER AND OTHER VIOLENT ACTIVITY  
12 AROUND WESTCHESTER.

13 I'M A GRADUATE FROM UCLA, NOT THAT THAT MATTERS  
14 ANY, BUT I DO DO RESEARCH, AND IN THIS MAP YOU CAN SEE  
15 WHERE THE HOMES WERE TAKEN, AND IT'S WHERE THE MOST GANG  
16 ACTIVITY IN TERMS OF AROUND WESTCHESTER HIGH,  
17 ST. BERNARDS, YOU HAVE THE GANG SHOOTINGS. THERE'S BEEN  
18 ONE PERSON KILLED, TWO INJURED, AND THEN OVER HERE EAST  
19 OF LAX IN THE AVIATION/AIRPORT/LA CIENEGA/ARBOR VITAE/  
20 CENTURY BOULEVARD AREA, AN AREA WHICH WAS ISOLATED FROM  
21 THE REST OF WESTCHESTER, THERE HAS BEEN A TOTAL OF EIGHT  
22 PEOPLE KILLED AND SIX WOUNDED IN GANG SHOOTINGS. I'M  
23 CONCERNED TOO, AND I THINK THE AIRPORT SHOULD BE, THAT  
24 IN DOING MY RESEARCH, THERE ARE SOME 10,000 GANG MEMBERS  
25 IN INGLEWOOD OUT OF 100,000 POPULATION, WHICH BORDERS

1 THE AIRPORT. THERE ARE 3,000 GANG MEMBERS ACCORDING TO  
2 LENNOX SHERIFF'S STATION WHICH IS JUST THE OTHER SIDE OF  
3 CENTURY AND LA CIENEGA, AND THERE ARE 6,000 OR SO GANG  
4 MEMBERS IN HAWTHORNE. AND WHEN I TALKED TO THE HEAD OF  
5 THE SECURITY AT THE AIRPORT AND I SAID, "WHAT IS THE  
6 THING YOU'RE MOST CONCERNED ABOUT, YOU KNOW,  
7 INTERNATIONAL TERRORISM OR WHATEVER. YOU KNOW, WHAT IS  
8 THE WORST THING THAT'S HAPPENED?" AND HE SAID WHEN THIS  
9 INGLEWOOD 13 GANG MEMBER ABOUT TWO YEARS SHOT AND KILLED  
10 AN LAPD OFFICER AND THEN WENT INTO THE AIRPORT, AND IT  
11 WAS A THANKSGIVING WEEKEND.

12 SO WHAT I'M ASKING FOR BECAUSE I REGISTERED  
13 OVER 30 GANGS AT THE HIGH SCHOOL, THIS IS A BULLET SHOT  
14 IN FRONT OF MY HOUSE, AND GOD PROTECTED US BECAUSE NO  
15 ONE WAS HURT, ABOUT FIVE DIFFERENT SHOOTINGS. BUT MY  
16 CONCERN TOO IS IN STUDYING THE -- BECAUSE EVERYBODY SAID  
17 "WELL, WESTCHESTER IS SUCH A VIOLENT PLACE," AND I GO  
18 TALKING TO PEOPLE, AND THEY DON'T HAVE -- THEY DON'T  
19 SPEND HOURS DEALING WITH GANGS AND DRIVE-BY SHOOTINGS  
20 AND ALL THE STUFF.

21 SO I GOT THE STATISTICS FROM LAPD, AND IN A  
22 FOUR-YEAR PERIOD, THERE WERE 20 MURDERS BETWEEN '93 AND  
23 '96 IN WESTCHESTER. NOW, TWO-THIRDS OF THEM WERE ALONG  
24 THE AIRPORT. THEY WERE EITHER AT THE AIRPORT, THE  
25 HOTELS, IN THE ABANDONED AREAS. AND THE ALONG THE BEACH

1           HERE, THERE WERE ANOTHER THREE, AND THEN WE HAD TWO  
2           DOMESTIC VIOLENCE. SO, YOU KNOW, WE'RE NOT A GANG AREA,  
3           BUT THOSE OF US WHO ARE RESIDENTS HERE HAVE TO DEAL WITH  
4           IT. PART OF IT'S THE AIRPORT, PART OF IT'S BUSING, PART  
5           OF IT'S HUD.

6                         AND WE WOULD LIKE AT LEAST TWO GANG JUVENILE  
7           OFFICERS TO DEAL WITH THESE PROBLEMS. IT'S NOT OUR JOB  
8           AS RESIDENTS TO DEAL WITH PROBLEMS THAT ORIGINALLY THE  
9           AIRPORT TOOK THESE HOMES, LEFT THESE VACANCIES. THEY  
10          WERE FILLED IN EVENTUALLY BY EITHER BUSING OR SECTION  
11          VIII AND HAS BROUGHT IN THIS KIND OF GANG VIOLENCE, AND  
12          I WOULD LIKE A STUDY TO BE DONE, AN ENVIRONMENTAL STUDY  
13          AS TO THE CRIME THAT HAS BEEN PRODUCED.

14                        AND IN ANY PART OF THE COUNTRY, YOU KNOW, WHEN  
15          AN AIRPORT TAKES OVER OR THEY MOVE HOUSES FOR WHATEVER  
16          PURPOSE, IT DISRUPTS THE LIFE OF THE NEIGHBORHOOD, AND  
17          WE HAVE NO WAY TO DEAL WITH THESE KINDS OF PROBLEMS.  
18          AND UNFORTUNATELY, WITH WESTCHESTER, LIKE IF YOU TALK TO  
19          LAPD OR TO A CITY COUNCIL EVEN, WHEN ALL THESE SHOOTINGS  
20          STARTED AND WHEN WE TALKED TO THE SCHOOL DISTRICT, THEY  
21          GO, "WELL, THIS IS L.A. THIS IS THE 90'S." AND I GO,  
22          "WELL, I LIVE IN WESTCHESTER, YOU KNOW. WE DON'T HAVE  
23          THIS KIND OF THING GOING ON." SO I HAD TO PROVE TO  
24          PEOPLE.

25                        AND WE HAVE 50 CHURCHES ACROSS THE UNITED

1 STATES, INCLUDING THE CHAPLAIN OF THE U.S. SENATE  
2 PRAYING FOR THIS AREA, FOR THE SAFETY OF ALL OF US WHO  
3 LIVE HERE UNTIL THESE PROBLEMS CAN BE SOLVED. AND I  
4 APPRECIATE NOT HAVING A LETTER RESPONSE SAYING "WELL,  
5 THE POLICE WILL TAKE CARE OF IT." WELL, THEY CAN'T. OR  
6 THAT "WELL, IT'S UP TO THE COMMUNITY TO DEAL WITH IT."  
7 WELL, IT ISN'T. IT'S NOT MY JOB TO DEAL WITH PROBLEMS  
8 THAT ARE COMING IN FROM ALL OVER BECAUSE WE JUST CAN'T  
9 DO IT, AND I DON'T THINK WE SHOULD HAVE TO ANYMORE.

10 THE FACILITATOR: THE NEXT PERSON IS PAUL  
11 ABRAM.

12 IF YOU CAN MOVE TO THE FRONT. THERE ARE SOME  
13 SEATS UP HERE. JOE CUNNINGHAM IS NEXT. JONATHAN  
14 AURTHUR AFTER THAT.

15 MR. PAUL ABRAM: PAUL ABRAM. 8000 OSAGE  
16 AVENUE, WESTCHESTER. I'VE BEEN A RESIDENT OF  
17 LOS ANGELES FOR 37 YEARS, SEVEN RIGHT HERE IN  
18 WESTCHESTER, AND I OPPOSE THE EXPANSION PLAN BECAUSE I  
19 FEEL THE QUALITY OF LIFE FOR ME AND MY NEIGHBORS WILL BE  
20 ADVERSELY AFFECTED. THE INCREASED AIR TRAFFIC OVER THE  
21 CITY IS A REAL DANGER TO ALL OF US, AND AUTO AND TRUCK  
22 TRAFFIC ON THE 405 AND 105, MOST IMPORTANTLY TO OUR  
23 NEIGHBORHOOD STREETS WOULD INCREASE CAUSING GREATER  
24 GRIDLOCK, MORE POLLUTION, AFFECTING ALL OF US.

25 THE INCREASED NOISE HAS AN ADVERSE EFFECT TO

1           OUR STUDENTS AT WESTCHESTER HIGH AND OTHER ELEMENTARY  
2           SCHOOLS, DAY CARE, AND EVEN OUR UNIVERSITY RIGHT HERE IN  
3           WESTCHESTER. EDUCATION IS SPOKEN AS A PRIME CONCERN BY  
4           MANY OF TODAY'S POLITICAL LEADERS. STOPPING THE LAX  
5           EXPANSION WOULD SHOW TO US THAT THESE LEADERS MEAN WHAT  
6           THEY SAY ABOUT EDUCATION FOR OUR YOUNG PEOPLE.

7                         IT HAS BEEN SHOWN THERE'S A SHORTAGE OF HOUSING  
8           HERE IN THE LOS ANGELES AREA, AND MOVING ENTIRE  
9           NEIGHBORHOODS WOULD ONLY INCREASE OUR CITY'S HOUSING  
10          PROBLEMS. HERE IN WESTCHESTER WE USED TO RECEIVE A  
11          BUSINESS DISTRICT, SUPERMARKETS, DRUG STORES, BANKS,  
12          RESTAURANTS, OFFICE SUPPLY STORES, AND THE OTHER GREATLY  
13          NEEDED SERVICES IN THE COMMUNITY. ALL OF THESE  
14          BUSINESSES WILL BE ADVERSELY AFFECTED IF THE LAX  
15          EXPANSION PROJECT WAS TO GO FORTH.

16                        L.A. EXPANSION PLAN WOULD INHIBIT GROWTH OF  
17          OTHER REGIONAL AIRPORTS. IT IS ONLY FAIR THAT ORANGE  
18          COUNTY AND THE INLAND EMPIRE SHARE IN ALLEVIATING AIR  
19          TRAFFIC. AS A LONG TIME RESIDENT AND EMPLOYEE OF THE  
20          CITY OF LOS ANGELES RIGHT HERE AT THE WATER & POWER, I  
21          ASK THAT YOU LISTEN TO THE CONCERNS BY MYSELF AND MY  
22          NEIGHBORS AND STOP THE LAX EXPANSION. THANK YOU.

23                        THE FACILITATOR: THANK YOU.

24                        JOE CUNNINGHAM FOLLOWED BY JONATHAN ARTHUR.

25                        MR. JOE CUNNINGHAM: HELLO. MY NAME IS JOE

1 CUNNINGHAM. I LIVE ON WEST 76TH STREET HERE IN  
2 WESTCHESTER. SURPRISE. I'M OPPOSED TO LAX EXPANSION AS  
3 WELL FOR THE VERY SAME REASONS THAT EVERYONE ELSE HAS  
4 MENTIONED, PEOPLE THAT UNDERSTAND THEM AND CAN DISCUSS  
5 THEM MUCH BETTER THAN I, BUT I'M EVEN MORE DISGUSTED  
6 WITH THE EXPANSION PROCESS EMPLOYED TO GROW THE AIRPORT  
7 AND SAFEGUARDS THE AREA AROUND IT.

8 27 YEARS AGO I FIRST BOUGHT A HOME IN  
9 WESTCHESTER WHEN THE AIRPORT WAS OPERATING ON A MASTER  
10 PLAN THAT CAPPED AT 40 MILLION PASSENGER MILES. TODAY  
11 LAX IS AT -- WELL, ACCORDING TO THEIR CHART, 59.  
12 ACCORDING TO WHAT OTHER PEOPLE ARE SAYING, 67 MILLION.  
13 SO I DON'T KNOW WHAT THE NUMBER IS, BUT THEY'RE DOING  
14 THAT WITHOUT A MASTER PLAN, AND WE ARE HERE TODAY TO  
15 COMMENT ON A NEW PROPOSED MASTER PLAN TO INCREASE THE  
16 TRAFFIC TO 97 MILLION BY THE YEAR 2015.

17 WHAT MASTER PLAN TOOK LAX IN FROM A CAP OF  
18 40 MILLION TO THE EXISTING 59 OR 67 MILLION? NONE. I'M  
19 TOLD WHEN YOU OUTGROW A PLAN, IT JUST FAILS TO EXIST,  
20 THAT IT'S JUST A PLAN. IT'S NOT A MANDATE. SO WHATEVER  
21 WE'RE DISCUSSING TODAY IS JUST A PLAN SUBJECT TO  
22 WHATEVER WHIMS OR WHATEVER HAPPENS IN THE FUTURE. WELL,  
23 IF WE WERE AT 40 MILLION, A PLAN OF 40 MILLION, AND  
24 THEY'RE AN 59 WITH NEXT TO NOTHING, THAT MEANS THAT THIS  
25 98 PLAN IS PROBABLY CAPABLE OF DOING, WHAT, 150 MILLION



1 PASSENGER MILES?

2 SO -- I'M SORRY. THERE'S SO MANY THINGS I  
3 WANTED TO SAY. THERE'S NOT ENOUGH TIME.

4 WHAT'S GOING TO HAPPEN IN THE YEAR 2030 WHEN  
5 THEY WANT TO RAISE THE PLAN TO 250 MILLION? WHAT WILL  
6 IT BE AT? 150 THEN? AT WHAT POINT IN TIME DO WE BITE  
7 THE BULLET AND THE BUILD AN AIRPORT WHERE WE HAVE THE  
8 SPACE TO GROW IT INTO A WORLD-CLASS FACILITY?

9 TODAY, TODAY WE'LL SPEND MILLIONS MORE AND  
10 SEVERELY NEGATE THE -- NEGATIVELY IMPACT THE LIVES OF  
11 THOUSANDS OF PEOPLE OR DO WE TAKE THE INITIATIVE AND  
12 DRAW A LINE AND SAY NO, THAT IT'S TIME TO MOVE TO A  
13 REGIONAL PLAN? WHO REALLY DOES CONTROL THE LAX  
14 EXPANSION? TODAY REPEATEDLY I WAS TOLD BY LAWA  
15 REPRESENTATIVES THAT THEY HAVE LITTLE CONTROL OVER  
16 EXPANSION AND THAT THEY ARE JUST TRYING TO MITIGATE THE  
17 PROBLEMS THAT WILL BE RESULTING FROM THE INEVITABLE AND  
18 UNSTOPPABLE EXPANSION.

19 IT IS MY UNDERSTANDING THAT THE CITY OF L.A. IS  
20 THE LANDLORD, AND THAT MEANS THAT THEY CAN AFFECT THE  
21 ECONOMIC VIABILITY BY WHAT THEY BUILD OR CHOOSE NOT TO  
22 BUILD. I THINK IT'S TIME THAT WE FIND OUT WHO REALLY  
23 IS -- MAKES THE FINAL DISCUSSION. I WOULD LIKE TO KNOW  
24 THAT. IS IT LAWA? IS IT THE FAA? OR IS IT THE CITY OF  
25 L.A.?

1                   NOT A SINGLE PERSON HERE HAS OPPOSED -- EXCUSE  
2                   ME -- HAS SUPPORTED THIS EXPANSION TODAY.   SO WHO'S  
3                   DOING THIS?   WHY ARE WE HAVING THIS MEETING?   EVERYONE  
4                   HERE HAS SAID NO.   I DON'T UNDERSTAND THE MEANING OF  
5                   THIS MEETING.   AND SO I JUST -- I THINK WE NEED TO PUT  
6                   THE PRESSURE ON THE PEOPLE THAT HAVE THE ABILITY TO MAKE  
7                   THE DECISION TO STOP THE PROCESS.   THAT'S ALL.   THANK  
8                   YOU.

9                   THE FACILITATOR:   THANK YOU VERY MUCH.

10                  JONATHAN AURTHUR.

11                  MR. JONATHAN AURTHUR:   MY NAME IS JONATHAN  
12                  AURTHUR.   I LIVE IN SANTA MONICA.   I'M REPRESENTING THE  
13                  BALLONA WETLANDS LAND TRUST, WHICH IS AN ORGANIZATION  
14                  THAT'S TRYING TO SAVE ALL OF THE BALLONA WETLANDS FOR A  
15                  NATURE PARK AND RESERVE.   WE ARE HERE -- WE ARE HERE IN  
16                  SOLIDARITY WITH THE ANTI-LAX EXPANSION FORCES BECAUSE WE  
17                  BELIEVE THAT THE STRUGGLE AGAINST THE LAX EXPANSION AND  
18                  THE STRUGGLE TO PRESERVE THE 3 PERCENT OF THE REMAINING  
19                  WETLANDS IN THIS PART OF L.A. COUNTY ARE PART OF THE  
20                  SAME STRUGGLE AGAINST UNREGULATED DEVELOPMENT AND  
21                  AGAINST THE DOMINATION OF PEOPLE AND INTERESTS THAT ARE  
22                  NOT IN CONSORT AT ALL WITH THE NEEDS OF THE COMMUNITY.

23                  I THINK THAT THE PREVIOUS SPEAKER HAS SPOKEN TO  
24                  THE FACT THAT REALLY THERE IS NO PUBLIC SUPPORT FOR THIS  
25                  LAX EXPANSION, JUST AS THERE'S NO PUBLIC SUPPORT FOR

1 UNREGULATED DEVELOPMENT IN THE BALLONA WETLANDS AND THAT  
2 THE DEVELOPERS AND THE PEOPLE BEHIND THESE PROJECTS HAVE  
3 TO MANUFACTURE A KIND OF ASTROTURF SUPPORT IN ORDER TO  
4 BE ABLE TO GIVE THE ILLUSION THAT THERE IS, YOU KNOW, A  
5 PUBLIC NEED FOR THIS KIND OF DEVELOPMENT.

6 LIKE PLAYA VISTA THE LAX EXPANSION IS A  
7 SUPPLY-SIDE, DEVELOPER, MANDATED PROJECT. THERE IS NO  
8 REAL DEMAND ON THE PART OF THE PUBLIC FOR THIS PROJECT  
9 AS WE'VE HEARD TODAY. THERE ARE REGIONAL SOLUTIONS TO  
10 THE NEEDS OF THE AIR TRAVELING PUBLIC. LIKE PLAYA VISTA  
11 THE LAX EXPANSION FORCES USE THE KIND OF PHONY "JOBS  
12 VERSUS DEVELOPMENT" ARGUMENT THAT REALLY DOES A  
13 DISSERVICE TO THE PUBLIC INTEREST. THE IDEA THAT IF  
14 YOU'RE AGAINST THE LAX EXPANSION, YOU ARE TAKING JOBS  
15 AWAY FROM PEOPLE I THINK IS AN INSULTING ARGUMENT AND  
16 REALLY NEEDS TO BE DEMOLISHED ONCE AND FOR ALL.

17 I DON'T KNOW -- IF PEOPLE WHO CAME HERE AT NOON  
18 OR SO SAW THE KIND OF ASTROTURF DEMONSTRATION THAT WAS  
19 GOING ON OUTSIDE BY PEOPLE TALKING ABOUT JOBS AND EQUITY  
20 AND SO FORTH AS IF ANYBODY WHO'S AGAINST LAX EXPANSION  
21 IS AGAINST THE WORKING CLASS, I JUST THINK IS RIDICULOUS  
22 AND INSULTING TO ALL OF US.

23 LIKE PLAYA VISTA LAX EXPANSION WILL LEAD TO  
24 FURTHER POLLUTION, FURTHER GRIDLOCK, AND ALL, YOU KNOW,  
25 THE ILLS THAT WE HAVE SEEN IN THE HISTORY OF LOS ANGELES

1 WITH NONREGIONALLY ORIENTED DEVELOPMENT. WE ARE HAVING  
2 IN THE MARINA DEL REY, VENICE, PLAYA DEL REY AREA FOUR  
3 DIFFERENT TYPES OF DEVELOPMENT IN THE MARINA, THE LAX  
4 EXPANSION, PLAYA VISTA, AND DEVELOPMENT IN CULVER CITY  
5 THAT ARE BEING NOT REGULATED AT ALL, BUT BEING ALLOWED  
6 TO HAPPEN BY FOUR SEPARATE BODIES -- THE COUNTY, THE  
7 CITY OF L.A., THE CITY OF CULVER CITY, AND THE LAX  
8 COMMISSION.

9 WE'VE SEEN THE RESULTS OF THIS KIND OF  
10 UNREGULATED DEVELOPMENT IN THE DEVELOPMENT OF L.A. THAT  
11 WE ARE THE MOST GRIDLOCKED AND MOST AIR-POLLUTED CITY IN  
12 THE COUNTRY. WE DON'T NEED ANYMORE OF THIS KIND OF  
13 UNREGULATED DEVELOPMENT.

14 THANK YOU VERY MUCH.

15 THE FACILITATOR: THANK YOU.

16 AND JUST SO YOU KNOW, THE ORDER IS SAMLINSON IS  
17 NEXT. JOANNE POYOUROW IS AFTER THAT. TIM CHILTON, TOM  
18 FRANCIS.

19 ART? JOANNE?

20 LAST NAME IS?

21 MS. JOANNE POYOUROW: POYOUROW.

22 THE FACILITATOR: OKAY.

23 MS. JOANNE POYOUROW: MY NAME IS JOANNE  
24 POYOUROW, AND I LIVE AT 83RD AND STEWART IN  
25 WESTCHESTER.

1                   THIS LAX PLAN IS A FLAWED PLAN. I'M NOT  
2                   AGAINST MODERNIZATION. PROGRESS NEEDS TO HAPPEN, BUT  
3                   NOT THIS PLAN. I'M A CPA BY TRAINING AND ACTIVE NOW TO  
4                   BE A MOM, AND I HAVE SPENT CONSIDERABLE TIME ANALYZING  
5                   THIS ENVIRONMENTAL IMPACT REPORT. THIS PLAN CONTAINS  
6                   ERRORS. IT IS BUILT UPON HYPOTHETICALS, AND THE  
7                   UNDERLYING STATISTICS ARE NOT SOUND. FOR EXAMPLE, ON  
8                   BASELINE NOISE, IT'S ALL BUILT ON COMPUTER MODELS.  
9                   THERE WAS NO REAL AIRCRAFT NOISE MONITORING, ONLY ROAD  
10                  NOISE FOR ROUTE 1.

11                  THE EIR IS BUILT UPON A NOISE PRESUMPTION OF A  
12                  WEST FLOW OF LAX. 95 TO 98 PERCENT OF THE TIME. THIS  
13                  IS ABSOLUTELY LAUGHABLE. I CAN SIT AND COUNT PLANES  
14                  THAT GO OFF BACKWARDS IN THE SUMMERTIME. WE CANNOT  
15                  TRUST NOISE PROJECTIONS WHEN THEY'RE BUILT UPON SUCH  
16                  LOUSY BASELINE DATA.

17                  THE 60-MINUTE ACCESS ZONE HAS WAY TOO MUCH  
18                  GEOGRAPHY CLAIMED BY LAWAS AS THE SOURCE OF THEIR USERS.  
19                  A DIAGRAM OF THE 60-MINUTE ACCESS ZONE WITH 2015  
20                  PROJECTED TRAFFIC SPEED CITED BY LAWAS THEMSELVES, IT  
21                  WILL TAKE TWO AND A HALF HOURS FOR MANY OF THESE  
22                  PASSENGERS TO GET TO LAX. I'VE DONE THE CALCULATIONS  
23                  HARDLY WITHIN THE 60-MINUTE ACCESS ZONE OF LAX, PLUS  
24                  MANY AREAS CLAIMED BY LAX AS THEIR TERRITORY ARE ALSO  
25                  SHOWN FOR OTHER AIRPORTS -- BURBANK, LONG BEACH,

1           ONTARIO. AS L.A. BASIN TRAFFIC FREEWAY TRAFFIC WORSENS,  
2           THE DEMANDS FOR LAX WILL BE NOWHERE NEAR WHERE LAWA IS  
3           CLAIMING. PEOPLE WON'T BE ABLE TO GET HERE.

4                       THIS PLAN INTENTIONALLY DISTORTS STATISTICS TO  
5           FALSELY MISLEAD THE PUBLIC. THE P-6 PARKING GARAGE, I  
6           COULD DRIVE OVER THERE RIGHT NOW AND PARK IN IT TODAY.  
7           YET IT IS DELETED FROM THE NO ACTION/NO PROJECT  
8           ALTERNATIVE. WHY? TO MAKE THEIR ALTERNATIVES A, B, C  
9           LOOK GOOD. REALITY IS ALTERNATIVES A, B, C WILL HAVE  
10          EVEN LESS AIRPORT PARKING THAN TODAY, AND THE NUMBER OF  
11          VEHICLES WILL BE INCREASING GOING INTO THAT PLACE. THIS  
12          IS JUST ONE EXAMPLE OF LAWA'S FALSIFICATIONS.

13                      WE CANNOT TRUST THE STATISTICS IN THIS PLAN  
14          UNTIL THERE HAS BEEN A FULL AUDIT OF ALL STATISTICS IN  
15          THIS EIR. THE EIR CONTAINS POSITIONING TO MISLEAD THE  
16          PUBLIC.

17                      THE TRAFFIC ANALYSIS ZONES THAT UNDERLIE THE  
18          TRAFFIC STUDIES ARE FAULTY. THIS PLAN WILL CAUSE  
19          GRIDLOCK THROUGHOUT THE GREATER LOS ANGELES AREA. THE  
20          PLAN CONCEALS ITS TRUE IMPACT ON THE 405 NORTH OF THE 90  
21          AND THE 405 SOUTH OF THE 105. IT CONCEALS THE TRUE  
22          IMPACT ON THE 105 EAST OF HAWTHORNE. THESE AREAS WERE  
23          CITED AS LEVEL OF SERVICE F IN THE EIR, AND THEY ARE  
24          CITED AS THEY ARE SLATED TO RECEIVE INCREASED AIRPORT  
25          TRAFFIC. THAT IS THE EXTENT OF WHAT THE EIR WILL SAY

1 THAT THEY WILL RECEIVE. THE ONLY MITIGATIONS PROVIDED  
2 ARE ONES THAT MAKE THE AIRPORT LOOK GOOD, SUCH AS THE  
3 LAX EXPRESSWAY. IN THEIR EIR THE LAWA EVEN SCOFFS AT  
4 THE IMPACT IT WILL HAVE ON THE 405 FREEWAY AND SAYS IT'S  
5 NOT THEIR PROBLEM.

6 LAWA USES LOSSES AS A SCARE TACTIC. THEY WHINE  
7 THAT WE MIGHT LOSE VOLUME OR AIRLINES TO OTHER AIRPORTS  
8 YET AT THE SAME TIME TELL US HOW L.A. POPULATION AND  
9 ECONOMY WILL GROW. THERE WILL ALWAYS BE A NEED FOR AIR  
10 SERVICES AT LAX. IF THE POSSIBILITIES OF LOSS WERE  
11 REAL, LAWA WOULD HAVE FLOODED US WITH STATISTICS AND  
12 CHARTS, WHAT IF THIS AIRLINE LEFT, WHAT IF THAT BUSINESS  
13 SEGMENT WAS LOST. THEY DIDN'T. THE LOSSES ARE  
14 FICTITIOUS. LAWA USES JOB LOSSES AS A SCARE TACTIC TO  
15 ENLIST WORKERS' UNION SUPPORT FOR THEIR BAD PLAN.

16 THIS LAWA PLAN WILL DEVASTATE NEIGHBORHOODS.  
17 THEY HAVE A RING ROAD OFFRAMP AT EMERSON, AT CLOVERLEAF,  
18 AND DOWNTOWN WESTCHESTER? THEY SNEAK IN ZONING  
19 APPROVALS ON THE SUBDIVISION.

20 THE FACILITATOR: CAN YOU CLOSE PRETTY QUICK?

21 MS. JOANNE POYOUROW: OKAY.

22 BASICALLY WE NEED REGIONAL SOLUTIONS HERE.

23 THIS PLAN IS NOT A PLAN FOR THE REGION. IT OVERDEVELOPS  
24 ONE HIGHLY IMPACTED SITE AND FALSELY CLAIMS THE OTHER  
25 AIRPORTS' LIMITATIONS ARE GREATER. LAWA SHOULD GO BACK

1 TO THE DRAWING TABLE, AND THEY SHOULD WORK WITH OTHER  
2 CITIES TO DEVELOP A TRUE REGIONAL PLAN.

3 THE FACILITATOR: THANK YOU.

4 I'LL BE SENSITIVE. IF SOMEONE WANTS TO KEEP  
5 GOING, WE'LL LET THEM GO.

6 MARTIN CHAVEZ I CALLED EARLIER. SECOND CALL.  
7 ART SAMLINSON SECOND CALL.

8 OKAY. TIM CHILTON. NEXT IS TOM FRANCIS.

9 MR. TOM FRANCIS: MY NAME IS TOM FRANCIS, AND  
10 I'M ALSO HERE ON BEHALF OF THE BALLONA WETLANDS LAND  
11 TRUST, AND I WANT TO START BY SAYING THAT I WAS BORN  
12 HERE. I'M A NATIVE. BOTH MY PARENTS ARE ALSO  
13 CALIFORNIA NATIVES, AND EARLY IN MY LIFE IN THE 60'S, WE  
14 LIVED ON A STREET CALLED DOVILLE AVENUE, AND MOST PEOPLE  
15 DON'T KNOW WHERE DOVILLE AVENUE IS BECAUSE IT ISN'T  
16 THERE ANYMORE, BUT IT WAS IN THE AREA THAT WAS ACTUALLY  
17 TAKEN OVER BY EMINENT DOMAIN BY THE LOS ANGELES  
18 INTERNATIONAL AIRPORT. SO I USED TO LIVE IN PLAYA DEL  
19 REY UNTIL THE L.A. AIRPORT TOOK OUR HOUSE. SO STARTING  
20 THERE, I ALREADY HAVE A RESENTMENT TOWARDS LAX.

21 BUT TO GO ON TO OTHER TOPICS, JONATHAN AURTHUR  
22 COVERED A LOT OF THE THINGS THAT I'M CONCERNED ABOUT FOR  
23 THE LAND TRUST, BUT I'M GOING TO FILL IN A FEW THINGS  
24 THAT I THINK HE MAY HAVE MISSED.

25 ONE IS I'M VERY CONCERNED ABOUT THE CUMULATIVE



1 IMPACTS THAT WOULD OCCUR BETWEEN THE PROPOSED PLAYA  
2 VISTA PROJECT, THE PROPOSED MARINA DEL REY EXPANSION,  
3 THE PROPOSED LAX EXPANSION, AND ALSO WHAT'S GOING ON  
4 WITH THE HOWARD HUGHES DEVELOPMENT. IT DOESN'T SEEM  
5 THAT THERE'S REALLY A REGIONAL PERSPECTIVE HERE ON ALL  
6 THE IMPACTS OF ALL THESE DIFFERENT DEVELOPMENTS.  
7 EVERYONE SEEMS TO HAVE A MITIGATION PLAN, BUT THEY'RE  
8 ALL KIND OF IGNORING EVERYONE ELSE'S DEVELOPMENT. I  
9 THINK THAT'S VERY DISINGENUOUS, AND I THINK IT'S A REAL  
10 SLAP IN THE FACE TO THE PEOPLE WHO LIVE IN THIS AREA.

11 ANOTHER THING I'M CONCERNED ABOUT IS THE  
12 ADDITIONAL NOISE AND POLLUTION THAT WOULD BE GENERATED  
13 BY THE PROPOSED EXPANSION WOULD ADVERSELY IMPACT THE  
14 BALLONA WETLANDS ECOSYSTEM AND THE WILDLIFE THERE.

15 LET'S SEE WHAT ELSE. JUST TO SPEAK OF THE  
16 PLAYA VISTA PROJECT ALONE, JUST THE IMPACTS OF PLAYA  
17 VISTA ON THE 405 IF BUILT AS PLANNED, THERE WOULD BE  
18 28 PERCENT MORE TRAFFIC ON THE 405. IF YOU ADD THIS TO  
19 WHAT THEY WANT TO DO AT LAX, I DON'T I SEE HOW THAT'S  
20 GOING TO WORK.

21 THE OTHER THING TO THINK ABOUT IS LINCOLN  
22 BOULEVARD, OKAY, AND SEPULVEDA. IF PLAYA VISTA IS  
23 BUILT, JUST PLAYA VISTA ALONE WOULD ADD 86 PERCENT TO  
24 THE TRAFFIC ON LINCOLN BOULEVARD. HOW DO YOU MIX THAT  
25 IT LAX? I JUST DON'T UNDERSTAND IT.

1                    THEN LASTLY I THINK THERE WAS A WOMAN EARLIER  
2                    THAT SPOKE ABOUT VIOLENCE, AND I'M VERY CONCERNED ABOUT  
3                    VIOLENCE. IT'S A WELL-KNOWN FACT THAT IF PEOPLE THAT  
4                    LIVE IN A PARTICULAR COMMUNITY DO NOT HAVE A ENOUGH OPEN  
5                    SPACE TO RECREATE AND JUST, YOU KNOW, RELAX A LITTLE  
6                    BIT, THEN VIOLENCE INCREASES, OKAY. LOS ANGELES, THE  
7                    LOS ANGELES METROPOLITAN AREA IS THE MOST UNDERPARKED  
8                    METROPOLITAN AREA IN THE ENTIRE NATION. IT HAS THE  
9                    ABSOLUTE LOWEST OPEN SPACE TO RESIDENT RATIO IN THE  
10                    ENTIRE NATION. OKAY. A LOT OF PEOPLE THINK NEW YORK IS  
11                    VERY DENSE AND OVERCROWDED. WELL, GUESS WHAT? THEY  
12                    HAVE MORE OPEN SPACE THAN WE DO. NEW YORK CITY HAS MORE  
13                    OPEN SPACE THAN LOS ANGELES. SO I JUST CAN'T UNDERSTAND  
14                    WHY WE WOULD BE EXPANDING OVER ANYMORE OPEN LAND,  
15                    SPRAWLING OVER ANY LAND THAT WE HAVE LEFT. ANY LAND WE  
16                    HAVE LEFT WE NEED TO LEAVE FOR THE WILDLIFE AND FOR  
17                    RECREATION. THANK YOU.

18                    THE FACILITATOR: THANK YOU.

19                    DENNIS OLSON FOLLOWED BY WILLIAM CONLIN.

20                    NOT SEEING DENNIS OLSON, WILLIAM CONLIN.

21                    MR. WILLIAM CONLIN: BEAR WITH ME. I'M VERY  
22                    NERVOUS ABOUT THIS. MY NAME IS WILLIAM CONLIN. I LIVE  
23                    BETWEEN ARBOR VITAE AND AIRPORT. MY AREA IS TARGETED TO  
24                    BE TAKEN. I'VE LIVED IN WESTCHESTER FOR 41 YEARS. MY  
25                    HOUSE WAS TAKEN IN THE 70'S. NOW THEY WANT TO TAKE IT

1           AGAIN.  I DO NOT LIKE THAT.  COULD YOU FIGURE OUT  
2           SOMETHING ELSE TO DO?  TAKE A HOTEL, TAKE A BUILDING,  
3           TAKE SOMETHING ELSE.  WE LIKE IT HERE IN WESTCHESTER.  
4           WE DON'T WANT MORE HOUSES TAKEN.  WE DON'T WANT  
5           WESTCHESTER TO BE KNOWN AS LAX-VILLE.  OKAY.  PLEASE  
6           DON'T TAKE IT.  LEAVE IT ALONE.  WE DON'T NEED THIS.  
7           THANK YOU.

8                         THE FACILITATOR:  VERY SHORT BUT VERY TO THE  
9           POINT.

10                        MARY HOLLIFIELD FOLLOWED BY LEN -- GET IT  
11           RIGHT.  THERE'S LEN.  I CAN'T READ THE LAST NAME.  
12           S-L-P-T?

13                        MR. LEN SLOPEL:  THAT'S ME.

14                        THE FACILITATOR:  I'M SORRY I DIDN'T GET THE  
15           NAME RIGHT.

16                        MR. LEN SLOPEL:  I'M LEN SLOPEL AND A RESIDENT  
17           OF LOS ANGELES.  I LIVE ON SOUTH HOLT STREET.  I'M NOT  
18           GOING TO BE VERY POPULAR, BUT I'M GOING TO STAND UP IN  
19           SUPPORT OF THE MASTER PLAN.  I THINK WE DON'T HAVE THE  
20           OPTION OF DOING NOTHING.  I'M MOST FEARFUL OF DOING  
21           NOTHING.  GROWTH IS NOT SOMETHING THAT WE CAN CONTROL  
22           ALL THE TIME, AND HAVING NO PLAN AND JUST ALLOWING  
23           GROWTH TO HAPPEN I THINK IS THE MOST UNSAFE, AND  
24           ALTHOUGH THERE ARE CERTAINLY OPPORTUNITIES FOR  
25           DISCUSSIONS BETWEEN GROUPS ABOUT WHAT THE BEST WAY TO

1 HANDLE THE MODERNIZATION OF LAX IS, I'M MOST SCARED OF  
2 DOING NOTHING. AND I JUST WANTED TO SAY THAT. THANK  
3 YOU.

4 THE FACILITATOR: YOU'RE A BRAVE SOUL.

5 NEXT IS DENNIS OLSON FOLLOWED BY TOMMY BLAIR.

6 MR. DENNIS OLSON: THANK YOU. MY NAME IS  
7 DENNIS OLSON, AND I REPRESENT TWO TRADE ORGANIZATIONS  
8 FOR THE AIRLINES SERVING LAX. THESE TRADE ORGANIZATIONS  
9 REPRESENT ALL OF THE CARRIERS AT THE AIRPORT, FOREIGN  
10 AND DOMESTIC, AND ARE THE ONES THAT CARRIED THE  
11 67 MILLION PASSENGERS LAST YEAR AT LAX. WE ARE  
12 SUBMITTING A STATEMENT IN SUPPORT OF THE MASTER PLAN,  
13 AND I'D LIKE TO READ THOSE VIEWPOINTS.

14 ONE, THE AIRLINES VIEW THE MODERNIZATION AND  
15 IMPROVEMENT OF LAX AS A PROJECT OF NATIONAL AND  
16 INTERNATIONAL SIGNIFICANCE AND WILL ENCOURAGE SUPPORT  
17 FOR THE PLAN AND ITS FUNDING WITH FEDERAL AND STATE  
18 AGENCIES AS APPROPRIATE.

19 TWO, THE AIRLINES RECOGNIZE THE ROLE OF EACH  
20 COMMERCIAL AIRPORT IN SOUTHERN CALIFORNIA IN PROVIDING  
21 AIRPORT CAPACITY AND SUPPORT AIRPORT PLANNING FROM A  
22 REGIONAL PERSPECTIVE AS DICTATED BY MARKET FORCES.

23 THREE, THE AIRLINES ALSO RECOGNIZE THE UNIQUE  
24 ROLE THAT LAX PLAYS IN MEETING THE REGION'S PASSENGER  
25 AND CARGO AIR SERVICE DEMANDS AND SERVING AS A MAJOR

1 INTERNATIONAL GATEWAY.

2 FOUR, WHILE LAX CANNOT AND SHOULD NOT BE  
3 EXPECTED TO ACCOMMODATE ALL OF THE FUTURE AIR  
4 TRANSPORTATION DEMANDS IN SOUTHERN CALIFORNIA, IT IS  
5 ALSO UNDERSTOOD THAT THE UNIQUE LAX INFRASTRUCTURE  
6 CANNOT BE REPLICATED ELSEWHERE IN THE REGION. UNDER ANY  
7 REGIONAL PLANNING SCENARIO, THE LAX --

8 THE FACILITATOR: GIVE HIM A CHANCE, PLEASE.

9 THE AUDIENCE: WHY?

10 THE FACILITATOR: HE'S GOT SOME INFORMATION YOU  
11 MAY WANT HEAR.

12 MR. DENNIS OLSON: UNDER ANY REGIONAL PLANNING  
13 SCENARIO, THE LAX INFRASTRUCTURE SHOULD BE MODERNIZED  
14 AND UPGRADED TO ACCOMMODATE ITS REASONABLE SHARE OF THE  
15 ADDITIONAL DEMANDS.

16 FIVE, THE AIRLINES ALSO ENDORSE THE  
17 MODERNIZATION OF LAX AS A KEY ELEMENT OF THE GROWING  
18 GLOBAL TRADE AND TOURISM THAT BENEFITS ALL SOUTHERN  
19 CALIFORNIA.

20 SIX, THE AIRLINES BELIEVE THAT THE RECOMMENDED  
21 CONCEPTUAL MASTER PLAN PROPOSED BY LAWA IS A REASONABLE  
22 AND NECESSARY STEP TOWARDS A LONG-TERM PLAN TO IMPROVE  
23 LAX SUBJECT TO A FISCALLY RESPONSIBLE FINANCIAL PLAN  
24 WHICH FULLY MAXIMIZES PFC'S, FEDERAL, STATE, AND LOCAL  
25 FUNDING.

1 SEVEN, THE AIRLINES UNDERSTAND THAT ANY MAJOR  
2 IMPROVEMENTS AT LAX WILL INCLUDE APPROPRIATE GROUND  
3 ACCESS, ENVIRONMENTAL, AND OTHER MITIGATION MEASURES.

4 EIGHT, THE AIRLINES ARE COMMITTED TO CONTINUED  
5 PARTICIPATION WITH LAWA IN ALL ASPECTS OF THE LAX MASTER  
6 PLAN PROCESS.

7 THANK YOU.

8 THE FACILITATOR: DO YOU HAVE WRITTEN COMMENTS  
9 BY THE WAY?

10 MR. DENNIS OLSON: YES, SUBMITTED EARLIER.

11 THE FACILITATOR: IF YOU WANT TO BOO, GO AHEAD  
12 AND BOO.

13 THE AUDIENCE: BOO.

14 THE FACILITATOR: BECAUSE WE HAD ONE MINUTE  
15 LEFT.

16 TOMMY BLAIR IS NEXT. TOMMY BLAIR.

17 THE AUDIENCE: HOW ABOUT A REBUTTAL?

18 THE FACILITATOR: I'LL BET WE'LL GET SOMEBODY  
19 THERE.

20 TOMMY BLAIR? WE'VE ALREADY HAD A SAM  
21 RESNICK.

22 WE'VE ALREADY HAD A BUNCH OF REBUTTALS.

23 SHELDON FISHER?

24 THEY'LL BE CALLED AGAIN. SO IF YOU KNOW THEM,  
25 MAKE SURE YOU TELL THEM IF THEY'RE OUTSIDE. BARTON

1 SHARPKIN. I KNOW HE'S NOT HERE. VAL VELASCO HAS BEEN  
2 WAITING FOREVER.

3 THE AUDIENCE: HE ALREADY SPOKE.

4 THE FACILITATOR: OH, OKAY. THEN IT'S JULIE  
5 INOUE. RIGHT -- THERE SHE IS.

6 MS. JULIE INOUE: I'M JULIE INOUE. I LIVE ON  
7 VISTA DEL MAR IN PLAYA DEL REY. I'M HERE IN REGARDS TO  
8 THE VISTA DEL MAR NEIGHBORS ASSOCIATION.

9 WITH RESPECT TO THE OVERALL PROJECT, WE ARE IN  
10 FAVOR OF A REGIONAL ALTERNATIVE TO EXPANDING LAX'S  
11 GROWTH. THIS REGIONAL APPROACH CANNOT BE EFFECTIVE  
12 UNLESS ONE OF TWO THINGS OCCURS: A, AS THE FACILITIES  
13 OWNED BY THE CITY OF LOS ANGELES WHICH SERVE THE SAME  
14 MARKET, ARGUABLY ONTARIO OR PALMDALE, THE CITY MAY BE  
15 ABLE TO ALLOCATE CERTAIN OPERATIONS UNDER A SERIES OF  
16 CASES KNOWN AS THE PERIMETER RULE CASES, DEALING WITH  
17 THE PROPRIETORS' POWER TO ALLOCATE COVENLY-OWNED  
18 FACILITIES; B, BY AGREEMENT WITH ALL INTERESTED PARTIES  
19 INCLUDING PRESENT AND PROSPECTIVE AIRLINE USERS, THE  
20 CITY AND THE DOT, FAA, FEDERAL APPROVAL OF SOME REGIONAL  
21 ALLOCATION SCHEME MIGHT BE OBTAINED.

22 THE LAX EXPANSION PROJECT IMPACT ON PLAYA DEL  
23 REY IN WESTCHESTER IS THE OBVIOUSLY FACTOR THAT GROWTH  
24 ALWAYS HAS AN IMPACT, AND WE BELIEVE THAT THE EIS/EIR IS  
25 CAVALIER IN ITS TREATMENT BY PROPOSING THE MOVING OF THE

1       OUTBOARD NORTH RUNWAY 300 FEET TO THE NORTH. AS WE READ  
2       THE DOCUMENT, THERE ARE ABSOLUTELY NO MITIGATION  
3       MEASURES WHICH WOULD ENSURE THAT SUCH MOVEMENT WOULD NOT  
4       CREATE GREATER NOISE IMPACTS IN TWO RESPECTS. ONE, THE  
5       OPERATIONS ON THE OUTBOARD RUNWAY MAY BE CLOSER TO  
6       HOMES. TWO, THERE WOULD BE INCREASED OPERATIONS ON THE  
7       INBOARD NORTHERN RUNWAY WHICH WOULD BE PROMOTED BY THE  
8       GREATER SEPARATION BETWEEN THE TWO RUNWAYS.

9               THE BASIS FOR THE REPORT'S CONCLUSION THAT NO  
10       INCREASE OF NOISE WOULD OCCUR IS THE ASSUMPTION THAT THE  
11       OUTBOARD RUNWAY WOULD BE USED ALMOST EXCLUSIVELY FOR  
12       ARRIVALS WHERE THE NOISE TO THE NORTH ON THE WEST END IS  
13       MINIMAL. UNLESS WE HAVE A BINDING COMMITMENT TO SUCH  
14       UTILIZATION, THERE IS ABSOLUTELY NO ASSURANCE THAT IT  
15       WILL BE MAINTAINED IN FACT.

16               THE REPORT ALSO FAILS TO ADEQUATELY TAKE INTO  
17       ACCOUNT THE NOISE IMPACTS OF THE INCREASED OPERATIONS OF  
18       LARGE WIDE-BODY AIRCRAFT ON THE INBOARD NORTHERN RUNWAY  
19       WHICH WOULD BE ALLOWED BY REASONS OF THE RUNWAY  
20       RELOCATION.

21               WE FEEL THESE TWO MATTERS ARE POTENTIALLY  
22       SERIOUS FLAWS FOR OUR COMMUNITIES OF PLAYA DEL REY AND  
23       WESTCHESTER. WE UNDERSTAND THAT UNDER THE FEDERAL LAW  
24       THE CITY OF LOS ANGELES CANNOT BAR ANY OPERATIONS AT ITS  
25       AIRPORTS. THE ONLY LEGALLY PERMISSIBLE CONSTRAINTS ARE



1 THOSE WHICH ARE CAUSED BY FACILITY LIMITATIONS. SO IN  
2 THE CASES OF LAX, GIVEN THE DEMAND PROJECTED IF YOU  
3 BUILD IT, IT BEING THE LAND SIDE OR AIR SIDE  
4 IMPROVEMENTS, THEY WILL COME, AND THEY WILL USE IT.

5 WE, THEREFORE, GO ON RECORD ON THIS 9TH DAY OF  
6 JUNE 2001 TO OPPOSE ANY LAX IMPROVEMENTS WHATSOEVER AND  
7 SUPPORT FEDERAL, LOCAL, REGIONAL PLANNING. THANK YOU.

8 THE FACILITATOR: NEXT IS LINDA PIERCE FOLLOWED  
9 BY KENT STRUMPELL.

10 KENT STRUMPELL.

11 MR. KENT STRUMPELL: KENT STRUMPELL,  
12 WESTCHESTER. 6483 NANCY STREET IN WESTCHESTER. I GREW  
13 UP IN WESTCHESTER. I WENT TO OSAGE AVENUE SCHOOL, AND I  
14 WANT TO CRITICIZE THE ADEQUACY OF THE EIR BECAUSE OF ITS  
15 FAILURE TO EXPLORE VIABLE ALTERNATIVE TRANSPORTATION  
16 MODES, NAMELY HIGH-SPEED RAIL. MANY OF YOU MAYBE SAW  
17 THIS SIGN AND WONDERED THE RELEVANCY OF THIS WAS. I  
18 WOULD LIKE TO EXPLAIN TO YOU AND TO THE GENTLEMEN FROM  
19 THE AIRLINE ASSOCIATION, IF YOU'RE NOT LEAVING, SIR, I  
20 GOT A BUSINESS OPPORTUNITY FOR YOU.

21 ANYHOW, EXPANSION OF LAX IS NEEDED TO OR IS  
22 BEING CONSIDERED TO ADDRESS OUR TRANSPORTATION NEEDS,  
23 AND A BIG PART OF OUR LOCAL TRANSPORTATION IS REGIONAL  
24 TRANSPORTATION. IN FACT, THE EIR STATES THAT FULLY  
25 31 PERCENT OF AIR TRAFFIC, DOMESTIC AIR TRAFFIC AT LAX

1 GOES TO JUST FIVE WESTERN CITIES -- SAN FRANCISCO,  
2 SACRAMENTO, OAKLAND, SAN JOSE, AND LAS VEGAS. ALL COULD  
3 BE SERVED BY HIGH-SPEED RAIL.

4 THE EIR ACKNOWLEDGES THAT THERE IS A CALIFORNIA  
5 HIGH-SPEED RAIL AUTHORITY FUNDED BY THE STATE WHICH IS  
6 NOW STUDYING TO IMPLEMENT A SYSTEM OF HIGH-SPEED RAIL  
7 TRANSPORTATION THROUGHOUT THE STATE. THE EIR ALSO  
8 ACKNOWLEDGES THAT THIS SYSTEM WOULD SERVICE SAN  
9 FRANCISCO, SACRAMENTO, SAN DIEGO, BAKERSFIELD, PALMDALE.  
10 THAT'S WHAT'S BEING ENVISIONED. THE ENTIRE 700-MILE  
11 SYSTEM COULD BE CONSTRUCTED IN ABOUT 10 TO 15 YEARS.

12 WHAT THE EIR DOES NOT STATE IS THAT HIGH-SPEED  
13 RAIL HAS FAR LESS IMPACT ON OUR COMMUNITIES THAN  
14 AVIATION DOES. IT DOES NOT COMPARE THE ENVIRONMENTAL  
15 IMPACT. IT DOES NOT INDICATE THAT HIGH-SPEED RAIL HAS  
16 ZERO EMISSIONS WHERE IT PASSES THROUGH OUR COMMUNITIES.  
17 IT DOES NOT HAVE THE HUGE NOISE FOOTPRINT OF AVIATION  
18 AND IS FAR MORE ENERGY EFFICIENT. NONETHELESS, THE EIR  
19 HAS DETERMINED THAT HIGH-SPEED RAIL IS NOT FEASIBLE OR  
20 PRACTICAL PRIMARILY BECAUSE IMPLEMENTATION WOULD TAKE 10  
21 TO 15 YEARS, AND APPARENTLY THE AIRPORT IS LOOKING AT  
22 VERY SHORT-TERM NEEDS UNFORTUNATELY. BUT WHEN WE'RE  
23 CONSIDERING THE EFFECT THAT THE EXPANSION OF LAX WILL  
24 HAVE ON OUR REGION, 10 TO 15 YEARS IS NOT VERY LONG AT  
25 ALL TO BE LOOKING AT VIABLE ALTERNATIVES.

1                   THEREFORE, AN EIR THAT DOES NOT INCLUDE THE  
2                   HIGHLY DESIRABLE AND VIABLE ALTERNATIVE OF HIGH-SPEED  
3                   RAIL IN ASSESSING HOW WE SHOULD MEET OUR TRANSPORTATION  
4                   NEEDS IS NOT AN ADEQUATE DOCUMENT. I SUGGEST THAT LAX  
5                   AND THE AIRLINE, WHOSE REPRESENTATIVE JUST LEFT, REALLY  
6                   MAKE A COMMITMENT TO EXPLORING HOW HIGH-SPEED RAIL CAN  
7                   BE A VIABLE COMPONENT OF MEETING OUR TRANSPORTATION  
8                   NEEDS INSTEAD OF JUST FOCUSING SOLELY ON AVIATION. I  
9                   SUGGEST THAT THE AIRPORT AND THE AIRLINES GET INTO THE  
10                  HIGH-SPEED RAIL BUSINESS. THANK YOU VERY MUCH.

11                  THE FACILITATOR: LINDA PIERCE. I BELIEVE I  
12                  ALREADY CALLED HER. JUDD WINNER? ROBERT FEIST?  
13                  SALVADOR FORGADAS? MURIEL GREEN. I THINK I SAW HER  
14                  EARLIER. MURIEL GREEN.

15                  WE WILL CALL THESE NAMES AGAIN WITHIN FIVE  
16                  MINUTES, AND THE LAST TWO THAT I CALLED BEFORE WAS  
17                  MARTIN CHAVEZ, LAST CALL. THIRD CALL. ART SAMLINSON.  
18                  WE'LL KEEP THESE NAMES. IF THEY COME IN LATER, WE'LL  
19                  LET THEM SPEAK.

20                  GUS SIAMES.

21                  MR. GUS SIAMES: EXPLAIN TO THESE PEOPLE,  
22                  EXPLAIN WHY WE WERE MOVED AS CATTLE INTO THIS SMALLER  
23                  ROOM. HALF OF THE PEOPLE HAVE GONE HOME. REAL NOBLE  
24                  ONES REMAIN. AND RUTH GALANTER WENT HOME IMMEDIATELY.

25                  MY NAME IS GUS SIAMES. BUILT OUR HOUSE, MY

1 WIFE AND I, IN 1949 BECAUSE THE AIRPORT WAS HERE AND  
2 BECAUSE THE POLITICIANS WERE NOT HERE. THEY CAME AFTER  
3 COUNCILMAN TIMBERLAKE RESIGNED WHEN THEY TRIED TO PUSH  
4 HIM IN, AND HE PIGEON-HOLED IT, AND THEY TRIED TO PUSH  
5 HIM INTO THIS RUSTLE RAPE OF WESTCHESTER AND SUBSEQUENT  
6 COUNCILWOMEN RAPES OF WESTCHESTER POSING POLITICALLY AS  
7 ON OUR SIDE AND HELD OUR HANDS WHILE THOSE HOMES WERE  
8 WIPED OUT.

9 AND THE WESTCHESTER ELEMENTARY SCHOOL I TAUGHT  
10 AT, THOSE KIDS AND 10,000 OTHERS WERE WIPED OUT. MY  
11 HOME WAS NEVER AFFECTED, BUT IT AFFECTED ME BECAUSE I AS  
12 A WORLD WAR II VETERAN, BY GOD, WE FOUGHT FOR PROPERTY  
13 RIGHTS, AND POLITICAL CONFISCATION WAS WRONG.

14 SO THE SCIENTIFIC ASPECTS HAVE BEEN MORE THAN  
15 COVERED BY THIS GROUP AND THE FLAWS IN IT.

16 LET ME GET INTO THE RUTHLESS POLITICAL  
17 MISREPRESENTATION THAT HAS DESTROYED A DEMOCRACY OF THE  
18 PEOPLE. THERE COULD BE NO QUESTION THAT THOUSAND -- AND  
19 I WOULD COMPLIMENT YOUR STAFF BUT YOU ARE -- WE'RE  
20 SPEAKING TO YOU, BUT YOU ARE NOT THE ONES BEHIND THE  
21 WALL. SADLY YOU HAVE TO TAKE OUR GUFF BECAUSE YOU'RE  
22 VERY PROFESSIONAL. THERE CAN BE NO QUESTION THAT  
23 THOUSANDS OF PROFESSIONAL HIGHLY QUALIFIED CIVIL SERVICE  
24 PERSONNEL OBEYED THE POLITICIANS' ORDERS TO WORK WITH  
25 OUTSIDE CORPORATE CAMPAIGN CASH CONTRIBUTORS AS

1 CONSULTANTS FOR THE PAST FIVE YEARS TO PRODUCE THIS  
2 20-VOLUME PLAN THAT WILL PRODUCE BILLIONS OF DOLLARS OF  
3 POLITICIANS' AND CORPORATE PERSONAL PROFIT AT THE  
4 TAXPAYERS' EXPENSE.

5 THE REAL QUESTION IS: WHY AREN'T THOSE SAME  
6 POLITICAL SPECIAL INTEREST GROUPS HERE HERDED IN WITH  
7 THESE TAXPAYERS WHO HAVE TO PAY FOR THIS TO ALSO SPEAK  
8 PUBLICLY IN FAVOR OF THEIR OWN POLITICALLY ORDERED  
9 BUREAUCRATIC BILLION-DOLLAR BACK-ROOM PLAN THAT THEY IN  
10 FINAL POLITICAL CLOSURE HAVE NOW SET BEFORE US TO REVIEW  
11 AND PUBLICLY COMMENT BY THE THOUSANDS IN BUT LESS THAN  
12 FIVE HOURS.

13 THIS IS NOT AN ENVIRONMENTAL IMPACT PLAN THAT  
14 WILL BE POLITICALLY IMPLEMENTED AT SOME DATE IN THE  
15 FUTURE. THIS IS A POLITICIAN'S PLAN THAT HAS ALREADY  
16 CONFISCATED AND BULLDOZED CITIZENS' HOMES AND PRIVATE  
17 PROPERTY IN THE WESTCHESTER'S 90045 MANCHESTER SQUARE  
18 FOR THE PAST THREE YEARS WITH GALANTER'S APPROVAL. SHE  
19 DOES ADMIT -- YOU MUST RECOGNIZE, IF YOU'RE GOING TO  
20 SOLVE THE PROBLEM, YOU MUST RECOGNIZE WHAT THE PROBLEM  
21 IS. SHE DOES ADMIT THAT THE MAYOR AND THE CITY COUNCIL  
22 DO POLITICALLY APPOINT AND APPROVE EVERY AIRPORT  
23 COMMISSIONER, EVERY ONE OF THEM. YOU CANNOT SAY THAT  
24 THEY ARE THE ENEMY WHEN YOU HAVE APPOINTED THEM. AND  
25 NOW, WE THOUSANDS OF CITIZENS ARE GIVEN LESS THAN FIVE

1 HOURS TO SPEAK, TO SPEAK ON THIS ALREADY IMPLEMENTED  
2 ENVIRONMENTAL PROPOSAL. IT'S NOT A PROPOSAL. IT'S  
3 SOMETHING IN FACT. FOR YOU IT'S A PROPOSAL.

4 LET ME TAKE A BRIEF MOMENT TO POINT OUT THAT  
5 EVEN THE LITTLE GERMAN PAINTER AND HIS CO-CONSPIRING  
6 KRUPP CANNON-MAKING GERMAN REPUBLIC GAVE THE JEWS, THE  
7 POLES, AND THE CZECHS MORE THAN FIVE HOURS TO PUBLICLY  
8 SPEAK BEFORE THEIR ENVIRONMENTAL PLAN OF CORPORATE AND  
9 POLITICAL PROFITS WERE IMPOSED TO POLITICALLY PLUNDER  
10 THE PEOPLE'S ABSTRACT INALIENABLE HUMAN RIGHTS TO A  
11 DEMOCRACY OF OPEN SOCIETAL SELF-DETERMINATION ON THESE  
12 BASIC ENVIRONMENTAL ISSUES OF MANKIND'S RIGHT TO OWN  
13 PRIVATE PROPERTY VERSUS THE RULING MINORITY REPUBLIC'S  
14 POLICE STATE POWER.

15 THE FACILITATOR: THANK YOU, GUS.

16 MR. GUS SIAMES: TWO PEOPLE SAY TIME. MAY I  
17 CONTINUE WITH THE CONSENT OF THE MAJORITY?

18 THANK YOU.

19 THE FACILITATOR: ONE MORE MINUTE.

20 MR. GUS SIAMES: WELL, THANK YOU VERY MUCH.  
21 THOSE TWO ARE THE TYPE OF MINORITY THAT HAVE OVERRULED  
22 ANY INDIVIDUAL SPEAKING. YOU ASK WHERE THEY ARE FROM  
23 AND WHO THEY SUPPORT.

24 THE ENVIRONMENTAL ISSUES OF MANKIND'S RIGHT TO  
25 OWN PRIVATE PROPERTY VERSUS THE RULING MINORITY

1           REPUBLIC'S POLICE STATE POWER TO COVERTLY CO-CONSPIRE  
2           FOR FIVE YEARS WITH CORPORATE CASH CAMPAIGN CONTRIBUTORS  
3           FOR PERSONAL AND POLITICAL PROFIT. WE STILL  
4           OCCASIONALLY FIND A RARE HONORABLE STATESPERSON OF  
5           CONSCIENCE AMONG THE GANGS OF POLITICIANS WHO RULE AT  
6           THE TOP, BUT WE CAN ONLY HOPE A FEW MORE WILL RISE TO  
7           THE ENVIRONMENTAL CAUSE FOR THE PROTECTION OF CITIZENS'  
8           PROPERTY RIGHTS.

9                         INCIDENTALLY, THE LIST OVER THERE, BRAITHWAITE  
10           AND THE ENTIRE L.A. COUNTY BOARD OF SUPERVISORS BLOCKED  
11           THAT ARBOR VITAE TRANSITION TO THE AIRPORT, AND THIS IS  
12           A THANK YOU NOTE, IF YOU WANT TO SIGN YOUR NAME TO THANK  
13           THEM. THEY DID RISE AND PUT PRINCIPLE OVER POLITICS.  
14           GALANTER AS PRESIDENT OF THE CITY COUNCIL DID NOT FOR  
15           THE TWO WHO WANTED TO SHUT ME UP.

16                         THE FACILITATOR: VERY GOOD. GUS, THANK YOU  
17           FOR YOUR PROFESSIONAL PRESENTATION.

18                         MANDIE SANER. NOW SHE'S READY. SHE'S RIGHT IN  
19           THE FRONT ROW. GOOD DEAL. FOLLOWING HER WILL BE JOEL  
20           SIMON. FOLLOWING HIM WILL BE AVIVA, LINDSAY, CHELSEA  
21           SPANN.

22                         MS. MANDIE SANER-TRASK: WELL, TO SAY SOMETHING  
23           NEW, I WAS LOOKING AT THE CITY OF LOS ANGELES'S BUDGET,  
24           NOT BUDGET, BUT IT'S COMPREHENSIVE ANNUAL REPORT WHICH  
25           SHOWS WHAT THE FINANCES OF THE AIRPORT ARE. I'VE TRIED

1 TO UNDERSTAND WHY IT IS I'M HAVING PROBLEMS, AND IN THIS  
2 REPORT IT SAYS THAT YOU HAVE OVER ONE BILLION DOLLARS IN  
3 YOUR ACCOUNT, AND I DON'T THINK THAT THE PUBLIC KNOWS  
4 THAT THAT MONEY NEVER GOES INTO THE GENERAL FUND TO  
5 OFFSET ANYTHING. IT'S ALWAYS KEPT IN THEIR CONTROL, AND  
6 THAT'S PART OF OUR PROBLEM. WE NEED THE MONEY BACK INTO  
7 THE GENERAL FUND WHERE IT IS NEEDED. YOU WOULDN'T HAVE  
8 \$85 MILLION TO SPEND ON THESE REPORTS. WE DON'T NEED  
9 THESE REPORTS. YOU CAN SEE THE AIR CLEANERS THAT I  
10 BROUGHT YOU ARE THE AIR CLEANERS FROM THE --

11 THE FACILITATOR: LET HER GO AHEAD AND TALK,  
12 AND WE'LL DISPLAY THEM FOR YOU.

13 MS. MANDIE SANER-TRASK: I BOUGHT THE FANCIEST  
14 AIR-CLEANING SYSTEM I COULD GET, AND THEY'RE BLACKENED.  
15 AND SO FOR YOU TO TELL ME THAT I'M NOT -- THERE'S NO  
16 IMPACT IS PRETTY FOOLHARDY. YOU DON'T NEED AN  
17 \$85 MILLION REPORT TO TELL YOU THIS. I LIVE 3,000 FEET  
18 FROM WHERE YOU'RE SUPPOSED TO FLY OUT OF THIS PLACE, AND  
19 THAT'S WHAT I'M FACED WITH.

20 I DON'T APPRECIATE THE LIES IN THE REPORTS THAT  
21 YOU HAVE AND ESPECIALLY IN ALTERNATE C WHERE YOU'RE  
22 TELLING US THAT YOU'RE ADDING NO NEW RUNWAYS, WHEN, IN  
23 FACT, YOU'RE PUTTING IN A 12,000 FOOT RUNWAY, AND IT'S  
24 400 FEET FURTHER NORTH THAN THE ONE WE HAVE. I HAVE A  
25 PROBLEM WITH THAT. I'D LIKE TO KNOW EXACTLY WHERE THESE



1 SURVEYOR MARKS ARE. I'D LIKE FOR THE AIRPORT TO COME  
2 OUT AND SHOW ME WHERE THIS RUNWAY IS GOING TO BE, AND I  
3 WOULD LIKE TO SEE WHERE THE WESTCHESTER FREEWAY IS GOING  
4 TO BE, NOT THE ROAD THAT WE HAVE NOW. WE NEED TO KNOW  
5 WHAT IS BEING BUILT HERE, AND YOUR PLANS AND YOUR  
6 EXPLANATIONS ARE NOT ADEQUATE. WE WILL PROBABLY NEVER  
7 SEE THOSE -- NEVER SEE THOSE PLANS AGAIN THAT THEY HAD  
8 HERE TODAY. I HAVE HAD AN IMPOSSIBLE TIME TRYING TO  
9 FIND THE ONES THAT WE WE'RE SUPPOSED TO BE LOOKING AT TO  
10 COMPARE PLAN C TO WHAT EXISTS SO WE HAVE SOME GREAT IDEA  
11 OF WHAT'S GOING ON IN TOWN, AND I REALLY OBJECT TO  
12 THAT. THANK YOU VERY MUCH.

13 THE FACILITATOR: THANK YOU FOR BEING SO  
14 BRIEF.

15 JOEL SIMON. LINDSAY SPANN IS AFTER JOEL AND  
16 THEN JOE MC FADDEN.

17 MR. JOEL SIMON: HELLO. MY NAME IS JOEL SIMON.  
18 I'M DIRECTOR OF GOVERNMENT AFFAIRS FOR THE UNITED  
19 CHAMBERS OF COMMERCE FOR THE SAN FERNANDO VALLEY, A  
20 CONSORTIUM OF 21 CHAMBERS REPRESENTING OVER 8,000 SMALL  
21 BUSINESSES. THE UNITED CHAMBERS OF COMMERCE STRONGLY  
22 SUPPORTS THE RECOMMENDED LAX MASTER PLAN, AND URGES THE  
23 NEXT MAYOR OF LOS ANGELES, THE LOS ANGELES BOARD OF  
24 AIRPORT COMMISSIONERS, AND THE LOS ANGELES CITY COUNCIL  
25 TO MOVE FORWARD WITH TIMELY APPROVAL OF THIS PLAN.

1 UNITED CHAMBERS OF COMMERCE ALSO STRONGLY  
2 EMPHASIZES THAT THE TRAFFIC MANAGEMENT COMPONENT OF THE  
3 LAX PLAN SHOULD BE DONE FIRST SO THAT SYSTEM CAN HANDLE  
4 THE INCREASED TRAFFIC AND SUPPORTS EFFORTS TO EXPAND THE  
5 OUTLYING AIRPORTS AND ENCOURAGE WORKING WITH AIRLINES TO  
6 DEVELOP PALMDALE AIRPORT. THE LOS ANGELES BASIN'S  
7 ECONOMIC HEALTH IS DEPENDENT ON ITS TRANSPORTATION,  
8 INFRASTRUCTURE, AND AIR TRANSPORTATION IS A MAJOR  
9 COMPONENT OF THAT INFRASTRUCTURE. LAX IS THE REGION'S  
10 LEADING AIRPORT AND THE WEST COAST INTERNATIONAL  
11 GATEWAY. LAX IS A VITAL LINK FOR TRADE, TOURISM, CARGO,  
12 AND BUSINESS TRAVEL. AIR PASSENGER DEMANDS IN SOUTHERN  
13 CALIFORNIA WILL DOUBLE OVER THE NEXT 20 YEARS TO MORE  
14 THAN A 150 MILLION ANNUAL PASSENGERS. AIR CARGO DEMAND  
15 WILL MORE THAN TRIPLE TO NEARLY 9 MILLION TONS ANNUALLY  
16 BY 2020.

17 EVEN WITH THE MAXIMUM EXPANSION AND UTILIZATION  
18 OF OTHER AIRPORT FACILITIES AND SITES IN SOUTHERN  
19 CALIFORNIA, PASSENGER AND CARGO VOLUME AT LAX WILL  
20 CONTINUE TO GROW SIGNIFICANTLY. THE LAST MAJOR  
21 RENOVATION OF LAX WAS COMPLETED IN 1984, AND WITHOUT  
22 MODERNIZATION TO HANDLE PROJECTED PASSENGER, CARGO  
23 VOLUMES THE AIRPORT FACES FUTURE GRIDLOCK AND  
24 INTOLERABLE INCONVENIENCE FOR PASSENGERS, BUSINESSES,  
25 AND NEIGHBORS. FAILURE TO MODERNIZE LAX WILL MEAN A

1 LOSS TO LOS ANGELES BASIN OF 330,000 JOBS AND 33 BILLION  
2 IN INCOME ANNUALLY.

3 AFTER YEARS OF RESEARCH AND PLANNING, A  
4 COMPREHENSIVE RECOMMENDED MASTER PLAN HAS BEEN DEVELOPED  
5 BY LOS ANGELES WORLD AIRPORT STAFF AND CONSULTANTS TO  
6 PREPARE LAX TO FULFILL ITS MISSION THROUGH 2015. THE  
7 RECOMMENDED LAX MASTER PLAN ADDRESSES MAJOR SURFACE  
8 TRANSPORTATION CONCERNS AS WELL AS ACCOMMODATING AIR  
9 PASSENGER AND CARGO NEEDS. THE RECOMMENDED PLAN IS  
10 BASED ON SOUND PRINCIPLES AND CAREFUL REASONING.

11 FOR THESE REASONS, THE UNITED CHAMBERS OF  
12 COMMERCE SUPPORTS THE RECOMMENDED MASTER PLAN AND URGE  
13 YOU VOTE IN FAVOR OF ITS ADOPTION. PERSONALLY I WOULD  
14 LIKE TO URGE YOU TO OVERCOME THE NIMBY-ISM THAT IS  
15 PREVALENT HERE, THE PAROCHIALISM. I HAVE WATCHED IN  
16 SOUTH GATE WELL-INTENTIONED, ILL-INFORMED VOTERS  
17 OVERCOME A PLAN THAT PUT OUT CLEANER AIR THAN IT TOOK  
18 IN, AND AS A RESULT, WE HAVE ISSUES AS THE ENERGY  
19 CRISIS. IT'S A STANDOFF AND DO YOUR DUTY. THANK YOU.

20 THE FACILITATOR: THANK YOU VERY MUCH,  
21 EVERYBODY, FOR HOLDING BACK FOR SO LONG. IT JUST KIND  
22 OF BUILT UP. I SAW THE STEAM COMING OUT. ALWAYS  
23 REMEMBER TO KNOW THY ENEMY. SO LET THEM KEEP TALKING  
24 UNTIL YOU GET ALL THE FACTS, AND THEN YOU CAN START  
25 BOOING THEM.

1                   FOR PEOPLE WHO ARE COMING IN LATE, A LOT OF  
2                   PEOPLE HAVE COME IN LATE, AND I WANT THEM TO KNOW THEY  
3                   HAVE A YELLOW CARD THAT'S BLANK WAITING ON THE TABLE IF  
4                   THEY WANT TO FILL IT OUT. SO DON'T MISS THE OPPORTUNITY  
5                   BECAUSE WE'VE ALREADY HAD ABOUT TEN PEOPLE WHO HAVE NOT  
6                   BEEN ABLE TO COME UP HERE FOR WHATEVER REASON.

7                   JOE MC FADDEN IS NEXT, AND PATRICIA SAENZ IS  
8                   AFTER THAT. NO JOE MC FADDEN?

9                   PATRICIA SAENZ.

10                  MS. PATRICIA SAENZ: HELLO, I'M PATRICIA SAENZ.  
11                  IT'S LIKE "STREET SIGNS." A LOVELY LADY BY THE NAME OF  
12                  MICHELE CAME UP HERE, AND SHE SAID IT'S A SHAME TO PUT  
13                  MONEY OVER QUALITY TO LIFE, AKA, PLAYA VISTA. LAX HAS A  
14                  CHANCE TO DO THINGS BETTER. THAT'S A REGIONAL  
15                  SOLUTION. NOW, I LOVE LOS ANGELES, AND I LOVE LIVING  
16                  NEAR LAX, OR I WOULDN'T LIVE HERE. I LIKE THE BIG  
17                  PLANES. I LIKE BEING ON THEM, AND I LIKE WATCHING THEM  
18                  FLY. I GET POETIC ABOUT THOSE PLANES, BUT LET ME TELL  
19                  YOU SOMETHING. ENOUGH IS ENOUGH. OKAY?

20                  THERE'S ONLY SO MUCH SPACE, THERE'S ONLY SO  
21                  MUCH AIR SPACE, AND THERE'S ONLY SO MUCH GROUND SPACE.  
22                  I WOULD NOT TRY TO GIVE BIRTH TO 25 BABIES AT ONCE. I  
23                  LIVE SO CLOSE TO THE AIRPORT THAT I HAD TO DUCK ONCE.  
24                  THE PLANE WENT OVER MY BUILDING, AND THEY DON'T FLY OVER  
25                  MY BUILDING. OKAY. SO THAT'S WHERE WE'RE AT NOW WITH

1 THE CONGESTION IN THE AIR SPACE. OKAY. YOU HOLD THREE  
2 MEETINGS AT ONE TIME, AND AS WAS STATED EARLIER, SAN  
3 FRANCISCO AIRPORT, NEW YORK CITY, THEY HAVE THREE  
4 AIRPORTS. HOW ABOUT LOS ANGELES AREA HAVING THREE  
5 AIRPORTS? THE SIZE OF LAX ALREADY IS NOTHING TO COMPARE  
6 WITH THE SIZE OF LAX IN THIS AREA.

7 I MEAN LET'S GET REAL. AND NO MORE THREATS.  
8 WHAT IS THIS BUSINESS OF ALL OR NOTHING? WE EITHER GET  
9 THIS HUGE EXPANSION OR WE GET NOTHING. LET'S IMPROVE,  
10 LET'S MODERNIZE, LET'S PUT SOME MORE PALM TREES UP.  
11 LET'S PUT SOME MORE TREES UP TO MITIGATE THE POLLUTION,  
12 AND YOU KNOW, I WANT TO TELL YOU SOMETHING. I'M VERY  
13 CONCERNED BECAUSE I HAD TWO BEAUTIFUL YELLOW LABS. ONE  
14 DIED AT AGE SEVEN. HER LIVER SHRIVELED UP. THE OTHER  
15 DOG DIED AT AGE SIX FROM THYROID CANCER. AND I LOOK AT  
16 THESE DOGS, THEIR FEET WALKED ON THESE STREETS, AND  
17 THEIR NOSES SMELLED GAS, AND THEY'RE DEAD VERY YOUNG,  
18 AND NOBODY COULD UNDERSTAND WHY SUCH HEALTHY DOGS WOULD  
19 DIE SO YOUNG. HOW MANY OTHER ANIMALS HAVE DIED OF  
20 CANCER OR PEOPLE AROUND HERE? ENOUGH IS ENOUGH.

21 WE NEED BETTER PLANNING, WE NEED MODERNIZATION,  
22 YEAH, IMPROVE. BUT WE NEED BRAIN AND HEART EXPANSION.  
23 WE DON'T NEED ANY MORE LAX EXPANSION.

24 THE FACILITATOR: THANK YOU. NEISHA MYERS.  
25 ROY HEFNER TO BE FOLLOWED BY SANDRA BRAY.

1                   MR. ROY HEFNER: MY NAME IS ROY HEFNER. I'M A  
2                   CITIZEN OF WESTCHESTER, LIVING AT 6548 WEST 80TH PLACE.  
3                   I'M ALSO THE CHAIRMAN OF THE LAX AREA ADVISORY  
4                   COMMITTEE, HAVE BEEN ON THAT COMMITTEE FOR 26 YEARS. IT  
5                   IS THRILLING TO ME TO SEE SOMEBODY FINALLY SUPPORTING MY  
6                   STAND.

7                   IN 1978 THE AIRPORT INDICATED THAT THEY WERE  
8                   GOING TO LIMIT THE AIR GROWTH OF THAT AIRPORT TO  
9                   40 MILLION ANNUAL PASSENGERS WITH THE DEVELOPMENT OF  
10                  PALMDALE. IN 1983 OUR COMMITTEE FOUND IT TO BE  
11                  ABSOLUTELY IMPORTANT THAT WE NOTIFY THE BOARD OF AIRPORT  
12                  COMMISSIONERS THAT THEY WERE APPROACHING 40 MILLION  
13                  ANNUAL PASSENGERS. WE WENT AHEAD AND PUT INFORMATION IN  
14                  THE LOCAL NEWSPAPERS. WE COULD NOT GET THE WESTCHESTER  
15                  RESIDENTS TO BE TOO CONCERNED AT THAT TIME. BUT NOW  
16                  IT'S TERRIFIC TO SEE YOU.

17                  THE POINTS THAT I WAS GOING TO MAKE HAVE BEEN  
18                  MADE IN GENERAL, BUT THERE'S A FEW THINGS THAT I THINK  
19                  ARE EXTREMELY IMPORTANT THAT HAVE TO BE RE-EMPHASIZED.  
20                  WHETHER IT'S THE NO ACTION, NO PROJECT PLAN OR WHETHER  
21                  IT'S ALTERNATIVE A, B, OR C, THOSE FIGURES THAT YOU HAVE  
22                  OF 79 MILLION, 98 MILLION, AND 89 MILLION ARE  
23                  MEANINGLESS BECAUSE YOU KNOW AND WE KNOW THAT THERE IS  
24                  NO WAY YOU CAN STOP AT THAT PARTICULAR TIME. YOU COULD  
25                  NOT DO IT AT 40, AND YOU CANNOT DO IT THEN. THIS MASTER

1 PLAN IS REALLY NOT A MASTER PLAN BECAUSE BY THE TIME YOU  
2 GET FINISHED, IT'S GOING TO BE THE YEAR 2004 IF IT EVEN  
3 DIES, AND YOU'RE ONLY TALKING ABOUT DOING GOING 15 YEARS  
4 PREV -- OR AFTER THAT. WE'RE TALKING ABOUT A MASTER  
5 PLAN THAT SHOULD BE LOOKING AT 25, 40, AND 50 YEARS  
6 BECAUSE THEN WE CAN GO AHEAD AND SEE WHAT'S GOING TO  
7 REALLY HAPPEN TO OUR COMMUNITY WHEN THESE AIRPLANES  
8 CONTINUE TO GO.

9 I'M GOING TO ASK YOU TO STOP ME AT THREE  
10 MINUTES BECAUSE I HAVE A LOT OF THINGS THAT I CAN SAY  
11 AND I'LL JUST KEEP GOING.

12 THE FACILITATOR: YOU'VE GOT A MINUTE AND 15  
13 LEFT.

14 MR. ROY HEFNER: FINE.

15 THE EXPRESSION WHEN YOU SAY NO ADDITIONAL  
16 RUNWAY, THIS IS ONE OF THE BIGGEST PHONY DEALS THAT EVER  
17 CAME OUT OF MAYOR RIORDON'S MOUTH BECAUSE, IN ESSENCE,  
18 WE'RE GETTING A NEW RUNWAY, AND IT'S 350 TO 400 FEET  
19 CLOSER TO WESTCHESTER/PLAYA DEL REY. WE'RE GETTING A  
20 RUNWAY EXTENDED 2,900 FEET TO THE EAST, BUT DO YOU KNOW  
21 THEY'RE SUBTRACTING 1195 FEET TO THE WEST, AND THEY'RE  
22 GOING TO GO AHEAD AND MOVE ANOTHER RUNWAY? SO WE HAVE  
23 TWO REMODEL JOBS, AND ONE NEW ONE, AND THEY SAY IT'S NO  
24 ADDITIONAL RUNWAY. THEY ARE RIGHT. THERE ARE STILL  
25 JUST FOUR RUNWAYS.

1                   THEY SPENT A HUNDRED MILLION DOLLARS RECENTLY  
2                   IN ONTARIO TO BUILD A WONDERFUL TERMINAL. SO THEY CAN  
3                   SHOW US THAT THEY ARE REALLY CONCERNED WITH REGIONAL  
4                   ACTIVITY. DOES THAT COMPARE TO THE 11 OR 12 BILLION  
5                   DOLLARS THAT MAY BE SPENT UPON THE MASTER PLAN HERE AT  
6                   LAX? IF THEY WERE TO PUT FORTH THAT TYPE OF MONEY IN  
7                   ONTARIO, THEN MAYBE THAT AIRPORT COULD GO AHEAD AND  
8                   DEVELOP.

9                   I WOULD LIKE TO EMPHASIZE THAT THE WESTCHESTER/  
10                  LAX/MARINA DEL REY CHAMBER OF COMMERCE HAS NOT SUPPORTED  
11                  AND IT DOES NOT SUPPORT THE EXISTING EXPANSION PROGRAM  
12                  OF LAX. WITH THAT LAST GENTLEMAN CAME UP FROM THE  
13                  CHAMBER, I WANT TO EMPHASIZE THAT OUR CHAMBER OF  
14                  COMMERCE HAS NOT TAKEN THAT SAME STAND.

15                 THE FACILITATOR: TAKE 20 MORE SECONDS. GO  
16                 AHEAD.

17                 MR. ROY HEFNER: TODAY IN THE NEWSPAPER THE  
18                 AIRLINES SURPRISINGLY SUPPORTED THIS EXPANSION PROGRAM.  
19                 ONE OF THE THINGS THAT WE HAVE TO RECOGNIZE AND I'VE  
20                 RECOGNIZED THIS THROUGHOUT THE YEARS IS THAT THE  
21                 AIRLINES DETERMINE WHERE THEY WANT TO GO AND WHEN THEY  
22                 WANT TO GO, AND THEN EVERYBODY ELSE IS SUPPOSED TO BOW  
23                 DOWN TO THEM. THE FAA BOWS DOWN TO THEM. THEY GIVE  
24                 THEM MOST EVERYTHING THEY WANT. THE STATE OF CALIFORNIA  
25                 DOESN'T STOP THEM. THE ONLY WAY WE CAN STOP THEM HERE



1 IS ON A LOCAL LEVEL, AND IT MAY BE VERY INCONVENIENT  
2 WHEN THAT COMES ABOUT. BUT IF WE'RE GOING TO HAVE  
3 REGIONAL, WE'RE GOING TO HAVE TO HAVE SITUATIONS SO THAT  
4 THE AIRLINES SAY "IT'S NOT FEASIBLE FOR US TO FLY INTO  
5 LAX. WE MUST FLY INTO SOME OTHER LOCATION."

6 THANK YOU VERY MUCH.

7 (WHEREUPON, AT 6:00 P.M., THERE WAS A CHANGE IN  
8 REPORTERS.)

9  
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1 THE FACILITATOR: SANDRA BRAY.

2 MS. SANDRA BRAY: I DON'T LIVE IN MISSION VIEJO.  
3 I LIVE NEAR WILEY POST AND WILSON PARK AND I AM ANGRY.  
4 THREE-FOURTHS OF MY ADULT LIFE HAS BEEN SPENT IN  
5 WESTCHESTER. I KNOW THE HISTORY OF WHAT THIS LAWA HAS DONE  
6 WITH PAST EXPANSIONS. THEY HAVE LIED, BEEN DECEITFUL AND  
7 THEY HAVE BROKEN PROMISES OVER AND OVER AND NOW THEY ARE  
8 READY AGAIN, 25 YEARS LATER, TO RAPE WESTCHESTER OVER  
9 AGAIN. I AM MORE THAN FURIOUS. THEIR WORDS ARE ARROGANT  
10 AND CONTEMPTABLE, IN MY OPINION. YOU HAVE CAUSED ME AND  
11 MY NEIGHBORS UNACCEPTABLE STRESS AND YOU STILL ARE.

12 SINCE YOU HAVE STARTED, 57 HOMES IN YOUR  
13 COMMUNITY, AND MR. RITCHIE'S COMMENTS IN A DAILY BREEZE  
14 LAST NOVEMBER. "DO THEY WANT TO MOVE? PROBABLY NOT, BUT  
15 WE WILL PAY THEM." MONEY IS NOT THE ANSWER TO EVERYTHING.  
16 ABSOLUTELY IS NOT. THAT COMMENT TO ME WAS THE HEIGHT OF  
17 UNCARING ARROGANCE. I AM NOT UP HERE TO PLEAD WITH YOU.

18 I WANT YOU TO LISTEN TO ME VERY CAREFULLY.  
19 YOU WILL NOT DO THIS AGAIN. I AM NOT GOING TO BEG YOU.  
20 NOT NOW. NOT EVER. WE WILL FIGHT UNTIL WE WIN. YOU HAVE  
21 RAPED OUR COMMUNITY FOR THE LAST TIME. THE VERY LAST TIME.  
22 THIS IS WHERE IT STOPS FOREVER.

23 AND REMEMBER, MODERNIZATION ALSO MEANS  
24 EXPANSION. DON'T TAKE UP THEIR TERMS. THEY SAY  
25 MODERNIZATION. THEY STILL MEAN EXPANSION. SAME THING. I

1 AM NOT THANKING ANYONE FOR SPEAKING HERE. I AM FURIOUS.

2 THE FACILITATOR: GARY JOHANSEN TO BE FOLLOWED BY  
3 DANNA COPE TO BE FOLLOWED BY BRAD RAPSELL.

4 MR. GARY JOHANSEN: MY NAME IS GARY JOHANSEN. I  
5 LIVE OVER AT THE AIRPORT AND 74TH STREET. I HAD NO  
6 INTENTION OF SPEAKING HERE TODAY. AS I CAME IN AND AS I  
7 WAS LISTENING TO QUITE A FEW OF THE OTHER FOLKS, I WROTE  
8 DOWN A FEW NOTES AND THREW A YELLOW CARD IN. I HAVE BEEN A  
9 RESIDENT OF WESTCHESTER FOR ABOUT 15 YEARS NOW. A FREQUENT  
10 PASSENGER IN AND OUT OF LAX. I HAVE FLOWN IN AND OUT OF A  
11 LOT OF OTHER AIRPORTS.

12 I THINK THERE'S A REASON WHY KANSAS CITY  
13 AIRPORT IS 35 MILES NORTH OF TOWN. I THINK THERE'S A  
14 REASON WHY THE VFW IS SO FAR FROM FORT WORTH AND DALLAS SO  
15 NOBODY HAS TO DEAL WITH THAT. THERE'S REASON WHY A LOT OF  
16 OLDER INNERCITY AIRPORTS HAVE NOT BEEN EXPANDED AND THEY  
17 THINK THAT LAX IS A PERFECT EXAMPLE OF WHAT HAPPENS WHEN  
18 THIS SORT OF PSYCHOLOGY -- I DON'T KNOW WHAT ELSE TO CALL  
19 IT. SOMEHOW OR OTHER THERE IS THE BELIEF THAT LAX WILL  
20 CONTINUE TO ABSORB THE SURROUNDING COMMUNITIES IN THE  
21 WAY THAT IT IS LIKE A CANCER. I DON'T KNOW HOW ELSE TO  
22 DESCRIBE IT.

23 I WROTE A FEW NOTES. I WANTED TO SAY THIS  
24 CONCEPT PREVIOUSLY EXPRESSED HERE THAT REGENTS AND THEIR  
25 CITIZENS SHOULD IN SOME WAY EQUITABLY SHARE THE BURDENS

1 BROUGHT ABOUT BY NECESSARY EXPANSION OF PUBLIC  
2 INFRASTRUCTURE. I HAVE WORKED WITH NETWORKS AND I CAN  
3 TELL YOU THAT TRAFFIC IS TRAFFIC. DIFFERENT TYPES OF  
4 TRAFFIC. WHEN YOU EXPAND PARTICULAR NETWORK ELEMENTS  
5 YOU HAVE TO EXPAND THE TRIBUTARIES AND FUNCTIONS AND  
6 INFRASTRUCTURE THAT SURROUNDS THAT THING. AND LAX  
7 EXPANSION WILL YIELD FURTHER GRIDLOCK ON 405 REQUIRING  
8 EXPANSION ON 405 AS WELL AS THE REST OF THE INFRASTRUCTURE.  
9 THE CURRENT PLANS ARE JUST THE FIRST STEP CARRIED  
10 BACKWARDS, CARRIED FORWARDS RESULTS IN JUST AN OVERALL  
11 PATTERN WHERE LAX ENDS UP ABSORBING OUR COMMUNITY.

12 WESTCHESTER HAS BEEN AND CONTINUES TO BE  
13 FORCED TO CARRY AN UNFAIR BURDEN WHEN COMPARED TO THE  
14 REST OF THE REGION. PUBLIC INFRASTRUCTURES IMPACTING OUR  
15 COMMUNITY, I WROTE DOWN OFF THE TOP OF MY HEAD, 40 YEARS  
16 OF EXPANSION OF 40 YEARS. SUPERIOR PIPELINE TEN YEARS  
17 AGO BUILT UNDERNEATH OUR COMMUNITY CAUSING SETTLEMENT AND  
18 EXPLOSIONS AND KEEPING US UP AT NIGHT. THE HOWARD HUGHES  
19 CENTER WHICH I CAN TELL YOU KEPT ME PERSONALLY AWAKE AS  
20 THEY CARRIED 24-BY-7 CONSTRUCTION INTO THAT AREA AS WELL AS  
21 PLAYA VISTA.

22 THESE PROJECTS HAVE UNFAIRLY AND NEGATIVELY  
23 IMPACTED OUR QUALITY OF LIFE AND WILL ULTIMATELY DESTROY  
24 OUR NEIGHBORHOOD AND WILL DESTROY OUR WAY OF LIFE. STOP  
25 THE LAX EXPANSION. I CAN TELL YOU IT IS DESTRUCTIVE AND

1 EXPENSIVE. THERE ARE CHEAPER ALTERNATIVES. IT HAS BEEN  
2 PROVEN SO FAR THAT THE REGIONAL EXPANSION APPROACH IS  
3 CHEAPER THAN THE EXPANSION THAT WE ARE LOOKING AT RIGHT  
4 NOW JUST FROM THAT ONE POINT OF VIEW. THANK YOU.

5 THE FACILITATOR: THANK YOU FOR HONORING THE TIME.  
6 DANNA COPE, TO BE FOLLOWED BY BRAD.

7 MR. DANNA COPE: I AM DANNA COPE REPRESENTING  
8 THE LAX AREA ADVISORY COMMITTEE WHICH CONSISTS OF  
9 REPRESENTATIVES FROM THE SEVEN COMMUNITIES ADJACENT TO  
10 LAX. I WANT TO FIRST COMMENT, THERE IS NO VIABLE, NO  
11 ACTION, NO PROJECT ALTERNATIVE INCLUDED IN THE EIS/EIR AND  
12 THERE MUST BE ACCORDING TO THE OUTLINES AND GOALS OF THE  
13 CEQA AND NEPA.

14 AS PROPOSED IN THE ACTION ALTERNATIVES A, B  
15 AND C, THE RING ROAD AND ITS CONNECTIONS WOULD DISSEMINATE  
16 THE WESTCHESTER BUSINESS DISTRICT CAUSING AN UNDUE ECONOMIC  
17 BURDEN ON THE COMMUNITY. THE RING ROAD COULD CAUSE A  
18 SEVERE ENVIRONMENTAL IMPACT BY ROUTING COASTAL TRAFFIC  
19 THROUGH PLAYA DEL REY AND ALONG THE BEACH. THE INGRESS AND  
20 EGRESS POINTS ARE NOT SPELLED OUT. THESE IMPACTS ARE NOT  
21 ADDRESSED, ESPECIALLY DURING AIRFIELD REVERSALS WHEN  
22 AIRCRAFT TAKE OFF TO THE EAST. THE OSAGE AREA ALREADY HAS  
23 LOW-ALTITUDE AIRCRAFT OVERFLYING THE COMMUNITY RIGHT OVER  
24 OUR HOMES. ADDING ANOTHER RUNWAY OR MOVING 24 RIGHT  
25 NORTH AS ALTERNATIVE C WOULD GREATLY ESCALATE OVERFLIGHTS.

1                   INGLEWOOD WOULD ALSO SUFFER NEW NOISE AND AIR  
2 POLLUTION IMPACTS, ESPECIALLY IF RUNWAY 24 LEFT IS EXTENDED  
3 THE EAST AS IN ALTERNATIVE C. A REGIONAL ALTERNATIVE IS  
4 NOT INCLUDED. IT IS A NECESSITY. LAX SHOULD NOT EXPAND AT  
5 ALL UNTIL AND UNLESS OTHER AIRPORTS ARE EXPANDED TO SUPPORT  
6 THE AIR TRAFFIC DEMAND IN THOSE AREAS, ESPECIALLY IN ORANGE  
7 COUNTY TRAFFIC WHICH IS NOW COMING INTO LAX. INCREASED  
8 OPERATIONS OF LAX WOULD CAUSE AN UNDO ENVIRONMENTAL  
9 SOLUTION ON THE ADJACENT COMMUNITIES. THESE WERE NOT  
10 ADEQUATELY ADDRESSED IN THE EIS/EIR. IT'S DIFFICULT TO  
11 DETERMINE WHAT MODELS WERE USED FOR THE ANALYSES IN THE  
12 DOCUMENT. THERE ARE VERY FEW REAL MITIGATION MEASURES  
13 INCLUDED.

14                   WESTCHESTER AND PLAYA DEL REY HAVE ALREADY  
15 ENDURED THE LOSS OF THOUSANDS OF RESIDENTS TO PRIOR  
16 EXPANSIONS WHICH WERE TO BE THE LAST OF SUCH ACQUISITIONS  
17 BY LAX, SO WE WERE PROMISED. THE WESTCHESTER CENTRAL  
18 BUSINESS DISTRICT HAS FINALLY RECOVERED FROM THE LOSS OF  
19 RESIDENCIES IN THE PAST.

20                   THIS EIS/EIR IS FATALLY FLAWED. IT DOES  
21 NOT MEET THE GOALS OF CEQA AND NEPA. ALL THE ALTERNATES  
22 PROPOSED WOULD CLEARLY INFLICT UNDUE ECONOMIC AND  
23 ENVIRONMENTAL BURDENS ON THE SURROUNDINGS COMMUNITIES.  
24 WE STRONGLY URGE THAT YOU DO NOT PROCEED WITH IT.

25                   THE FACILITATOR: THANK YOU FOR WATCHING THE TIME.

1 APPRECIATE IT. I CANNOT PRONOUNCE THIS PERSON'S NAME.

2 OSAGE NEIGHBORHOOD. BRIAN PAPSAL?

3 MR. BRIAN PAPSON: BRIAN PAPSON. I LIVE AT 8337  
4 BELFORD AVENUE IN L.A. I AM NEW HERE TO WESTCHESTER AND I  
5 GREW UP IN NORTH VIRGINIA. NATIONAL AIRPORT GOT TOO BIG.  
6 COULDN'T HANDLE IT. THEY BUILT DULLAS AIRPORT. THEY WENT  
7 OUT IN THE MIDDLE OF VIRGINIA BUILT A BEAUTIFUL AIRPORT.  
8 IT IS NOT PUMPING ALL OF THIS TOXINS ALL OVER OUR YARDS,  
9 ALL OVER OUR CARS, ALL OVER OUR CHILDREN.

10 DULLAS AIRPORT GOT A LITTLE BIT BIGGER THEY  
11 BUILT DWI NEAR BALTIMORE. AND I ALSO WORK FOR AN AIRLINE  
12 HERE. I WORK AT LAX AIRPORT. I WORK OUT ON THE TARMAC AND  
13 WITH THE TRAFFIC THAT WE HAVE IN THERE NOW IT IS INCREDIBLY  
14 DANGEROUS, AS IT IS NOW. WHY DO WE NEED TO THROW A WHOLE  
15 LOT MORE AIRCRAFT INTO THAT AIRPORT WHEN WE CAN'T HANDLE  
16 WHAT WE GOT NOW. THERE'S CONSTANT ACCIDENTS OUT THERE.

17 IF YOU GO TO THE AIRPORT POLICE AND TALK TO  
18 THEM, HOW MANY ACCIDENTS DO WE HAVE IN A YEAR OVER THERE AT  
19 THE AIRPORT. HOW MANY TIMES IS THERE A RUNWAY INFRACTION  
20 WHERE A TRUCK IS TOO CLOSE TO THE RUNWAY OR TOO CLOSE TO  
21 THE TAXI AREA. WE SHOULD BE ABLE TO GO INTO PALMDALE. WE  
22 NEED TO GO DOWN TO ONTARIO, EL TORO AIRPORTS. WE CAN'T  
23 HANDLE WHAT WE HAVE HERE AT LAX NOW.

24 I AM ALL FOR IMPROVING THE AIRPORT, FIX THE  
25 FACILITIES THAT WE HAVE GOT NOW. LET US GET UNDER CONTROL



1 WHAT WE HAVE. IT IS JUST RIDICULOUS TO THROW IN ANOTHER  
2 RUNWAY. ADD 70 MORE GATES TO THIS AIRPORT. IT IS JUST  
3 RIDICULOUS. THANK YOU.

4 THE FACILITATOR: THANK YOU. SOME PEOPLE HAVE COME  
5 IN WHO HAVE NOT BEEN INTRODUCED TO YOU FOLKS. HOW MANY  
6 PEOPLE HAVE COME IN THE LAST 25 OR 30 MINUTES? THE  
7 GENTLEMAN FROM THE FAA IS DICK DYKAS AND HE IS A  
8 REPRESENTATIVE LOCALLY HERE AND HE LIVES IN TORRANCE,  
9 I BELIEVE.

10 MR DYKAS: YES.

11 THE FACILITATOR: AND JIM RITCHIE IS A  
12 REPRESENTATIVE OF THE L. A. WORLD AIRPORTS. THEY ARE HERE  
13 TO LISTEN TO YOUR COMMENTS. THEY ARE NOT GOING -- ANY  
14 COMMENTS YOU WANT TO MAKE RIGHT NOW TO ANYBODY OR DO YOU  
15 WANT ME TO DO THE WHOLE THING? THAT ANSWERS SOME OF YOUR  
16 QUESTIONS. I AM THE FACILITATOR. DO NOT WORK FOR ANYBODY.  
17 I AM BOB DORN.

18 UNIDENTIFIED AUDIENCE MEMBER: WHERE DO YOU LIVE?

19 THE FACILITATOR: YOU WANT TO KNOW? CHRISTMAS  
20 VALLEY, OREGON. I AM AN INNOCENT BYSTANDER EVERYBODY.  
21 THEY WANTED THAT. WHY DON'T YOU ALL MOVE UP TO MY NECK OF  
22 THE WOODS. WE HAVE 300 PEOPLE IN OUR TOWN.

23 OUR NEXT PERSON IS PIERCE HORMANN.

24 MR. PIERCE HORMANN: GOOD AFTERNOON EVERYBODY. I AM  
25 A RESIDENT OF WHAT MIGHT JUST BE LAX'S NEWEST PARKING LOT

1 IF THEY DO SUCCEED IN EXPANDING WESTCHESTER AREA. I AM NOT  
2 ASKING FOR ANY SYMPATHY, I AM ACTUALLY LOOKING FORWARD TO  
3 MOVING A LITTLE BIT TOWARDS MALIBU OR ORANGE COUNTY. DON'T  
4 WORRY ABOUT IT.

5 TO ME I AM ADDRESSING MORE TO PEOPLE AROUND  
6 HERE THAN ANYBODY ELSE BECAUSE I DO BELIEVE THIS IS NOTHING  
7 BUT A SHAM OR PART OF PUBLICITY PROCEDURE. SO FAR  
8 THEY HAVE SUCCEEDED WITH THE MEDIA LEAVING. WHO AM I  
9 ADDRESSING? BASICALLY ONLY A RECORD. THAT'S ABOUT IT.  
10 I DON'T BELIEVE THESE PEOPLE ARE REALLY CONCERNED ABOUT  
11 ANYTHING. I DON'T THINK YOU UNDERSTAND WHAT IS GOING ON  
12 HERE.

13 THEY ARE NOT CONCERNED ABOUT THE ENVIRONMENT.  
14 THEY ARE NOT CONCERNED ABOUT RESPECTING THE NEIGHBORS IN  
15 ONE OF THE THINGS THAT I SAW WHEN I WAS WALKING BY.  
16 THE ONLY AGENDA THEY HAVE IS TO MAKE MONEY. THAT'S IT.  
17 OTHERWISE THEY WOULD MOVE DOWN TO PALMDALE THE CARGO. THEY  
18 WOULD DISTRIBUTE THE ADDITIONAL AIRLINE PASSENGERS IN THE  
19 OTHER AIRPORTS. THEY ARE NOT INTERESTED IN THAT BECAUSE  
20 THEY WANT TO KEEP THE MONEY HERE. THAT'S ABOUT IT REALLY.

21 I ALSO WANT TO CONGRATULATE THE PUBLICITY  
22 DEPARTMENT FOR THIS BROCHURE THAT I PICKED UP ALONG THE  
23 WAY. IT SAYS ENVIRONMENTAL JUSTICE. IT SHOULD BE SPELLED  
24 ENVIRONMENTAL INJUSTICE. I SEE WHAT IS GOING ON. SINCE  
25 THEY CANNOT WIN IN THE ENVIRONMENT ISSUE, THEY ARE GOING

1 INTO JOB ISSUES. LIKE HERE IS FROM THE MAGAZINE, LAX  
2 MAGAZINE. THEY ARE TRYING TO PUSH THE ISSUE OF CREATING  
3 JOBS BECAUSE EVERYTHING ELSE HAS BEEN PICKED APART BY  
4 PEOPLE WHO HAVE SOME INTELLIGENCE AND CAN SEE THAT IT IS  
5 NOTHING BUT A SMOKE SCREEN.

6 I ALSO LISTENED TO ONE OF THE WORKSHOPS OVER  
7 HERE REAL BRIEFLY BY A GENTLEMAN WHO WAS TRYING TO EXPLAIN  
8 TO ME HOW EXPANSION OF LAX IS NOT GOING TO DECREASE  
9 POLLUTION. YEAH, RIGHT. WHAT IDIOT CAN BELIEVE THAT WHEN  
10 YOU ADD MORE VEHICLES AND MORE AIRPLANES YOU ARE GOING TO  
11 DECREASE THE POLLUTION. I WILL TELL YOU EXACTLY WHAT  
12 HE SAID. WE WILL CONCENTRATE IN ONE AREA OVER HERE SO IT  
13 DOESN'T DISTRIBUTE ALL THE WAY DOWN. NEVER MIND THE  
14 WIND FACTOR. I HAD ENOUGH OF THIS NONSENSE, LADIES AND  
15 GENTLEMEN, SO GOOD LUCK AND THANK YOU FOR COMING. THE  
16 REST OF YOU HANG IN THERE.

17 THE FACILITATOR: THANK YOU. ROBERT YOUNG. BEFORE  
18 HE SPEAKS, ONE SECOND. DON'T START HIS TIME YET. I HAVE A  
19 BUNCH OF CARDS HERE THAT I CALLED OUT. IF YOU THINK YOUR  
20 CARD HAS ALREADY BEEN CALLED, PLEASE COME UP AND SEE ME. I  
21 HAVE ABOUT 20 OF THEM HERE.

22 MR. ROBERT YOUNG: MY NAME IS ROBERT YOUNG,  
23 WESCHESTER RESIDENT AND ALSO A MEMBER OF ONA. MY THOUGHTS  
24 SAY HERE "GOOD AFTERNOONN LADIES AND GENTLEMEN." I HAVE TO  
25 CHANGE THAT KNOW TO NOW GOOD EVENING. WHAT I HAVE TO SAY

1 IS I'M APPALLED AT THE STRONG-ARM TACTICS AND FAILURES IN  
2 YOUR RESPONSIBILITIES IN LACK OF INFORMING WE THE PEOPLE  
3 AND THE RESIDENTS OF THIS WONDERFUL CITY WE CALL LOS  
4 ANGELES. YOUR ATTEMPTS TO HAVE YOUR MASTER PLAN CONSIDERED  
5 WITHOUT TAKING INTO CONSIDERATION THE EFFECTS THAT IT WILL  
6 HAVE ON MANKIND AND TO THE POPULATION TO THE ENTIRE CITY OF  
7 LOS ANGELES. I AM ABSOLUTELY APPAULED BY THAT.

8 AT A RECENT SCAG MEETING MAY THE 5TH I WENT  
9 THERE AND YOUR SPOKESMAN, I BELIEVE MR. HASANAGA HARATA,  
10 GAVE A WONDERFUL PRESENTATION IN YOUR FAVOR AND QUITE  
11 HONESTLY ALSO HAD ME BELIEVING THAT THIS WAS A GREAT PLAN  
12 UNTIL I BROUGHT IT TO THEIR ATTENTION SCAG, THAT IS, THE  
13 QUESTION ON AIR POLLUTION. MR. HARATA'S RESPONSE WAS THAT  
14 LAWA DIDN'T HAVE ANY CONCLUSIVE FINDINGS AT THIS TIME. I  
15 FOUND THIS TO BE A TRAVESTY AND I FOUND TO MY HORROR THAT  
16 ACCORDING TO THE AQM DATE AND EPA THAT THE LOS ANGELES  
17 BASIN AND SURROUNDING AREAS ARE CONSIDERED A NONATTAINMENT  
18 AREA AND DO NOT COMPLY WITH THE STANDARD FEDERAL GOVERNMENT  
19 REQUIREMENTS.

20 AND INCIDENTALLY, THAT THESE DISASTROUS  
21 POLLUTION LEVELS HAVE BEEN OFF THE CHART FOR THE PAST 20  
22 YEARS. I BRING THIS BEFORE YOU TODAY -- THIS IS ALSO  
23 UPDATED IN DECEMBER OF '98 -- CARBON MONOXIDE IS SERIOUS,  
24 PARTICULAR PM10 AND 25 IS EXTREME AND OZONE IS EXTREME.  
25 ALSO, LADIES AND GENTLEMEN, PRESENT TO YOU TODAY IN 1988

1 WE ARE THE HIGHEST IN THE NATION FOR OZONE CONCENTRATIONS  
2 BEATING HOUSTON WITH A SCORE OF 62 DAYS TO THEIR SCORE OF  
3 31 DAYS. WHAT A WONDERFUL VICTORY THAT IS. I AM NOT SURE  
4 I WANT TO TELL THAT TO MY GRANDCHILDREN. WHAT KIND OF  
5 LEGACY ARE WE GOING TO LEAVE THEM.

6 READING FURTHER, IN THE AIRCRAFT POLLUTION  
7 PRESENTED BY THE EPA, I HAVE THE DOCUMENTS HERE, BY THE  
8 WAY. IT IS FOR EVERYBODY TO GET. THIS IS ALL THE FACTS  
9 AND FIGURES THAT WERE BEING PRESENTED BY EPA, THAT THE FIVE  
10 MOST VOLATILE COMPONENTS AND POLLUTANTS ARE THE VOCS, COS  
11 NOXS, PM10S AND 25S AND SO2S, SULFUR DIOXIDES. BUT AGAIN  
12 YOU ALREADY KNOW WHAT THEY ARE. THOSE ARE CANCER-CAUSING  
13 CARCINOGENS AND THEY KILL PEOPLE. AND THAT IS WHAT YOU ARE  
14 GOING TO BE DOING.

15 ALSO IN THE EPA REPORT, OUT OF TEN MAJOR  
16 CITIES, THERE IS MORE THAN ONE AIRPORT IN THESE MAJOR  
17 CITIES, THEY CONSIST OF ATLANTA, BOSTON, CHARLOTTE,  
18 HOUSTON, NEW YORK, PHILADELPHIA, PHOENIX, WASHINGTON AND  
19 LOS ANGELES. OUT OF THESE TEN CITIES WE HAVE ONE  
20 ATTAINMENT BUT AT RISK, THREE SEVERE SITUATIONS, FIVE  
21 SERIOUS, AND LASTLY WE HAVE LOS ANGELES LAX IN EXTREME  
22 CONDITIONS. THESE ARE ALL FACTS AND FIGURES THAT YOU  
23 SHOULD GET HERE BECAUSE YOUR FIGURES DO NOT COMPLY, COME  
24 ANYWHERE NEAR CLOSE TO THESE.

25 BY THE YEAR 2010 -- INCIDENTALLY, YOUR MASTER

1 PLAN CONSISTS OF PLAN A, B AND C WHICH IS ONLY FOR THE LAX  
2 AREA. SHOULDN'T THERE BE PLANS D, E AND F. FOR EXAMPLE,  
3 YOU HAVE FORGOTTEN PALMDALE, ONTARIO, AND DON'T LET ME GET  
4 STARTED ON EL TORO. BY THE YEAR 2010, LOS ANGELES AND  
5 SURROUNDING AREAS WILL ENDURE A POPULATION GROWTH OF NEW  
6 RESIDENTS TO THE TUNE OF APPROXIMATELY SIX MILLION PEOPLE.

7 1.75 PERCENT OF THESE PEOPLE WILL BE GOING  
8 TO PALMDALE. 1.75 PERCENT OF THESE PEOPLE WILLING TO  
9 RIVERSIDE COUNTY. TWO MILLION PEOPLE WILL GO TO ORANGE  
10 COUNTY. THESE ARE ALL FACTS. DOESN'T COMMON SENSE TELL  
11 YOU THAT THE JOBS FOR THESE PEOPLE WILL BE IN THE OUTLYING  
12 AREAS. THERE IS SO MUCH THAT I WANT TO GO ON ABOUT. I  
13 URGE YOU TO STOP WASTING OUR MONEY ON A PROJECT THAT REALLY  
14 DOESN'T HAVE A FUTURE. WAKE UP. REVISE YOUR PLANS.

15 THE FACILITATOR: THANK YOU. FROM THE FACILITATOR'S  
16 STANDPOINT I WANT TO THANK EVERYBODY FOR BEING SO  
17 COURTEOUS. I KNOW THIS IS VERY PERSONAL FOR A LOT OF YOU  
18 FOLKS AND IF YOU DO GO OVER A LITTLE BIT IT IS BECAUSE IT  
19 MEANS A LOT TO EVERYBODY. I AM VERY AWARE OF THAT.

20 THE NEXT SPEAKER GARY SCHIVLEY FOLLOWED BY  
21 WENDY APPLE FOLLOWED BY MINA BHARADWA.

22 MR. GARY SCHIVLEY: MY NAME IS GARY SCHIVLEY. I  
23 LIVE OVER IN THE OSAGE NEIGHBORHOOD. I KNOW THAT LAWA  
24 HAS ALREADY SPEND \$85 MILLION AND THE CITY COUNCIL HAS  
25 AUTHORIZED ANOTHER TEN MILLION EXPENDITURES. I FOUND IT

1 VERY INTERESTING THAT THEY COULDN'T BOTHER STAMPING THESE  
2 TO MAKE IT EASIER TO SEND IT OUT. THESE PROPOSED PROJECTS  
3 THAT THEY HAVE, THE RING ROAD, THE PROPOSED RING ROAD WILL  
4 INCREASE TRAFFIC, NOISE POLLUTION AND CONGESTION. PART OF  
5 THE LINE INCREASED WILL MEAN HUNDREDS OF 18 WHEELERS TO  
6 MOVE FREIGHT. THIS IS AN ADDITION TO EXISTING CARBON  
7 LEVELS. INCREASE NOISE LEVELS, CARCINOGENIC LEVELS OF  
8 DIESEL, SOOT AND POLLUTION.

9 ARBOR VITAE 405 RAMP, WE DON'T WANT IT. THIS  
10 PLAN INVOLVES REMOVING SOME 57 PROPERTIES, WASTING \$119  
11 MILLION BETTER SPENT REPAIRING CURRENT ROADS. TRAFFIC  
12 IS DOWN AT HOLLYWOOD PARK AND THE FORUM IS NO LONGER A  
13 HIGH-USAGE ARENA. EXTENDING THE 105 RAMP INTO THE  
14 AIRPORT WOULD HAVE MADE BETTER SENSE. THIS IS A BETTER  
15 ALTERNATIVE.

16 MANCHESTER SQUARE AND AIRPORT/BELFORD AREAS,  
17 WE WANT THIS PROPERTY ZONED FOR OPEN SPACE FOR A PARK OR  
18 OTHER USEFUL BENEFIT. WE DON'T WANT CARGO BUILDINGS OR  
19 RUNWAY EXTENSIONS. FORTY SCHOOLS ARE IMPACTED TODAY BY  
20 THE CURRENT NOISE AND POLLUTION LEVELS. IT WILL ONLY  
21 EXACERBATE THE SERIOUS PROBLEM. NOISE LEVELS ARE EXTREMELY  
22 HIGH, EVEN WITH SOUNDPROOFING.

23 I ATTENDED A MEETING AT WESTCHESTER HIGH  
24 RECENTLY AND THE NOISE WAS SO DEAFENING WE COULD BARELY  
25 HEAR. HOW CAN THE STUDENTS CONCENTRATE AND ACHIEVE

1 SATISFACTORY EDUCATION WITH THIS DISTURBANCE. CARGO AND  
2 PASSENGERS FLIGHTS WILL ONLY ADD MORE NOISE AND TRAFFIC.

3 CURRENTLY I EXPERIENCE RATTILING OF MY WINDOWS  
4 AND EXTREME JET NOISE AT VARIOUS TIMES OF THE DAY,  
5 ESPECIALLY NIGHT, CAUSING SLEEP LOSS. INCREASE OF BLACK  
6 SOOT, WHICH THESE AIR FILTERS DISPLAY, UNBURNED KEROSENE  
7 FUEL ON MY CAR, HOME AND LANDSCAPING. I AM HAVING TO WASH  
8 MY CAR MORE OFTEN AND THE PAINT FINISH IS DAMAGEED FROM  
9 THESE DEPOSITS. THE CHOKING SMELL OF JET FUEL IN THE  
10 MORNING IS BECOMING WORSE. IT IS BECOMING MORE DIFFICULT  
11 TO BREATHE. THESE ARE PROVEN CARCINOGENS.

12 INCREASE OF FLIGHTS OVER MY HOUSE ARE  
13 CONTRIBUTED TO THE EXTREME NOISE LEVELS AND POLLUTIONS.  
14 NOISE LEVELS ARE CONSIDERED 65 CNEL AND ABOVE. WHAT I  
15 WOULD LIKE TO KNOW ARE WHEN AND WHERE THESE MEASUREMENTS  
16 ARE PROVIDED. I AM REQUESTING THAT THEY MEASURE THESE  
17 NOISE LEVELS AT MY HOME DURING THE PEAK HOURS AND CARBON  
18 DEPARTURES. THE NOISE LEVELS HAVE RISEN CONSIDERABLY IN  
19 THE LAST FIVE YEARS IN MY NEIGHBORHOOD AREA.

20 I AM REQUESTING A REGIONAL APPROACH TO  
21 EXPANDING THE PASSENGER AND CARGO CAPACITY. EL TORO,  
22 ONTARIO AND PALMDALE ARE EXCELLENT ALTERNATIVES. YOU  
23 CANNOT EXPECT ONE AIRPORT TO EFFECTIVELY HANDLE ALL OF  
24 THESE AREAS TRAVEL AND CARGO NEEDS AND NOT DESTROY THE  
25 LIVING CONDITIONS OF OUR NEIGHBORHOODS.



1                   THE ONE PRO-REPRESENTATIVE FOR ENLARGING  
2 LAX MENTIONED ABOUT NOT BEING ABLE TO REPLICATE THE  
3 INFRASTRUCTURE OF LAX. I DON'T BELIEVE THAT. DENVER  
4 COMPLETELY ABANDONED THEIR CURRENT AIRPORT AND BUILT A  
5 NEW ONE. SO IT CAN BE DONE. SO, PLEASE, CONSIDER THIS IN  
6 YOUR FUTURE PLANS AND DON'T DESTROY OUR NEIGHBORHOODS.  
7 THANK YOU.

8                   THE FACILITATOR: THANK YOU. SEVERAL PEOPLE HAVE  
9 BEEN TRYING TO FIND VOLUMES ONE, THREE AND SEVEN OF THE  
10 MASTER PLAN. SOMEBODY HAD BEEN USING THEM EITHER IN THE  
11 BACK OF THE ROOM OR ONE OF THE WORKROOMS. AND IF YOU KNOW  
12 ANYBODY WHO HAS THOSE RIGHT NOW THEY WOULD LIKE TO STILL  
13 LOOK AT THEM BECAUSE WE HAVE HALF AN HOUR FOR THE OFFICIAL  
14 CLOSE OF THE COMMENT, BUT IF WE KEEP GOING, WE KEEP GOING  
15 UNTIL WE END.

16                   THE NEXT PERSON IN LINE IS WENDY APPLE. NEXT  
17 PERSON IN LINE IS JUNE SATTON.

18                   MS. JUNE SATTON: MY NAME IS JUNE SATTON AND I AM A  
19 RESIDENT OF WESTCHESTER AND I AM A MEMBER OF ONA, WHICH IS  
20 THE OSAGE ASSOCIATION IN WESCHESTER. FIRST OFF, I WANT  
21 TO ADDRESS OUR TWO GENTLEMAN UP HERE, MR. RITCHIE AND HIS  
22 PARTNER. I WANT TO SAY THAT I HAVE BEEN LISTENING TO A LOT  
23 OF PEOPLE SPEAK. IT KIND OF HURTS ME TO THINK THAT THEY  
24 SPENT BILLIONS AND BILLIONS OF DOLLARS TO COLLECT  
25 INFORMATION WHEN I HAVE HEARD SO MANY INTELLIGENT PEOPLE

1 GIVING THE FACTS AND THE FIGURES HERE TODAY CONCERNING  
2 DEATH, CONCERNING THE POLLUTANTS. THEY HAVE BROUGHT YOU  
3 THE PROOF. YOU DON'T HAVE TO GO TO KANSAS CITY TO GET IT.  
4 YOU DON'T HAVE TO IMPORT PEOPLE FROM OTHER AREAS TO TELL  
5 YOU WHAT WORKS IN THIS AREA.

6 I HAVE BEEN TO NUMEROUS SCAG MEETINGS AND CITY  
7 COUNCIL MEETINGS AND HEARD ALL THESE COMMITTEE REPORTS. I  
8 DON'T THINK THAT LAWA SHOULD BE ALLOWED TO PUSH THROUGH  
9 THIS PLAN AMONGST SMOKE SCREENS WHILE IGNORING CEQA AND  
10 NEPA. THERE'S A REASON THAT WE HAVE THESE. THAT IS TO  
11 PROTECT THE ENVIRONMENT AND THE QUALIFY OF LIFE WE HAVE  
12 HERE.

13 I KNOW THIS HAS ALREADY BEEN BROUGHT UP. ONE  
14 EXAMPLE OF THIS IS PUSHING AHEAD WITHOUT THE APPROVAL OF  
15 THE MASTER PLAN OR ANY ENVIRONMENTAL PROTECTION AGENCY FOR  
16 THE PURCHASE OF MANCHESTER SQUARE. THAT WAS REALLY PUSHED  
17 THROUGH. THOSE PEOPLE WERE RAILROADED OUT OF THERE. THEIR  
18 ENVIRONMENT WAS TORN APART BEFORE THEM. THEY WERE BEGGING  
19 TO LEAVE. WHY? THEY DIDN'T DO IT. THE AIRPORT DID IT.

20 LET'S TAKE A LOOK AT SOMETHING THAT I KNOW  
21 VERY WELL ABOUT. I CAN GIVE YOU STATISTICS. I DO ALMOST  
22 30,000 LAND MILES BT MY CAR A YEAR FOR MY JOB. LET'S TAKE  
23 TRAFFIC, FOR EXAMPLE. I WANT TO BRING UP THE STATISTICS TO  
24 YOU. THE STATISTICS THAT YOU OFFER DURING PEAK TIMES ARE  
25 AS FOLLOWS ON THE 405, THAT BETWEEN 7:00 A.M. AND 9:00

1 A.M., THESE ARE THE PEAK TIMES IN THE MORNING AND BETWEEN  
2 5:00 P.M. AND 7:00 P.M. IN THE EVENING. FIRST OF ALL,  
3 THESE FACTS ARE ABSURDLY FALSE. I DRIVE THESE FREEWAYS AND  
4 ANYONE WHO DRIVES THE 405 ON A CONSISTENT BASIS KNOWS AT  
5 9:00 A.M. GOING SOUTHBOUND YOU ARE GOING NO WHERE. IT IS  
6 NOT CLEARED UP. OR GOING NORTH COMING UP FROM LONG BEACH,  
7 YOU ARE AT A STAND STILL. I AM SORRY, LET ME GIVE YOU THE  
8 REAL FACTS AND FIGURES.

9 FROM ABOUT 6:30 A.M. OR EVEN EARLIER TILL  
10 ABOUT 10:30 OR LATER IN THE MORNING THE 405 SOUTHBOUND FROM  
11 THE VALLEY -- I WISH THAT GENTLEMAN FROM THE VALLEY WAS  
12 HERE BECAUSE I THINK THIS WAS HIS ONLY TRIP DOWN HERE. HE  
13 HAS NO IDEA WHAT HE IS TALKING ABOUT. THE FREEWAY IS AT  
14 A STANDSTILL OR A CRAWL. I GO UP THERE ALL THE TIME.

15 NORTHBOUND LANES COMING UP FROM LONG BEACH  
16 THOSE ARE EXACTLY THE SAME, EVEN BEFORE LONG BEACH IT IS  
17 AT A STAND STILL. REALISTICALLY FROM ABOUT 3:30 IN THE  
18 AFTERNOON, LADIES AND GENTLEMEN, UNTIL ABOUT 7:00 P.M. IN  
19 THE EVENING THAT'S WHEN THE FREEWAYS ONCE AGAIN COME TO A  
20 STANDSTILL. THE AIRPORT SAYS THAT THEIR PEAK TRAVEL TIMES  
21 ARE BETWEEN 11:00 AND 1:00 A.M. THEY WANT THE 405 AT A  
22 STANDSTILL FROM ABOUT 6:00 IN THE MORNING TILL ABOUT 8:00  
23 AT NIGHT. QUALITY OF LIFE. I THINK YOU NEED TO LOOK AT  
24 THESE FACTS. WE ARE THE PEOPLE THAT DRIVE AND KNOW THESE  
25 FACTS AND THESE FIGURES. THERE ARE MANY MORE THINGS TO

1 SAY.

2 THE FACILITATOR: IF I CAN GIVE GUS AN EXTRA 30  
3 SECONDS I CAN GIVE YOU AN EXTRA 30 SECONDS.

4 MS. JUNE SATTON: THANK YOU. THESE ARE PEAK TRAVEL  
5 TIMES, NOT TO MENTION THE FACT THAT WE KNOW WHAT HAPPENS  
6 WITH THE PROJECTED TONS OF CARGO THAT YOU WANT TO BRING  
7 INTO THE AIRPORT AND THE AREA. LET'S JUST SAY WE HAVE ONE  
8 OF THOSE TRUCKS OVERTURNED IN THIS AREA. THAT'S A MAJOR  
9 DISASTER. MAJOR. WE KNOW WHAT HAPPENS TO FREEWAYS IN  
10 SOUTHERN CALIFORNIA WHEN ONE TRUCK TURNS OVER CAUSE SIG  
11 ALERT IS A NAME THAT WE ARE ALL FAMILIAR WITH. I AM IN IT  
12 EVERYDAY. I KNOW. I AM NOT TALKING ABOUT STUFF I DON'T  
13 KNOW ABOUT.

14 GETTING TO AND FROM THE AIRPORT. ALSO,  
15 HOLIDAY TRAVEL, BAD WHETHER TRAVEL. CONGESTION ON  
16 THURSDAYS AND FRIDAYS. I KNOW ABOUT THE PEAK TIMES OF  
17 TRAVEL IN AND OUT OF THE AIRPORT. I KNOW ABOUT FRIDAY  
18 NIGHTS. I KNOW ABOUT THE HORRORS OF THURSDAYS. BRINGING  
19 MORE TRAFFIC. IT IS NOT GOING TO WORK, NOT TO MENTION THE  
20 POLLUTION LEVELS THAT HAVE ALREADY BEEN DISCUSSED. THAT'S  
21 A HUGE FACTOR. THE AIR TRAFFIC CONTROLLER SAID THAT IT IS  
22 NOT SAFE AT LAX, LET'S EXPAND. IT'S LAX'S FAULT. WHY  
23 SHOULD WE SUFFER. WE SHOULD HAVE A REGIONAL PLAN. NOT DO  
24 NOTHING. LET'S HAVE A REGIONAL PLAN.

25 THE FACILITATOR: THANK YOU VERY MUCH. MINA. HARRY

1 ROSE TO FOLLOW, BRIAN WEISS TO FOLLOW.

2 MS. MINA BHARADWA: I AM MINA BHARADWA. I AM A  
3 REALTOR IN THE AREA. I HAVE BEEN WORKING HERE FOR ABOUT  
4 18 YEARS. AND PEOPLE SAY TO ME WHY DO YOU CARE. YOU  
5 HAVE MORE HOUSES TO SELL. I DO CARE. I LIVE IN THE  
6 NEIGHBORHOOD. I CARE ABOUT THE QUALITY OF LIFE. I  
7 BASICALLY CARE THAT OUR COMMUNITY IS NOT BEING KEPT AS A  
8 WHOLE COMMUNITY. IN ORDER TO BUILD THE LAX EXPRESSWAY AND  
9 THE RING ROAD, THE LOS ANGELES WORLD AIRPORTS WILL HAVE  
10 TO ACQUIRE ONE-THIRD OF THE CENTRAL BUSINESS DISTRICT ON  
11 SEPULVEDA BOULEVARD. ALREADY IT IS LIKE A DEAD DISTRICT.  
12 WE HAVE TRIED TO IMPROVE IT BY BUILDING RALPHS AND SAV-ON.  
13 THAT MAY BE ACQUIRED WITH THE LAWA PLAN. THEN WE WOULD  
14 LOSE SOME HOUSES ON NEILSON FIELD AND PART OF THE HISTORIC  
15 CENTINELA ADOBE.

16 IF THE ONE RUNWAY MOVES, THAT'S ANOTHER 350  
17 FEET NORTH AND EXTENDED 3,000 FEET EAST. THEY HAVE NOT  
18 LOOKED AT GROUND MITIGATIONS. THEY ARE SAYING THAT IT  
19 WON'T AFFECT OUR MAJOR ARTERIES. THEY HAVE NOT DONE ENOUGH  
20 RESEARCH INTO IT AND IT WILL DESTROY OUR COMMUNITIES' FEEL,  
21 THE BEAUTY AND THE FEEL OF THE COMMUNITY. ALSO THE FACT  
22 THAT WE WILL LOSE ONE OF OUR GROCERY STORES ON THE EAST  
23 SIDE OF WESTCHESTER.

24 WHAT HAPPENS WHEN THE EXPANSION ISN'T ENOUGH.  
25 WHAT HAPPENS WHEN YOU TRY TO TAKEOVER MORE AND MORE AND

1 MORE HOUSES. THEN THE OTHER CONCERNS I HAVE IS THE CARGO  
2 DEMAND, THE PROJECTED CARGO DEMAND. THE AREAS OF CONCERN  
3 INCLUDE LARGER CARGO AIRCRAFT, MORE FLIGHTS, HEAVY AIRCRAFT  
4 OPERATIONS, DEVELOPMENT OF AREAS SURROUNDING THE AIRPORT  
5 FOR DISTRIBUTIONS, HEAVY SHIPPING, WAREHOUSING, HIGH TRUCK  
6 AND CARGO TRAFFIC. WHAT ABOUT US AS RESIDENTS. WHAT DO WE  
7 DO IN THAT INSTANCE.

8 ALSO THE SAFETY ISSUE OF OUR OVERCROWDING OF  
9 THE AIR CORRIDORS MAY LEAD TO THE LIKELIHOOD OF MORE AIR  
10 DISASTER. THE AIR POLLUTION, THAT'S A BIG, BIG FACTOR.  
11 LAX IS ALREADY ONE OF THE AREAS SINGLE LARGEST SOURCE OF  
12 NOX EMISSIONS, THE PRIMARY PRECURSOR TO OZONE. THE AIR IS  
13 OUT OF COMPLIANCE FOR MANY POLLUTANTS, INCLUDING PM10. AND  
14 THAT IT CAN LEAD TO RESPIRATORY SYSTEMS AND CAN LEAD TO  
15 CANCER. WHAT ABOUT THE HEALTH OF PEOPLE WHO ARE LIVING IN  
16 THE NEIGHBORHOODS. PEOPLE WHO ARE DOING THE REPORTS. THEY  
17 MAY BE LIVING OUTSIDE THE NEIGHBORHOOD. WHAT ABOUT US. WE  
18 LIVE IN THE AREA.

19 THE NOISE, THE CNEL, THAT IS A WEIGHTED DAILY  
20 AVERAGE. IT DOES NOT TAKE INTO ACCOUNT LOUD, SINGLE-EVENT  
21 NOISES. YOU COULD BE LIVING JUST A LITTLE BIT NORTH OF  
22 65 CNEL AND HAVE AIRCRAFT EVERY 45 SECONDS ALL DAY LONG.

23 TWO MORE ISSUES. TRAFFIC, I DON'T THINK  
24 THERE'S A MITIGATION MEASURES BECAUSE YOU ARE NOT CONCERNED  
25 ABOUT HOW THE TRAFFIC IS GOING TO FLOW ONTO THE FREEWAYS.

1 YOU MAY BE ABLE TO DO SOMETHING ABOUT THE RING ROAD AND  
2 ABOUT LAX EXPRESSWAY. WE ARE LOOKING FOR A REGIONAL  
3 SOLUTION. WE DO NOT NEED EL TORO'S. WE DON'T NEED THE  
4 COMMUNITIES AROUND LAX TO BEAR THE BURDEN OF ORANGE  
5 COUNTY'S NEED FOR AIR COMMERCE. THANK YOU.

6 THE FACILITATOR: THANK YOU, MINA. REAL QUICKLY  
7 HERE IS THE ORDER WE ARE SPEAKING IN. ROSE, YOUNGLOVE,  
8 HOSSAN, VELASCO, PENNA, HALPRIN, HOLM, MASUDA, FRYE,  
9 JORGENSON. WE WILL START WITH THERE.

10 MR. HARRY ROSE: HELLO. MY NAME IS HARRY ROSE. I  
11 LIVE AT 7725 HINDRY AVENUE IN OSAGE PARK. FIRST OF ALL, I  
12 WOULD LIKE TO ADDRESS AN ISSUE THAT CAME UP WITH SOME OF MY  
13 NEIGHBORS AS I WAS WALKING THROUGH THE NEIGHBORHOOD  
14 OVER THE LAST COUPLE OF DAYS TALKING ABOUT THIS MEETING.  
15 SEVERAL OF THEM EXPRESSED THE DESIRE TO COME TO ONE OF  
16 THESE MEETINGS, HOWEVER, THEY ALSO TOLD ME THAT THEIR  
17 CHILDREN WERE GRADUATING FROM SCHOOL AND IT WAS TODAY AND  
18 THEY CAN'T COME.

19 I WOULD ALSO LIKE TO KIND OF EXPRESS MY  
20 CONCERN, ESPECIALLY WITH THAT GUY THAT CAME HERE FROM VAN  
21 NUYS. A LOT OF HIS CONCERNS ARE MY CONCERNS. TRAFFIC  
22 NEEDS TO FLOW IN AND OUT OF THE SOUTHERN CALIFORNIA REGION.  
23 HE EXPRESSED A CONCERN WITH AN ABILITY TO MOVE COMMERCE IN  
24 AND OUT OF THE REGION. WHY DON'T WE BUILD HIM AN AIRPORT  
25 IN VAN NUYS OR IN THE VALLEY.

1                   IT SEEMS TO ME TO BE INSANE TO BRING  
2   ADDITIONAL TRAFFIC INTO AN AREA THAT IS ALREADY PROBABLY  
3   THE MOST HEAVILY DEVELOPED AREA OF OUR CITY AND MOVE IT OUT  
4   TO OUTLYING REGIONS. WE NEED AN AIRPORT IN ORANGE COUNTY.  
5   WE NEED AN AIRPORT IN SAN BERNARDINO COUNTY. AND WE ALSO  
6   NEED AN AIRPORT TO SERVICE THE PEOPLE IN THE VALLEY. TO  
7   PUT ALL OF YOUR DUCKS INTO ONE LITTLE POND AND EXPECT IT  
8   TO WORK IS INSANE, FROM AN ECONOMIC STANDPOINT OF VIEW.

9                   IN CONCLUSION, I WOULD LIKE TO URGE LAWA AND  
10  THE CITY OF LOS ANGELES TO CONSIDER A REGIONAL SOLUTION TO  
11  A TRAFFIC PROBLEM. I DON'T BELIEVE THAT YOU HAVE CURRENTLY  
12  DONE THIS ADEQUATELY. THANK YOU.

13                  THE FACILITATOR: THANK YOU, HARRY. CHUCK  
14  YOUNGLOVE.

15                  MR. CHUCK YOUNGLOVE: I AM CHUCK YOUNGLOVE. I LIVE  
16  AT 7713 BOEING AVENUE. I LIVE IN WESTPORT HEIGHTS, WHICH  
17  IS PART OF WESTCHESTER. I WANT TO JUST START AT THE  
18  BEGINNING, AS EVERYBODY ELSE HAS SAID. I, AND I AM  
19  ASSUMING EVERYBODY HERE, EXCEPT FOR THE GENTLEMAN FROM VAN  
20  NUYS, DO NOT WANT THE THREE ALTERNATIVES A, B OR C. WHAT  
21  WE DO WANT IS WE WANT NO ACTION AND NO PROJECT ALTERNATIVE.

22                  THE EIS/EIR, ALL THOSE SEGMENTS DO NOT ADDRESS  
23  OR MITIGATE ALL THE ITEMS THAT HAVE BEEN MENTIONED TODAY.  
24  YOU HAVE 12,000 PAGES, BUT THE REALITY IS TRAFFIC, IT IS AT  
25  A STANDSTILL. THE 405, THE 105, THE 10 FREEWAY, THE 101.



1 THEY DON'T WORK NOW. THEY HAVE NOT BEEN WORKING FOR OVER  
2 15 YEARS. YOU HAVE NOTHING THAT HAS SUGGESTED THAT YOU ARE  
3 GOING TO SOLVE ANY OF THIS.

4 POLLUTION WISE WE ARE NOW AT A POINT WHERE  
5 PEOPLE ARE DEVELOPING CANCER AND THE VOLUME OF RESPIRATORY  
6 PROBLEMS IS INCREASING SO DRAMATICALLY IN THIS AREA AND YOU  
7 HAVE NOT ADDRESSED ANY OF THAT AND YOU HAVE NO SOLUTIONS IN  
8 YOUR REPORT.

9 NOISE. THE VOLUME OF NOISE ON DECIBEL LEVEL  
10 AND THE FREQUENCY HAS INCREASED SO DRAMATICALLY IN THE  
11 LAST TEN YEARS BECAUSE YOU HAVE INCREASED FROM WHAT WAS  
12 ORIGINALLY ANTICIPATED 40 MILLION PASSENGERS AND A MILLION  
13 IN CARGO. YOU HAVE GONE TO 67 MILLION. EVERY NIGHT  
14 EVERYBODY HEARS NOISE AND IT IS A QUESTION OF WHETHER IT  
15 RUMBLES. EVERYBODY HAS TO CLOSE THEIR WINDOWS BECAUSE THEY  
16 CAN'T LISTEN TO THEIR T.V. THEY CAN'T EVEN HEAR BIRDS  
17 OUTSIDE. THAT'S NOT BEING ADDRESSED BY THE FAA. YOU JUST  
18 DON'T CARE AND IT IS OBVIOUS.

19 SAFETY. IT HAS BEEN AN ISSUE REGARDING THE  
20 ISSUES OF CRASHES, LIKE THE ONE DOWN IN TORRANCE -- EXCUSE  
21 ME, CERRITOS. THE ONE THING THAT REALLY BOTHERS ME ON  
22 SAFETY, BESIDE THE IMPLICATIONS THAT THERE IS GOING TO BE A  
23 MAJOR PROBLEM WITH AIR SAFETY BECAUSE I KNOW THERE HAS BEEN  
24 AT LEAST A DOZEN MAJOR ISSUES WHERE PLANES HAVE ALMOST  
25 COLLIDED IN THIS LAST YEAR AND-A-HALF.

1                   THE ONE THING THAT REALLY DOESN'T MAKE ANY  
2       SENSE IS WE LIVE IN EARTHQUAKE COUNTRY AND FROM A SAFETY  
3       ISSUE YOU WANT TO CONCENTRATE ALL OF THE AIRPORT. IT DOES  
4       NOT TAKE A ROCKET SCIENTIST OR COMMON SENSE TO BRING IN  
5       THE ISSUE OF WHAT HAPPENS IF YOU HAVE ONLY ONE AIRPORT.  
6       WHAT HAPPENS IF IT GOES AHEAD AND IS DESTROYED BY A  
7       NORTHRIDGE-TYPE QUAKE. WHAT IS GOING TO HAPPEN TO THIS  
8       ENTIRE COMMUNITY. L. A. IS GOING TO BE DESTROYED  
9       ECONOMICALLY, BUSINESS-WISE, RESIDENTIALLY. YOU PEOPLE ARE  
10      JUST NOT ADDRESSING THAT. THAT'S WHY THERE'S MORE REASONS  
11      WHY THERE SHOULD BE A REGIONAL PLAN.

12                   ALSO ENDANGERED SPECIES. I KNOW THERE IS THE  
13      EL SEGUNDO BUTTERFLY, AND I KNOW THAT IS IMPORTANT, BUT YOU  
14      ARE ALSO ENDANGERING THE PEOPLE THAT LIVE HERE FROM ALL  
15      THOSE OTHER FACTORS. I KNOW THEY ARE TRYING TO PUT THE  
16      RING ROAD/ARBOR VITAE INTERCHANGE AND AIRPORT CONNECTOR  
17      ROAD. ALL THOSE ITEMS ARE GOING TO DO ONE BASIC THING.  
18      THEY ARE GOING TO DESTROY THE RESIDENTS OF ABOUT 100,000  
19      PEOPLE THAT LIVE IN THIS AREA.

20                   AGAIN, YOU ARE NOT ADDRESSING THAT AT ALL AND  
21      THE WHOLE POINT IS THAT YOU ARE NOT ADDRESSING THE REGIONAL  
22      ISSUE. THE WHOLE THING IS GOING TO DESTROY WESTCHESTER AND  
23      EVENTUALLY YOU ARE GOING TO DESTROY L.A., THE WEST SIDE,  
24      BECAUSE THE BOTTOM LINE IS YOU ARE NOT GOING TO GO AHEAD  
25      AND STOP.

1                   ORIGINALLY LAX WAS PLANNED TO HAVE 40 MILLION  
2 PASSENGERS AND ABOUT A MILLION IN CARGO. YOU ALREADY HAVE  
3 BLOWN THAT LIMIT TO 67 MILLION PASSENGERS AND OVER TWO  
4 MILLION TONS OF CARGO. THAT EXPLAINS WHY WE HAVE GOT SO  
5 MUCH POLLUTION AND WHY WE HAVE GOT SO MUCH TRAFFIC PROBLEMS  
6 EVERYWHERE AND YOU CAN'T PUT THE SURROUNDING ROADS --

7                   THE FACILITATOR: CAN YOU WRAP IT UP?

8                   MR. CHUCK YOUNGLOVE: YEAH. THE BOTTOM LINE IS 2015  
9 AND 98 MILLION PASSENGERS, THEY ARE RIGHT, IT IS PROBABLY  
10 GOING TO BE CLOSER TO 200 MILLION PASSENGERS AND MORE LIKE  
11 8 MILLION IN CARGO. THE PROBLEM IS THE REGIONAL SOLUTION  
12 IS THE ANSWER. IF YOU DON'T GO AHEAD AND PUT INTO PLACE  
13 AND USE WHAT LAWA OWNS, WHICH IS PALMDALE AND ONTARIO, AND  
14 IF YOU DON'T PUSH ORANGE COUNTY TO TAKE RESPONSIBILITY FOR  
15 THEIR TRAFFIC, FOR THEIR POLLUTION AND FOR THEIR ECONOMIC  
16 NEEDS TO BUILD EL TORO, JOHN WAYNE, AND FURTHER SOUTH DOWN  
17 IN SAN DIEGO, IT IS NOT GOING TO WORK.

18                   THE NEXT THING IS BASICALLY I HOPE JIM HAHN  
19 ACTUALLY GOES AHEAD AND LIVES UP TO HIS PROMISE. IF HE  
20 DIDN'T HE IS GOING TO HAVE A TOUGHER FOUR YEARS. THE OTHER  
21 ISSUE IS THE OVERDEVELOPMENT. HOWARD HUGHES, MARINA DEL  
22 REY, PLAYA VISTA AND BOLOGNA CREEK AREA, THAT HAS NOT BEEN  
23 BROUGHT INTO YOUR EIR, AND THE BOTTOM LINE IS THAT IS SO  
24 OVERWHELMING THAT YOU HAVE NOT ADDRESSED THE ISSUES AND  
25 THAT IS GOING TO GO AHEAD AND EXPONENTIALLY FIVE TIMES MORE

1 THAN WHAT YOU ARE PLANNING IN YOUR SIMPLE MASTER PLAN AND  
2 YOU HAVE NOT ADDRESSED THAT.

3 THE FACILITATOR: THANK YOU, CHUCK.

4 MR. CHUCK YOUNGLOVE: CAN I SAY ONE LAST SENTENCE.  
5 I WOULD LIKE TO SAY TO ALL THE AUDIENCE THAT WHAT WE REALLY  
6 NEED TO DO IS WHAT THE VALLEY IS TRYING TO DO. WHICH IS  
7 HAVE WESTCHESTER SUCCEED FROM L.A. AND THAT WE NEED TO GO  
8 AHEAD AND FORMALIZE AND GET TOGETHER AND PUT MONEY TOGETHER  
9 SO THAT WE CAN CREATE A PUBLIC LAWSUIT JUST LIKE EL SEGUNDO  
10 HAS BECAUSE WE ARE NOT A CITY AND WE DON'T HAVE SUFFICIENT  
11 REPRESENTATION. THANK YOU.

12 THE FACILITATOR: ALL RIGHT. WE WILL CLOSE ON THAT.  
13 I HAVE TO GO REAL QUICK THROUGH THESE NAMES. LAST CALL.  
14 APPLE, MYERS, MCFADDEN, SPANN, PEARCE, WEINER. FEIST,  
15 FIDADAS, GREEN, THAT'S MURIEL GREEN, CHILTON, OLSEN,  
16 HOLEFIELD, BLAIR, REZNICK AND FISHER. LAST CALL.

17 NEXT SPEAKER, CAROLE HOSSAN. IF YOU HAVE NOT  
18 FILLED OUT A CARD AND YOU PLAN TO, PLEASE DO SO. PUBLIC  
19 COMMENT PERIOD OFFICIALLY ENDS AT 7 O'CLOCK. WE WILL GO  
20 UNTIL WE ARE FINISHED.

21 MS. CAROLE HOSSAN: CAROL HOSSAN. I LIVE ON HINDRY  
22 IN WESTCHESTER. ONE THING I WANTED TO NOTE. I NOTICED  
23 YOU HAVE VERY EXPENSIVE BROCHURES THAT SORT OF EXTOL THE  
24 VIRTUES OF THIS PLAN AND ALL THAT. I AM WONDERING, YOU  
25 HAVE A LOT OF MONEY WHY YOU COULDN'T HAVE SENT FLYERS

1 TO EVERY RESIDENCE IN WESTCHESTER, EL SEGUNDO AND  
2 INGLEWOOD, PEOPLE THAT ARE AFFECTED BY THIS. WHY WASN'T  
3 THAT IN YOUR BUDGET? WHY DIDN'T YOU THINK OF THAT? IT  
4 IS BECAUSE YOU DON'T THINK OF US AS PEOPLE. THAT'S WHY.

5 I WAS BORN AND RAISED IN WESTCHESTER AND I  
6 CAN'T PASS A LUNG FUNCTION TEST, AND LOOKING AT THOSE  
7 SCREENS I CAN SEE WHY. MY JUNIOR HIGH SCHOOL IS NOW A CAR  
8 RENTAL AGENCY. MY JUNIOR HIGH SCHOOL WAS IRONICALLY CALLED  
9 AIRPORT JUNIOR HIGH AND THE AIRPORT ATE IT. I WENT TO  
10 WESTCHESTER HIGH SCHOOL AND MY EARS STILL RING FROM THOSE  
11 PLANES SCREAMING OVERHEAD. IT WAS PAINFUL. I AM NOT  
12 KIDDING YOU.

13 IN ITS HISTORY THE AIRPORT HAS DESTROYED  
14 THOUSANDS OF HOMES AND I DON'T KNOW HOW MANY BUSINESSES.  
15 LAX HAS BEEN EXPANDING ITS BOUNDARIES, NOTE THE MANCHESTER  
16 SQUARE AND BELFORD SQUARE SITUATION. LAX WANTS TO PUT  
17 CARGO TERMINALS THERE. WE WANT A PARK. WE ARE PEOPLE.

18 I LEFT OUT A POINT THAT I WANTED TO MAKE WHEN  
19 I SAW THOSE SCREENS AND THAT I AM FURIOUS THAT THE EIS  
20 DOES NOT HAVE A BASE LINE SETTING FOR TOXIC AIR POLLUTANTS  
21 ASSOCIATED WITH CURRENT AIRPORT OPERATIONS. WE ARE PEOPLE.  
22 WE DESERVE TO HAVE AIR THAT WE CAN BREATHE AND WE NEED TO  
23 KNOW WHAT WE ARE BREATHING.

24 LAX IS NOT CONTENT WITH BEING IN OUR  
25 BACKYARDS. IT WANTS TO BE ON OUR BACKS. IT MAKES ME SO

1 MAD WHEN THESE ORANGE COUNTY PEOPLE THINK WE ARE BEING  
2 NIMBIES. WE HAVE PUT UP WITH THIS AIRPORT FOR YEARS. WE  
3 ARE NOT IN OUR BACKYARDS. IT IS IN OUR BACKYARDS AND WE  
4 ARE TRYING TO DO OUR BEST TO LIVE WITH IT. I HAVE WAKENED  
5 UP IN THE MIDDLE OF THE NIGHT AND IT IS SO LOUD SOMETIMES  
6 IT SOUNDS LIKE THE SKY IS CRACKING OPEN. I AM NOT KIDDING  
7 YOU.

8 HOW CAN YOU MITIGATE THE DEVASTATING EFFECTS  
9 OF THE DESTRUCTION, THE VERY CONCEPT OF COMMUNITY IN OUR  
10 COMMUNITY. DO THIS EIR AGAIN. GO BACK TO THE DRAWING  
11 BOARD. WE MATTER.

12 THE FACILITATOR: THANK YOU. THANK YOU, CAROL.  
13 DR. FRANK VALESCO. CALL AGAIN DR. FRANK VALESCO. BRIAN  
14 PENA TO BE FOLLOWED BY SAM HELPRIN, ELEANOR HOLM, SOMETHING  
15 MASUDA.

16 MR. BRIAN PENA: MY NAME IS BRIAN PENA. I LIVE IN  
17 WESTCHESTER, WESTPORT HEIGHTS AREA. ABOUT SEVEN HOURS OR  
18 SO NOW, I DON'T KNOW WHAT TIME IT IS, BUT IT HAS BEEN A  
19 LONG DAY. I WAS TALKING TO YOUR PEOPLE INSIDE EARLIER  
20 ABOUT THE REPORTS AND A LOT OF THINGS DIDN'T SEEM TO BE  
21 CLEAR TO ME, SUCH AS IF WE ARE INCREASING CARGO CAPACITY.  
22 WHY IS IT THAT THERE ARE NO REPORTS ABOUT THE INCREASED  
23 TRUCKS COMING IN AND THE POLLUTION CAUSED BY THOSE ARE NOT  
24 BEING DEALT WITH.

25 I ALSO TRIED TO WADE THROUGH THE REPORT AND I

1 NOTICED MISSING THERE WAS THE FACT THAT THEY DIDN'T HAVE  
2 ANY KIND OF STATISTICS ON THE HEALTH ISSUES. HOW MANY  
3 PEOPLE ARE GOING TO BE IN HOSPITALS AND DEAD FROM  
4 RESPIRATORY DISEASES BECAUSE OF THE EXPANSION OF LAX.  
5 THOSE THINGS CONCERN ME. I HAVE A LITTLE GIRL AT HOME. I  
6 HAVE NOT SEEN HER ALL DAY. I AM NOT BEING PAID TO BE HERE  
7 ALL DAY. I WOULD LIKE TO SEE HER TONIGHT. I AM HERE FOR  
8 HER HEALTH AND HER FUTURE, NOT MINE. THANKS.

9 THE FACILITATOR: KEEPING WITH THE POLICY THAT  
10 PEOPLE HAVE GONE SOMEWHERE AND COME BACK AND THIS YOUNG  
11 LADY HAS TWO KIDS. LET'S DO THAT RIGHT NOW. THE SPANNS  
12 ARE UP. ARE YOU GOING TO SING FOR US?

13 MS. AVIVA SPANN: MY NAME IS AVIVA SPANN. THIS IS MY  
14 DAUGHTER CHELSEA SPANN AND MY OTHER DAUGHTER LINDSAY SPANN.  
15 I HAVE LIVED IN PLAYA DEL REY SINCE THE '70S AND I FIRST  
16 WANT TO THANK THE AIRPORT. I HAD MY HOUSE SOUNDPROOFED AND  
17 I DIDN'T KNOW HOW BAD IT WAS UNTIL I DON'T HAVE THAT MUCH  
18 NOISE ANY MORE. FOR THAT I AM GRATEFUL. BUT I HAVE A HUGE  
19 CONCERN.

20 TO TAKE MY KIDS TO SCHOOL IN SANTA MONICA, WE  
21 HAVE TO LEAVE AT FIVE TO 7:00 TO GET THEM THERE BY 8:30,  
22 AND THAT'S BECAUSE OF PERSHING AND CULVER BOULEVARD. MY  
23 CONCERN IS IF THERE'S AN OPENING TO THE AIRPORT ON PERSHING  
24 DRIVE, WHICH IS WHAT THE MASTER PLAN SAYS, THAT SEMI-  
25 CIRCULAR OPENING, I WILL FEEL LIKE A TRAPPED ANIMAL WITH

1 MY CHILDREN, ESPECIALLY IF THERE'S AN EARTHQUAKE.

2 AT THIS POINT WE HAVE THE OCEAN ON ONE SIDE,  
3 WE HAVE GOT THE MARINA ON THE OTHER, WE HAVE GOT NOW IF  
4 THIS IS CREATED THE AIRPORT ON THE OTHER SIDE. THERE IS  
5 NO PLACE FOR US TO GO. IT IS A VERY FRUSTRATING, SCARY  
6 FEELING. AS IT IS NOW, I WORRY HOW TO GET OUT IF MY KIDS  
7 ARE IN SCHOOL. HOW DO I GET OUT IN THE MORNING TO GET  
8 THEM. UP ON THE HILL IS WHERE I LIVE, WHICH IS RIGHT THERE  
9 AT THE TOP OF MANCHESTER, AT THE END OF MANCHESTER. THERE  
10 IS NO WHERE FOR US TO GO. YOU ADD THAT INSULT TO INJURY  
11 AND WE ARE STUCK.

12 THE OTHER CONSIDERATION I HAVE IS A LOT OF THE  
13 PEOPLE ON THE HILL HAVE GOTTEN THEIR HOUSES SOUNDPROOFED  
14 AND THEY FEEL THEY DON'T HAVE A VOICE BECAUSE THEY HAVE  
15 GIVEN AWAY THEIR EASEMENT. I THINK THEY OUGHT  
16 TO KNOW THAT THEY NEED TO BE HEARD. THAT THEY NEED TO BE  
17 HEARD. IT JUST DOES NOT MAKE SENSE TO ME EVEN LOGICALLY.  
18 IF YOU ARE CREATING AN OPENING TO THIS AIRPORT INTO A  
19 RESIDENTIAL AREA. THIS IS A COUPLE OF BLOCKS AWAY FROM  
20 HOMES. HOW THIS INCREASES BUSINESS, I HAVE NO CLUE. ALL I  
21 KNOW IS MY KIDS WON'T BE ABLE TO GO BABYSIT A COUPLE BLOCKS  
22 AWAY WITHOUT BEING CONCERNED ABOUT TRAFFIC. I DON'T THINK  
23 AN APPROPRIATE ANSWER IS TO HAVE OPENING TO THE AIRPORT  
24 BEING INTO A RESIDENTIAL AREA.

25 THE OTHER LAST CONCERN I HAVE IS NOT AS



1     IMPORTANT AS THE SAFETY ISSUE, BUT THERE ISN'T A HOUSE  
2     AROUND ME THAT DOESN'T HAVE BLACK ALL OVER IT. WE HAVE TO  
3     PAINT ALL THE TIME BECAUSE OF WHAT IS ON THE EXTERIOR. I  
4     CANNOT IMAGINE WHAT IS ON THE INTERIOR. I GUESS THAT'S  
5     ALL I HAVE TO SAY. PLEASE RECONSIDER THIS. THIS IS NOT  
6     WORKING FOR THE HUMAN BEINGS, FOR THESE KIDS.

7                     ONE LAST THING, AND THAT IS, MY KIDS WERE  
8     SMALL WHEN I APPLIED FOR THE SOUNDPROOFING PROGRAM THE  
9     BEGINNING OF '90. ONE OF THE REASONS I DID THAT IS ONE OF  
10    MY KIDS HAS SPECIAL NEEDS. THE ONLY WAY SHE COULD LEARN  
11    WAS AUDITORIALLY. EVERY SIX MONTHS I WOULD HAVE TO HAVE HER  
12    HEARING CHECKED AND OVER THE TIME PROGRESSIVELY IT GOT  
13    WORSE AND WORSE AND WORSE. IT IS REAL. IT IS MEASURABLE.  
14    I AM NOW GRATEFUL FOR THE SOUNDPROOFING, ALTHOUGH IT IS TEN  
15    YEARS DOWN THE ROAD FROM WHEN I FIRST APPLIED. I AM SURE  
16    FOR THE PEOPLE WHO DON'T HAVE IT IT IS AFFECTING THEM TOO.  
17    PLEASE TAKE NOTE FROM US. THIS IS A PLEA. PLEASE LISTEN  
18    TO US.

19                    THE FACILITATOR: THANK YOU, AVIVA. HALPRIN  
20    FOLLOWED BY ELEANOR HOLM FOLLOWED BY MASUDA, I DON'T KNOW  
21    WHAT THAT IS. IS JUDITH HERE?

22                    MS. CIANCIMINO: YES, I AM HERE.

23                    THE FACILITATOR: SAM IS NOT HERE. ELEANOR?  
24    MASUDA? THOSE ARE ALL FIRST CALLS. JUDITH, YOU ARE UP.  
25    FOLLOWED BY NORA FRYE AND NELS JORGENSEN, SHEILA BERNARD

1 AND INGRID MUELLER.

2 MS. JUDITH CIANCIMINO: MY NAME IS JUDITH  
3 CIANCIMINO. I AM A RESIDENT OF WESTCHESTER AND LIVE WITH  
4 MY FAMILY IN A HOME THAT WE PURCHASED PRIOR TO THE CURRENT  
5 CONFIGURATIONS OF LAX AT A TIME WHEN LAX WAS PROMISING NO  
6 MORE EXPANSION. THERE HAVE BEEN A LOT OF PEOPLE UP HERE  
7 TODAY WHO KNOW A LOT MORE ABOUT THE TECHNICAL ASPECTS OF  
8 THE BANDAID THAT YOU CALL THE MASTER PLAN, SO I WON'T TALK  
9 ABOUT IT. I AM GOING TO SPEAK ABOUT SOMETHING THAT I  
10 ACTUALLY KNOW ABOUT AND THAT IS HOW I COMMUTE.

11 I HAVE READ THAT THE TRAFFIC ON THE 405 AND  
12 SURROUNDING AREA INFRASTRUCTURE IS ONLY SLIGHTLY AFFECTED  
13 BY LAX AND THE LAX EXPANSION. IF YOU CONSIDER PASSENGERS  
14 ONLY, I SUPPOSE THIS MAY NOT BE A LIE. HOWEVER, NEARLY  
15 60,000 PEOPLE WEAR A BADGE AT LAX. PILOTS AND FLIGHT  
16 ATTENDANTS DO NOT. MANY OF THEM EVEN LIVE SOUTH OF  
17 ROSECRANS, A FACT COMPLETELY IGNORED BY THE MASTER PLAN.  
18 IF ALL OF THEM CAME TO WORK ONLY ONE DAY A WEEK THAT WOULD  
19 RESULT IN OVER THREE MILLION VEHICLE TRIPS A YEAR INTO LAX  
20 AND IF THEY GO HOME ADD ANOTHER THREE MILLION. THIS IS  
21 PRIOR TO EXPANSION.

22 APPROXIMATELY 30 PERCENT OF THE PEOPLE WHO  
23 WORK AT LAX LIVE NEAR TO OR IN A COMMUNITY THAT HAS OR  
24 WANTS A VIABLE AIRPORT AND THAT IS WHERE THEY LIKE TO WORK.  
25 CLOSER TO THEIR FAMILIES, NOT A TWO-PLUS HOUR COMMUTE FROM

1 THEIR HOMES. THEY WANT A LIFE WORTH LIVING IN THEIR OWN  
2 COMMUNITY JUST LIKE WE DO.

3 LAX EXPANSION -- I HAVE WRITTEN THIS A  
4 THOUSAND TIMES TODAY. LAX EXPANSION DOES NOT SERVE THE  
5 CITIZENS OF LOS ANGELES, IT SERVES THE NEEDS OF THE  
6 PASSENGER AND CARGO AIRLINES OF THE WORLD. PLEASE REMEMBER  
7 NO MATTER HOW BIG YOU EXPAND ON THE GROUND, YOU CAN'T  
8 EXPAND AIR SPACE. THANK YOU.

9 THE FACILITATOR: THANK YOU. NORA FRYE. I HAVE  
10 GOING TO BE POSTED RIGHT NEXT TO OUR FRIENDLY POLICE  
11 OFFICER BACK THERE THE LIST OF ALL THE REMAINING SPEAKERS.  
12 IT IS NOT THERE YET. IT WILL BE IN A SECOND SO YOU CAN  
13 CHECK WHEN YOU WILL BE GOING UP. DR. JORGENSEN, SHEILA  
14 BERNARD, FOLLOWED BY INGRID MUELLER.

15 MS. SHEILA BERNARD: I AM SHEILA BERNARD, PRESIDENT  
16 OF THE LINCOLN PLACE TENNIS ASSOCIATION IN VENICE WHICH  
17 REPRESENTS THE INTEREST OF 2000 RESIDENTS, 800 HOUSEHOLDS.  
18 THE PROBLEM OF POLLUTION CAUSED BY TRANSPORTATION WILL  
19 HAVE TO BE SOLVED HOLISTICALLY. WE NEED TO MAXIMIZE  
20 NONPOLLUTING TRANSPORTATION TO NEARBY CALIFORNIA CITIES  
21 BECAUSE, AS YOU MIGHT HAVE HEARD FROM KEN STROMPOLE, IF  
22 HE SPOKE EARLIER, NEARBY CALIFORNIA CITIES WHICH COULD  
23 BE REACHED QUICKLY BY HIGH-SPEED TRAINS, COMPRISE A  
24 SIGNIFICANT PERCENTAGE OF DESTINATIONS OUT OF LAX.

25 WHAT THE PEOPLE ARE EXPRESSING TO YOU HERE

1 TODAY IS THAT THEY WOULD RATHER HAVE A SMALLER CHOICE OF  
2 FLIGHTS FOR THEIR OCCASIONAL LONG TRIPS RATHER THAN HAVE  
3 THEIR QUALITY OF LIFE FURTHER ERODED DAY AFTER DAY AFTER  
4 DAY. WHEN SO MANY SECTORS OF OUR SOCIETY WHICH ARE OFTEN  
5 ON OPPOSITE SIDES OF ISSUES ARE VIRTUALLY UNANIMOUSLY  
6 OPPOSED TO THE EXPANSION OF THE AIRPORT, IT IS INCUMBENT  
7 UPON LAWA TO CHANGE ITS FOCUS.

8 LAWA SHOULD FOCUS ON THE NO-PROJECT  
9 ALTERNATIVE. I DON'T MEAN THE NO-PROJECT ALTERNATIVE IN  
10 THE CURRENT EIR WHICH THREATENS UNMITIGATED GROWTH EVEN  
11 WITHOUT EXPANSION. I MEAN A NO-PROJECT ALTERNATIVE WHICH  
12 IS GUIDED BY THE COMMUNITY WHICH LAWA SERVES. GUIDANCE  
13 WHICH COULD HELP LAX BECOME MORE EFFICIENT AND LESS  
14 POLLUTING OVER TIME BY INTEGRATING AIR TRAVEL INTO A RANGE  
15 OF LESS POLLUTING OR NONPOLLUTING OPTIONS. THANK YOU.

16 THE FACILITATOR: THANK YOU. INGRID MUELLER.

17 MS. INGRID MUELLER: GOOD EVENING. I WAS AWAKENED  
18 BY A JET TAKING OFF FROM SANTA MONICA AIRPORT. I LIVE IN  
19 A VENICE COMMUNITY EAST OF LINCOLN BOULEVARD. WHEN I WENT  
20 OUT ON THE BALCONY AT 7:00 IN THE MORNING I DID SEE THE BIG  
21 JUMBOS TAKING OFF FROM LAX. I AM NOT RIGHT UNDERNEATH IT  
22 BUT I AM ONLY A BLOCK AWAY FROM LINCOLN BOULEVARD, AND  
23 BELIEVE ME, WE ALL KNOW WHAT THAT STREET LOOKS LIKE AND  
24 WE DON'T WANT IT TO GET ANY WORSE.

25 I STUMBLED OUT OF BED, HAD ANY COFFEE AND

1 WROTE A LETTER TO MR. KESSLER AND MR. RITCHIE AND A COPY  
2 TO OUR COUNCILWOMAN RUTH GALANTER. AND I ACTUALLY TOOK  
3 DEEP BREATHS AND DID SOME YOGA AND ACTUALLY STARTED THE  
4 LETTER WITH DEAR MR. KESSLER AND DEAR MR. RITCHIE. I AM  
5 TRYING TO BE VERY CIVIL, IN OTHER WORDS. AND I AM READING  
6 IT WORD FOR WORD.

7 FOR YEARS, BUT ESPECIALLY SINCE THIS NEW  
8 MILLENNIUM DAWNS UPON US HAVE WE TRUSTED AND TALKED AND  
9 FOUGHT ABOUT OUR LOS ANGELES WEST SIDE'S IMPACT ON THE  
10 FEDERAL AVIATION ADMINISTRATION LAW AND MAYOR RIORDON'S  
11 PROGRESS AT ANY COST APPOINTEES. YOU BOTH KNOW THAT YOUR  
12 PIECE-MEALING HAS COST MAJOR IMPACTS ON LAX'S SURROUNDING  
13 NEIGHBORHOOD ALREADY.

14 HOW ADDITIONAL SPACE FOR CARGO HANGARS AND  
15 MORE JETS IN THE LANDING PATTERNS THAT IS YOUR MAJOR  
16 EXPANSION PROPOSALS WILL IMPACT OUR NEIGHBORHOODS TODAY AND  
17 TOMMORROW IS INFINITELY MORE REAL THAN A MYTHICAL GROWTH  
18 ANY WAY WITH NO MITIGATION PLAN THAT YOU ARE DESCRIBING IN  
19 THE EIR. THIS IS NOT ABOUT CRUNCHING NUMBERS DOWN. THIS  
20 IS ABOUT RESPECT FOR LOS ANGELES RESIDENTS.

21 THERE ARE OTHER AIR TRAVEL AND TRANSPORT  
22 ALTERNATIVES IN SOUTHERN CALIFORNIA THAT WON'T IMPACT THIS  
23 ECONOMY. I FIND MYSELF REPEATING MYSELF BECAUSE THIS IS  
24 WHAT I WROTE A COUPLE OF YEARS AGO WHEN I CAME TO THE FIRST  
25 PUBLIC HEARINGS HERE. ONCE THE SKYS OF L. A. ARE DARKENED

1 WITH SMOG, ONCE RESIDENTS CAN'T HEAR THEMSELVES SPEAK ANY  
2 MORE, ONCE THE FREQUENCY OF AIR TRAFFIC ACCIDENTS SCARES  
3 THE WORLD AWAY FROM LAX, YOU WILL HAVE TO LEARN ONE  
4 IMPORTANT LIFE LESSON TOO LATE. SINCERELY.

5 THE FACILITATOR: THANK YOU, INGRID. PEGGY MELODY  
6 FOLLOWED BY JEANNIE YOUNG. IS PEGGY HERE? THAT'S FIRST  
7 CALL. JEANNIE YOUNG? CHIP BUSSELL? IF YOU KNOW THEY ARE  
8 OUTSIDE SOMEBODY, MAKE SURE YOU GO GRAB THEM. WE WILL CALL  
9 THEIR NAME AGAIN. BOB MCGINDLEY. DON'T FORGET THERE'S A  
10 LIST UP ON THE BACK WALL. WHO IS SPEAKING NEXT?

11 MR. BOB MCGINDLEY: THANK YOU, BOB MCGINDLEY. I  
12 WOULD LIKE TO RANT AND RAVE, BUT I REALIZE THAT NEITHER THE  
13 AIRPORT NOR FAA GIVE A CRAP ABOUT WHAT I THINK. I HAVE  
14 BEEN A RESIDENT OF PLAYA DEL REY AND WESTCHESTER FOR 34  
15 YEARS. I'VE ALREADY LOST ONE HOUSE TO THE AIRPORT. I DO  
16 NOT INTEND TO LOSE A SECOND HOUSE. I FEEL THE AIRPORT HAS  
17 LIED TO ME THE ENTIRE TIME I HAVE LIVED IN THE AREA. MY  
18 PERCEPTION IS THAT THE ENTIRE PLAN IS FUELED BY GREED WITH  
19 ABSOLUTELY NO REGARD TO PEOPLE IN THE NEIGHBORHOOD OR THE  
20 ENVIRONMENT. IF THE COMMISSION IS SO DAMN SMART, HOW COME  
21 THEY DON'T KNOW YOU CAN'T PUT FIVE POUNDS IN A THREE-POUND  
22 BAG. AND, FINALLY, MY SYMPATHY GOES TO THE FAMILIES OF  
23 THOSE WHO WILL LOSE THEIR LIVES IF THIS INSANE PLAN TAKES  
24 PLACE. THANK YOU.

25 THE FACILITATOR: THANK YOU. YOU CAN KEEP ON

1 APPLAUDING. HE HAS TWO MORE MINUTES. THANK YOU FOR BEING  
2 SO SUCCINCT. MARY JANE LUDWIG, TO BE FOLLOWED BY BASHAR  
3 KOMOC, FOLLOWED BY DANIEL BIANCA. MARY JANE NOT HERE?  
4 BASHAR? NOT RIGHT NOW. DANIEL BIANCA, JR. THIS IS KOMOC.  
5 MR. BASHAR KOMOC: YES, SIR. HI. MY NAME IS BASHAR  
6 KOMOC. I AM A HEALTH-CARE PROVIDER. I LIVE ON 91ST STREET  
7 OVER HERE. I AM HERE TO TALK TO THE AUDIENCE MUCH MORE  
8 THAN THE GENTLEMAN AND LADIES HERE ON THE PANEL. FROM WHAT  
9 HAPPENED BEFORE FROM THE BOLOGNA WETLANDS AND THE LETTERS  
10 I HAVE SEEN TO THE CONGRESS SEEING ALL THE PEOPLE AND IT  
11 DIDN'T WORK OUT, OBVIOUSLY.  
12 I AM HERE JUST TO ATTRACT YOUR ATTENTION OF  
13 PARENTS AND GRANDPARENTS. I KNOW IN THIS SOCIETY WHEN I  
14 MOVED IN IN '97 I WAS THE YOUNGEST ONE ON THE STREET. I  
15 REALIZE YOU HAVE KIDS AND GRANDKIDS. AS A HEALTH-CARE  
16 PROVIDER I WANT TO DRAW YOUR ATTENTION THAT WHAT YOU ARE  
17 BREATHING IS REALLY CARCINOGEN AND CARCINOGENIC MATERIAL.  
18 THAT'S WHAT YOU ARE BREATHING.  
19 THIS RETROFIT MATERIAL, WHATEVER THEY DID  
20 TO YOUR HOUSE IT IS NOT GOING TO EFFECT. YOU ARE GOING  
21 TO OPEN YOUR DOORS AND GET OUT TO THE YARD AND YOUR KIDS  
22 AND GRANDKIDS WILL BREATHE THIS MATERIAL. I USED TO  
23 PRACTICE IN WESTWOOD AND I HARDLY SAW AN ASTHMATIC PATIENT,  
24 HARDLY. NOW I MOVED MY PRACTICE HERE TO SOUTH BAY AND  
25 ALMOST 90 PERCENT OF MY PATIENTS, ESPECIALLY YOUNG KIDS,

1 ARE ASTHMATIC.

2 THIS IS YOUR LEGACY TO YOUR KIDS AND  
3 GRANDKIDS. THOSE KIDS I SEE ARE FOUR YEARS OLD. THEY ARE  
4 ASTHMATIC. THIS IS THE LEGACY THAT YOU ARE LEAVING BEHIND  
5 TO YOUR KIDS AND GRANDKIDS. I WANT TO BRING THIS TO YOUR  
6 ATTENTION. THIS IS YOUR FUTURE. THE KIDS ARE THE FUTURE  
7 AND YOU HAVE TO LEAVE THEM SOMETHING NICE.

8 JUST A FOOTNOTE HERE TO WHAT I WANT TO LEAVE  
9 WITH. I IMMIGRATED HERE FROM A COUNTRY WHERE PEOPLE'S  
10 OPINIONS DON'T MIND AT ALL AND IT DOESN'T MATTER. I CAME  
11 HERE IN A HOPE OF A GOOD LIFE. IF THIS PROJECT GOES  
12 THROUGH, IT IS GOING TO BE A SHAMEFUL REMINDER OF THAT  
13 LAND I LEFT BEHIND. THANK YOU.

14 THE FACILITATOR: THANK YOU. DANIEL BIANCA I  
15 CALLED. JUDITH BOBACK. SHE LEFT. JOHN SEXTON TO BE  
16 FOLLOWED BY JOHN ELLISON, TO BE FOLLOWED BY STACY BROWN,  
17 AND THE LIST IN THE BACK. SCOTT CARNEY AFTER THAT.

18 MR. JOHN SEXTON: MY NAME IS JOHN SEXTON. I LIVE  
19 ABOUT A MILE FROM HERE ON NAYLOR AVENUE. I WOULD LIKE  
20 TO ADD MY NAME TO THE VERY LONG LIST OF PEOPLE WHO ARE  
21 ADAMANTLY OPPOSED TO EXPANSION OF LAX. MY WIFE AND I ARE  
22 LY NEW RESIDENTS. WE HAVE LIVED IN WESTCHESTER FOR ABOUT  
23 FIVE AND-A-HALF YEARS. AND WE CONSISTENTLY CONSIDER  
24 OURSELVES VERY FORTUNATE TO LIVE HERE. WE CONSIDER  
25 OURSELVES FORTUNATE THAT WHEN WE BEGAN TO LOOK FOR A HOUSE



1 IN A NEIGHBORHOOD WHERE WE COULD AFFORD TO LIVE, WE FOUND  
2 AN AREA LIKE THIS. WE HAVE ENJOYED EVERY DAY OF BEING IN  
3 THIS AREA.

4 WE HAVE LEARNED TO LIVE WITH THE NOISE OF THE  
5 JETS COMING IN AND OUT. THE ONES THAT OCCASIONALLY RATTLE  
6 OUR WINDOWS AT TIMES DURING THE NIGHT. WE HAVE LEARNED TO  
7 LIVE WITH THE SOMETIMES SMELL OF JET FUEL THAT I CAN EVEN  
8 TASTE ON MY TONGUE WHEN I STAND IN OUR BACKYARD. BUT WE  
9 HAVE CONSIDERED THOSE THINGS TO BE VERY TOLERABLE TRADEOFF  
10 FOR WHAT WE LIKE ABOUT LIVING IN THE AREA.

11 HOWEVER, THE THOUGHT OF AN INCREASE IN NOISE,  
12 THE THOUGHT OF AN INCREASE IN THAT SMELL -- MY SON HAPPENS  
13 TO BE A STUDENT AT ST. BERNARD'S HIGH SCHOOL, WHICH IS A  
14 BIT WEST OF HERE. I KNOW AT TIMES WHEN I HAVE SAT AT HIS  
15 BALL GAMES, WE ACTUALLY HAD TO STOP SPEAKING BECAUSE WE  
16 CANNOT HEAR A WORD WHEN THE JETS ARE GOING OUT. THAT TO  
17 ME IS SYMBOLIC TO WHAT WILL HAPPEN WHEN THE AIRPORT  
18 EXPANDS.

19 ABOUT AN HOUR AND-A-HALF AGO I WATCHED YOUR  
20 VIDEO OUT IN THE HALLWAY. IT SEEMS TO ME THAT THERE WERE  
21 THREE THINGS THAT WERE MENTIONED AS PRIMARY THINGS FOR  
22 EXPANDING THE AIRPORT. ONE WAS THAT IT WOULD BRING SO MANY  
23 JOBS INTO THE AREA. A SECOND IS THAT IT WOULD BRING A LOT  
24 OF MONEY INTO THE AREA. AND A THIRD IS THAT IT WOULD  
25 ENHANCE THE REPUTATION OF L. A. THROUGHOUT THE WORLD.

1 I WOULD NOT WANT TO TAKE ANYBODY'S JOB AWAY,  
2 BUT IT SEEMS TO ME THAT THE PEOPLE WHO WILL COME TO WORK  
3 HERE ARE LIKE YOURSELF, MR. RITCHIE, THEY ALSO COME A LONG  
4 WAYS FOR A GOOD JOB. IF THE PEOPLE WHO ARE GOING TO  
5 BENEFIT FROM THE JOBS, IF THE MONEY IS GOING TO BE SPREAD  
6 THROUGHOUT THE AREA, IT SEEMS TO ME THAT THE BURDEN SHOULD  
7 BE SPREAD THROUGHOUT THE AREA AS WELL. THANK YOU.

8 THE FACILITATOR: THANK YOU, JOHN. JOHN ELLISON.  
9 STACY BROWN, IS SHE HERE? IF YOU KNOW THESE PEOPLE ARE  
10 HERE, TELL THEM TO COME IN AND WE WILL CALL THEM AGAIN.  
11 SCOTT CARNEY.

12 UNIDENTIFIED AUDIENCE MEMBER: HE LEFT.

13 THE FACILITATOR: I WILL SAVE HIS CARD ANYWAY.  
14 HAROLD BOWEN. YES, OKAY. FOLLOWED BY ALAN CASSMAN,  
15 FOLLOWED BY TOM RUSSELL, FOLLOWED BY LESLIE PURCELL, STAN  
16 ROSEN, DOUG REED, MIKE STEVENS, KATHLEEN.

17 MR. HAROLD BOWEN: MY NAME IS HAROLD BOWEN AND I  
18 LIVE ON 7018 TRASK AVENUE IS PLAYA DEL REY. WE BOUGHT THAT  
19 HOUSE IN THE EARLY '60S, MOVED IN THERE, AND ABOUT THAT  
20 TIME THE AIRPORT ANNOUNCED ITS INTENTIONS TO BUILD A NORTH  
21 RUNWAY. THE EXISTING RUNWAYS WERE SOUTH OF THE TERMINAL  
22 AREA AT THAT TIME. THEY SAID THEY WANTED AN ADDITIONAL  
23 NORTH RUNWAY IN CASE OF EMERGENCY. THEY SAID PERHAPS AN  
24 ACCIDENT OR SOME TRAGIC CIRCUMSTANCE ON THE SOUTH COMPLEX  
25 WOULD RENDER THE EXISTING RUNWAYS UNUSABLE, SO THEY NEEDED

1 ANOTHER RUNWAY.

2 I BELIEVE AT THAT TIME THAT THE POWERS THAT  
3 BE HELD SOME SECRET -- NOT NECESSARILY SECRET -- BUT NOT  
4 WELL-PUBLICIZED HEARINGS OF THE CITY COUNCIL AND THE  
5 AIRPORT COMMISSIONS AND ALL THE REST OF THEM. THEY GAVE  
6 THEMSELVES A CONDITIONAL-USE PERMIT TO BUILD A NORTH  
7 RUNWAY ON RESIDENTIALLY OWNED PROPERTY. THAT PROPERTY WAS  
8 RESIDENCIALY ZONED IN THOSE DAYS. PERHAPS IT STILL IS.  
9 I DON'T KNOW.

10 THEY BUILT A RUNWAY. THE PEOPLE SAID THAT  
11 SOUNDS PRETTY REASONABLE. IN CASE OF EMERGENCY THEY MIGHT  
12 NEED A NORTH RUNWAY, SO THEY STARTED BUILDING IT. AND THEN  
13 SHORTLY AFTER THAT THEY STARTED BUILDING A SECOND NORTH  
14 RUNWAY. AND THE PEOPLE SAID, HEY, JUST A MINUTE HERE.  
15 HOW MANY EMERGENCY ARE YOU GOING TO HAVE? THEN THEY BUILT  
16 THE SECOND NORTH RUNWAY, WHICH IS TWO-FOUR RIGHT AND SIX  
17 LEFT, IF YOU ARE FAMILIAR WITH THE AIRPORT. THEY BUILT  
18 THOSE RUNWAYS WITHIN JUST A FEW HUNDRED FEET OF EXISTING  
19 HOMES. THEY HAD NO INTENTION OF BUYING THOSE HOMES AND  
20 PEOPLE COULDN'T SLEEP IN THEIR HOUSES.

21 AS I RECALL, THERE WERE SEVERAL SCHOOLS THAT  
22 HAD TO BE CLOSED BECAUSE THE TEACHERS COULDN'T BE HEARD  
23 IN THE CLASSROOMS. THE LOCAL COMMUNITIES GOT SOME MONEY  
24 TOGETHER AND HIRED ATTORNEYS AND TOOK THE AIRPORT TO TASK  
25 AND MADE THEM BUY SOME OF THOSE HOMES. THERE WAS ALSO AN

1 ISLAND OF HOMES OFF THE WEST END NEAR THE BEACH AND THEY  
2 HAD NO INTENTION OF BUYING THOSE, THEY WERE GOING TO LET  
3 THOSE PEOPLE LIVE THERE.

4 THROUGH LEGAL ACTION THE AIRPORT WAS FORCED  
5 TO BUY THOSE HOMES. AND THEY SAID, OKAY, WE WILL GIVE YOU  
6 MARKET VALUE FOR THOSE HOUSES. MARKET VALUE WAS ZIP. YOU  
7 COULDN'T GIVE THOSE HOUSES AWAY. PEOPLE COULDN'T SLEEP IN  
8 THEM. COULDN'T HEAR A THING. THROUGH LEGAL ACTION THEY  
9 FORCED THE AIRPORT TO BUY AND GIVE REPLACEMENT VALUE. IF  
10 SOMEBODY LIVED ALONG THE BEACH AND HAD AN OCEAN VIEW AND  
11 WANTED TO GO UP TO MALIBU FOR THE SAME VIEW, THEY HAD TO  
12 GIVE THEM THAT VALUE, AS I REMEMBER. MY TIME IS GETTING  
13 SHORT HERE.

14 THE POINT IS, I THINK THE BOTTOM LINE IS THAT  
15 YOU CAN'T BELIEVE WHAT THE PEOPLE, THE PROPONENTS OF THE  
16 AIRPORT SAY. THEY CAN'T BE TRUSTED. THEY COULDN'T BE  
17 TRUSTED IN THE '60S AND THEY CAN'T BE TRUSTED NOW. I COULD  
18 GO ON AND ON, BUT I GUESS I AM OUT OF TIME HERE. THAT IS  
19 MY FINAL COMMENT.

20 THE FACILITATOR: IS THAT IT? ALL RIGHT. THANK  
21 YOU. ALAN CASSMAN FOLLOWED BY TOM RUSSELL.

22 MS. ALAN CASSMAN: GENTLEMAN, MY WIFE AND I HAVE  
23 LIVED HERE 50 YEARS IN THE COMMUNITY AND OUR KIDS ATTENDED  
24 WESTCHESTER HIGH AND WHEN THEY GRADUATED THEIR GRADUATIONS  
25 EACH OF THEM WERE PUNCTUATED BY THE NOISE OF THE AIRPLANE.

1 SO WE HAVE BEEN HERE AND WE HAVE EXPERIENCED THE AIRPORT.  
2 WHAT TROUBLES ME IS I THINK YOU HAVE BASICALLY  
3 A FLAWED SYSTEM. YOU COME TO US WITH AN EIR AND PLANS  
4 THAT ARE EXTREMELY SPECIFIC AND THEY ARE ALL BASED ON  
5 GUESSTIMATES THAT YOU PROVIDE US AS TO THE NUMBER OF  
6 PASSENGERS YOU INTEND TO PROVIDE IN THE FUTURE. AND THAT  
7 IF THE PAST IS ANY EXPERIENCE, YOU REALLY CAN'T RELY ON THE  
8 FIGURES YOU PRESENT TO US AND YOU MUST KNOW THAT. BECAUSE  
9 IF YOU HAVE AN AIRPORT THAT IS SUITABLE FOR 40 MILLION AND  
10 IT NOW EXCEEDS 67 MILLION, YOU ARE TALKING ABOUT A 75  
11 PERCENT INCREASE. I THINK IF YOU INCLUDE INTO YOUR FUTURE  
12 ESTIMATES A 75 PERCENT INCREASE, WHICH I THINK IN ALL  
13 ANTICIPATION YOU MUST EXPECT, BECAUSE APPARENTLY YOU CANNOT  
14 POSSIBLY CONTROL AT THE LOCAL LEVEL AT THE AIRPORT THE  
15 NUMBER OF LANDINGS THAT YOU ARE GOING TO HAVE AT THIS  
16 AIRPORT. IT IS BEYOND YOUR POWER. IF YOU COULD YOU WOULD  
17 HAVE LIVED UP TO YOUR WORD IN THE PAST AND WE WOULD HAVE  
18 40 MILLION PEOPLE IN THIS AIRPORT TODAY. SO I THINK IT  
19 BECOMES AN ACT OF FAITH.

20 THE GENTLEMAN HERE CAME FROM ANOTHER COUNTRY  
21 AND SAID PEOPLE IN OTHER COUNTRIES GET TREATED WITHOUT ANY  
22 CONCERN OR CONSIDERATION. I'M AFRAID THE AIRPORT IS DOING  
23 JUST THAT BECAUSE YOU ARE BUILDING AN ANTICIPATED GROWTH ON  
24 A HOUSE OF SAND. YOU CANNOT GUARANTEE AND WON'T GUARANTEE  
25 THAT THE FUTURE FIGURES YOU ARE GOING TO PROVIDE FOR US

1 WILL STAND UP. JUST AS YOU HAVE NOT BEEN ABLE TO GUARANTEE  
2 THAT IN THE PAST.

3 THOSE OF US WHO LIVE HERE AND ARE INVOLVED IN  
4 THE QUALITY OF LIFE THINK THAT THE NUMBER OF PEOPLE YOU  
5 HAVE BROUGHT INTO THIS AIRPORT ALREADY IS EXCESSIVE AND  
6 HAS DESTROYED THE QUALITY OF OUR LIFE AND WE BEG YOU TO  
7 CONSIDER THAT AND AT LEAST KEEP THIS AIRPORT AT THE  
8 OVERWHELMING LARGE NUMBERS THAT YOU NOW HAVE. DO NOT  
9 INCREASE IT.

10 THE FACILITATOR: THANK YOU, ALAN. IF YOUR NAME  
11 DOES NOT APPEAR ON THE LIST IN THE BACK, I HAVE A CARD HERE  
12 THAT I CALLED OUT EARLIER AND WE DIDN'T HEAR FROM YOU, SO  
13 MAKE SURE YOU GET A CHANCE TO SPEAK IF YOU PLAN TO SPEAK.  
14 TOM RUSSELL IS RIGHT HERE.

15 MR. TOM RUSSELL: I WAS BORN AND RAISED IN  
16 WESTCHESTER, BAPTIZED AT VISITATION CHURCH, VISITATION  
17 SCHOOL, ORVILLE WRIGHT JUNIOR HIGH SCHOOL, WESTCHESTER HIGH  
18 SCHOOL CLASS OF '68. I WOULD LIKE TO THANK MINA FOR HER  
19 FLYER THAT REMINDED ME ABOUT THIS. I DIDN'T TAKE ANY  
20 NOTES, BUT THE YOUNG LADY THAT CAME UP HERE WITH HER  
21 DAUGHTERS, THAT WAS INTERESTING. SHE SAID, TO MY WEST IS  
22 THE PACIFIC OCEAN, TO THE NORTH IS MARINA DEL REY, THE  
23 LARGEST MAN-MADE BOAT HARBOR IN THE WORLD, I BELIEVE.  
24 PRETTY NICE PLACE. PRETTY NICE PLACE TO SEE.

25 YUCCA FLATS ARIZONA USED TO TEST DRIVE FORDS

1 BACK IN THE '60S. IT WAS OUT OF THE WAY. IT WASN'T A  
2 PLACE TO LIVE, REALLY. IT WAS A PLACE TO TEST MACHINES.  
3 THIS IS NOT YUCCA FLATS, ARIZONA. I KNEW A MAN BY THE NAME  
4 OF BOB SMITH HE WORKED FOR THE TELEPHONE COMPANY BACK IN  
5 THE LATE '40S. HE DROVE ALL OVER LOS ANGELES. HE PICKED  
6 WESTCHESTER. HE KNEW LOS ANGELES. THIS IS A GREAT PLACE  
7 TO LIVE. THE CLIMATE, THE PROXIMITY TO THE OCEAN, THE  
8 CENTRAL LOCATION, AND IT HAD A NICE LITTLE AIRPORT, BY THE  
9 WAY, THAT WASN'T ANYTHING LIKE IT WAS NOW. IF ANYBODY SAYS  
10 THE AIRPORT WAS HERE FIRST, I AM SORRY, BUT IT WASN'T THE  
11 SAME. A LOT DIFFERENT.

12 THAT'S ALL I CAN SAY. YOU KNOW DENVER IS A  
13 LOT BIGGER. THE AIRPORT IS A LOT BIGGER. LAX IS ABOUT  
14 THREE, FOUR POSTAGE STAMPS ON A MANILA ENVELOPE COMPARED  
15 TO THEIR SIZE. THEY MOVED IT OUT OF THE WAY SO PEOPLE  
16 WOULDN'T BE BOTHERED BY IT. WE ARE BOTHERED BY LAX QUITE  
17 A BIT. I THINK IT IS TIME FOR A REGIONAL SOLUTION. THANK  
18 YOU.

19 THE FACILITATOR: THANK YOU, TOM. LESLIE PURCELL.  
20 AND THEN STAN AFTER THAT AND DOUG AFTER THAT.

21 MS. LESLIE PURCELL: I AM LESLIE PURCELL. I LIVE  
22 IN SANTA MONICA NOW. I USED TO LIVE IN VENICE. I WOULD  
23 LIKE TO PROPOSE THAT YOU GUYS REALLY LISTEN TO PEOPLE. I  
24 HAVE BEEN TO A LOT OF HEARINGS LATELY ON VARIOUS ISSUES. I  
25 FEEL LIKE MOST OF THE TIME PEOPLE STAND UP HERE WITH VERY

1 PERSONAL OR EVEN SCIENTIFIC, WELL THOUGHT OUT REASONS THAT  
2 THEY COME BEFORE TO SPEAK, AND OFTEN IT JUST GOES BY. THE  
3 DECISION IS REALLY ALREADY MADE OR IT IS ABOUT TO BE MADE.

4 THIS IS SOMETHING THAT WE THE PEOPLE, THE  
5 PUBLIC, FEEL LIKE WE HAVE BEEN DISENFRANCHIZED. I HOPE  
6 THAT YOU REALLY ARE TAKING INTO ACCOUNT THE FACT THAT I  
7 HAVE HEARD ONE PERSON SO FAR FROM NOT THIS AREA AT ALL SAY  
8 THIS IS A GOOD IDEA. SO, PERSONALLY I WOULD JUST LIKE TO  
9 SAY THERE'S ALREADY WAY TOO MUCH SMOG AND POLLUTION. IF  
10 YOU FLY IN AND OUT OF LAX YOU SEE IT. YOU FLY IN. THERE'S  
11 A BIG YELLOW/BROWN BLANKET OVER THE LOS ANGELES BASIN.  
12 WE DO NOT NEED MORE POLLUTION FROM MORE PLANES COMING IN,  
13 MORE DIESEL TRUCKS, MORE TRAFFIC.

14 THE OUTLYING AREAS COULD CERTAINLY USE MORE  
15 AIRLINE TRAFFIC AND ACCESS FOR THEIR NEEDS. I USED TO FLY  
16 IN AND OUT OF BURBANK AND I THINK IT IS MUCH BETTER TO HAVE  
17 OTHER AIRPORTS THAT ARE FUNCTIONING. THE BAY AREA HAS TWO  
18 MAJOR AIRPORTS AND SAN JOSE A THIRD ONE. IT IS NOT NEARLY  
19 AS BIG AS LOS ANGELES. THE EIR I DON'T BELIEVE TAKES INTO  
20 ACCOUNT THE OTHER DEVELOPMENTS AND THEIR TRAFFIC PROBLEMS  
21 IN THE AREAS.

22 THAT WOULD INCLUDE THIS EXPANSION THAT IS  
23 GOING ON IN THE MARINA DEL REY AREA WHICH IS HUGE. THIS  
24 ALSO INCLUDES THE PLANNED AND ONGOING PLAYA VISTA, WHICH IS  
25 SOMEWHAT HALTED IN ITS TRACKS, BUT IT IS STILL PLANNING TO



1 PROCEED AS FAST AS THEY CAN. THESE KINDS OF THINGS ADD UP  
2 TO A MUCH LARGER TOTAL THAN IS ADDRESSED IN ANY OF THE  
3 INDIVIDUAL PLANNING PROCESSES. I THINK THAT PEOPLE NEED  
4 REALLY LOOK AT THAT.

5 I THINK THAT IT IS ALSO ALREADY WHEN YOU ARE  
6 ON THE GROUND IN LAX IT IS HARD TO BREATHE. IF YOU WALK  
7 OUT OF THE TERMINAL, THERE'S SO MANY VEHICLES THERE WAITING  
8 TO PICK PEOPLE UP AND DROP PEOPLE OFF, IT IS LIKE HORRIBLE.  
9 THAT NEEDS TO BE ADDRESSED RIGHT NOW. THERE NEEDS TO BE  
10 LIKE RAIL OR I PERSONALLY THINK HAVE A MONORAIL LIKE  
11 DISNEYLAND. DO THAT. THAT'S MY IDEA. THAT KIND OF THING  
12 NEEDS TO BE TAKEN UNDER CONTROL AS IT IS WITHOUT EXPANDING.

13 THE FACILITATOR: THANK YOU VERY MUCH. BEFORE  
14 ANYBODY LEAVES, REMEMBER THERE'S WRITTEN COMMENTS TOO. FOR  
15 THOSE PEOPLE WHO I HAVE A WHOLE LIST HERE WHO HAVE NOT HAD  
16 A CHANCE TO SPEAK, THEY CAN STILL DO THE WRITTEN COMMENTS  
17 BEFORE THE 26TH OF JULY. STAN ROSEN.

18 MR. STAN ROSEN: THANK YOU VERY MUCH. I WILL BE  
19 BRIEF. I WANT TO THANK THE PANEL HERE FOR TAKING THE TIME  
20 TO HEAR US. I KNOW I HAVEN'T SPENT THE WHOLE DAY HERE, BUT  
21 YOU HAVE AND PUT UP WITH QUITE A BIT. AND THANKS TO THE  
22 AUDIENCE.

23 THE FIRST THING I WOULD SAY IS THAT SEVERAL OF  
24 THOSE SPEAKERS HAVE SAID THAT WE ARE SPEAKING IN FAVOR OF  
25 NO ACTION AT ALL AND I WON'T TAKE THAT POSITION. I THINK

1 WE HAVE TO DO SOMETHING. YOU HAVE HEARD MANY PEOPLE TALK  
2 ABOUT THE FACT THAT THE AIRPORT AS IT IS TODAY IS BROKEN  
3 AND NEEDS TO BE FIXED. IT NEEDS TO BE FIXED FOR OUR  
4 NEIGHBORHOOD. I AM FROM WESTCHESTER. IT NEEDS TO BE  
5 FIXED FOR ALL OF L.A.

6 I DON'T HAVE THE ANSWER TO WHAT WE HAVE TO  
7 DO BUT I BELIEVE FROM WHAT I HAVE SEEN THE PROCESS YOU ARE  
8 WORKING IS INCOMPLETE. YOU ARE TRYING TO SOLVE A PROBLEM  
9 THAT HAS BEEN GIVEN TO YOU AND WHAT YOU HAVE TO DO IS LOOK  
10 OUTSIDE THE BOX. I AM STANDING HERE NOT TO GIVE YOU ANY  
11 SPECIFIC RECOMMENDATIONS, THEY ARE IN MY WRITTEN COMMENTS  
12 AND I WILL GET TO THAT, BUT TO ENCOURAGE ALL OF US TO FIND  
13 WAYS TO LOOK AT THE BIGGER PROBLEM AND SEE IF THERE IS  
14 SOMETHING THAT WE CAN DO TO SOLVE THE REGIONAL PROBLEM WE  
15 HAVE AND THE LOCAL PROBLEMS THAT WE HAVE.

16 FOR EXAMPLE, IN THE EIR ALL OF THE PROPOSED  
17 SOLUTIONS TALKING ABOUT AIR POLLUTION DO NOT MEET THE  
18 FEDERAL QUALITY STANDARDS. IT WAS OBVIOUSLY NOT A  
19 CONSTRAINT ON THE PROJECTS THAT WERE GIVEN THAT THEY MEET  
20 FEDERAL AIR QUALITY STANDARDS FOR OUR REGION OR FOR THE  
21 L.A. AREA. IF WE SOLVE THE PROBLEM OF TRYING TO MEET AIR  
22 QUALITY STANDARDS YOU OBVIOUSLY CAME UP WITH A DIFFERENT  
23 SOLUTION.

24 ALSO, IT IS OBVIOUS THAT SEVERAL BOUNDS WERE  
25 PUT ON THE PROBLEM YOU ARE TRYING TO SOLVE. THERE IS A

1 QUOTE HERE IN THE MATERIAL THAT WAS HANDED OUT. IT SAYS  
2 NOBODY HAS SUGGESTED THAT THE REGIONS AVIATION DEMAND  
3 SHOULD NOT BE ACCOMODATED. I'LL SUGGEST THAT. I THINK  
4 THERE IS A POSSIBILITY TO LOOK BACK AND SAY, WHAT IS THE  
5 PROBLEM WE ARE TRYING TO SOLVE. IT MAY BE DIFFERENT THAN  
6 WHAT WE THINK IT IS.

7 THERE ARE OTHER WAYS FOR PEOPLE TO MOVE IDEAS  
8 FROM THE POINT A TO POINT B. GROWING TELECOMMUNICATIONS  
9 CAPABILITIES MAKE IT LESS NECESSARY FOR PEOPLE TO TRAVEL  
10 FROM POINT A TO POINT B COMING IN AND OUT OF L.A. THERE  
11 ARE LOTS OF OPPORTUNITIES TO CHANGE THE WAY THAT WE MOVE  
12 PEOPLE AND IDEAS IN AND OUT OF A REGION THAT DON'T INVOLVE  
13 AIR TRANSPORTATION. WE CAN WORK THE BIGGER PROBLEM.

14 ANOTHER ISSUE IS ECONOMICS. SIMPLY BY  
15 INCREASING THE FEE STRUCTURE OF PEOPLE LANDING IN LOS  
16 ANGELES AND INCREASING THE COST OF DOING BUSINESS HERE, YOU  
17 WILL SIGNIFICANTLY IMPACT THE TRAFFIC RATE. YOU WEREN'T  
18 GIVEN THE PROBLEM IN SOLVING THIS PROBLEM OF TRYING TO  
19 CHANGE THE LEVEL OF TRAFFIC INTO AND OUT OF LOS ANGELES.  
20 YOU WERE GIVEN THE PROBLEM OF HOW TO FIX THE AIRPORT.  
21 I THINK YOU SHOULD DO THAT. I AM ASKING THAT YOU LOOK  
22 BEYOND THE PROBLEM THAT WAS GIVEN.

23 WHAT I WOULD LIKE IS TO MEET UP WITH ANYBODY  
24 HERE WHO CAN, IN FACT, HAVE THE IDEAS THAT WE CAN LOOK FOR  
25 AND NEW WAYS TO SOLVE THE LARGER PROBLEM OUTSIDE THE BOX

1 AND I WOULD LIKE TO KNOW WHO IS LOOKING FOR THE PROBLEM TO  
2 OF WHAT WE SHOULD DO OF MAKING THE PROBLEMS THAT THESE  
3 LADIES AND GENTLEMEN ARE TRYING TO SOLVE MORE PRACTICAL.  
4 THE SITUATION AS IT CURRENTLY EXISTS IS BROKEN. THANK YOU.

5 THE FACILITATOR: THANK YOU, STAN. WELL SAID.

6 DOUG REED IS RIGHT HERE. FOLLOWED BY MIKE  
7 STEVENS FOLLOWED BY KATHLEEN HUMMEL.

8 MR. DOUG REED: GOOD EVENING. MY NAME IS DOUG REED.  
9 I LIVE IN VENICE. I AM REALLY STRUCK BY THE INTELLIGENCE  
10 AND THE INQUISITIVITY, IF THAT'S A WORD, AND THE PASSION  
11 THAT I HAVE HEARD SPOKEN BY ALL THESE FOLKS HERE TODAY. I  
12 KNOW VERY LITTLE BIT ABOUT THE MASTER PLAN. I HAVE NOT  
13 READ THE MASTER PLAN. I THOUGHT I WOULD WHEN I ARRIVED  
14 HERE, BUT AS I SAT AND LISTENED I HAVE LEARNED QUITE A BIT  
15 FROM THE PEOPLE WHO ALREADY SPOKE.

16 I WASN'T GOING TO SPEAK EITHER BECAUSE I DON'T  
17 KNOW THAT MUCH ABOUT THINGS, BUT I WAS COMPELED TO BECAUSE  
18 WHAT I HAVE BEEN HEARING IS THAT IT IS A HUGE AMOUNT OF  
19 DISTRUST. I KNOW HOW I FEEL WHEN SOMEBODY DOESN'T TRUST ME  
20 WHEN I THINK I HAVE TOLD THE TRUTH OR WHEN I THINK I HAVE  
21 PRESENTED MYSELF IN A TRUSTWORTHY WAY AND SOMEBODY DOESN'T  
22 TRUST ME, IT IS SOMETHING THAT I CAN'T SLEEP AT NIGHT.

23 I HAVE HEARD A VARIETY OF PEOPLE COME UP AND  
24 LOOK RIGHT AT YOU GUYS AND SAY "WE DON'T TRUST YOU." SO  
25 THAT'S WHY I WAS COMPELLED TO COME UP AND SPEAK AND JUST

1     UNDERScore THE URGENCY THAT YOU GUYS TAKE THIS THING REALLY  
2     SERIOUS.

3                     I HAVE THE OPPORTUNITY TO WORK WITH KIDS. I  
4     AM NOT A TEACHER BUT I DO ART AND I WORK WITH CHILDREN UP  
5     HERE IN WESTCHESTER AND PLAYA DEL REY. AND SOMEBODY CAME  
6     UP AND SPOKE, A COUPLE OF PEOPLE SPOKE ABOUT THE QUALITY OF  
7     LIFE FOR THE CHILDREN. SINCE I WORK WITH KIDS ALMOST ON A  
8     DAILY BASIS, THAT'S SOMETHING THAT I CARE A LOT ABOUT. I  
9     AM NOT A PARENT BUT I CARE A LOT ABOUT THE KIDS. AND IT IS  
10    HORRIFYING AND ESPECIALLY PUT IN THE LIGHT OF DISTRUST. IT  
11    IS HORRIFYING FOR ME TO THINK ABOUT YOU GOING HOME TONIGHT  
12    THINKING ABOUT THE QUALITY OF CHILDREN'S LIVES AND PEOPLE  
13    NOT TRUSTING YOU.

14                    FINALLY, I WORK SOMETIMES IN THE  
15    ENTERTAINMENT INDUSTRY AS WELL AND SOMEBODY CAME UP AND  
16    SAID THEY ACCUSED THIS FORUM OF BEING SOMETHING OTHER THAN  
17    WHAT IT IS. ACCUSED IT OF BEING A SHAM. IF THAT IS THE  
18    CASE, IT IS PRETTY GOOD ENTERTAINMENT. BUT I WOULD HOPE  
19    TO THINK THAT I AM NOT WASTING MY BREATH. THAT OUR FRIEND  
20    FROM CHRISTMAS VALLEY, OREGON ISN'T WASTING HIS AND YOU  
21    FOLKS AREN'T EITHER. THANKS.

22                    (WHEREUPON, AT 7:30 P.M. THERE WAS A CHANGE IN  
23    COURT REPORTERS.)

24                                           \* \* \*  
25

1 THE FACILITATOR: MIKE STEVENS, MAN WITH A  
2 CAMERA.

3 MR. MIKE STEVENS: I'M MIKE STEVENS. I'M  
4 PRESIDENT OF A GROUP CALLED LAX EXPANSION NOW. WE'RE  
5 THE ONES WITH THE SIGNS. I'D JUST LIKE TO SAY TO THE  
6 PEOPLE OF WESTCHESTER YOU'VE DEFINITELY MADE AN IMPACT  
7 TODAY, BUT BY NO MEANS DOES TODAY MEAN THAT THE BATTLE  
8 IS OVER.

9 TO THOSE OF YOU WHO ARE TAKING -- WHO ARE  
10 TAKING NOTES, I'D LIKE TO TELL YOU THAT COMMUNITY  
11 OUTREACH IN INGLEWOOD WAS VERY POOR. I SUGGEST THAT YOU  
12 HAVE ANOTHER MEETING IN INGLEWOOD FOR INGLEWOOD  
13 RESIDENTS AND CONDUCT AN OUTREACH SO THAT THEY CAN BE  
14 NOTIFIED ADEQUATELY THAT A MEETING IS TAKING PLACE IN  
15 THE COMMUNITY. THERE WAS A NOTICE THAT WAS SENT OUT BY  
16 CONGRESSMAN MAXINE WATERS THAT HAS JULY 9 AS THE DATE.  
17 MANY PEOPLE BELIEVE THAT THAT IS THE DATE. THEIR OWN  
18 DOCUMENTATION EVEN HAD THE DATE OF THE 14TH ON IT. SO  
19 WE NEED TO -- WE NEED TO GET SOME TYPE OF -- SOME TYPE  
20 OF OUTREACH GOING THAT IS MORE ACCURATE SO THAT THE  
21 PEOPLE CAN BE PROPERLY NOTIFIED.

22 IN REFERENCE TO YOUR DOCUMENT ITSELF, I'D LIKE  
23 TO STATE THAT YOUR FLEET MIX IS ALSO A WEAK LINK. AS  
24 FAR AS WHAT I'VE BEEN ABLE TO REVIEW, IF YOU TAKE ONE  
25 COMPONENT, SUBSTITUTE A DC-10 FOR A 747, EVERYTHING IS

1 THROWN OUT OF WHACK, BUT MORE THAN THAT THE -- YOUR  
2 ACTUAL FORMULA IS NOT EVEN TRULY PRESENT. IN ORDER TO  
3 FIND OUT WHAT YOUR FORMULA IS THAT WAS USED, YOU HAVE TO  
4 CONTACT MR. KESSLER. SO YOU DON'T EVEN LIST YOUR  
5 FORMULA INSIDE THE DOCUMENT ITSELF THAT YOU ARRIVED AT  
6 YOUR NUMBERS ON.

7 IN CLOSING, I WOULD JUST LIKE TO SAY THIS: I  
8 DON'T BELIEVE THAT AFTER SPENDING THREE YEARS ON THIS  
9 DOCUMENT THAT LAX/LAWA ACTUALLY BELIEVES THAT THIS IS  
10 GOING TO PASS. WHAT THEY'RE LOOKING FOR IS PORTIONS OF  
11 IT TO BE -- TO PASS, AND BY THAT MEANING THAT THE  
12 EXTENSION OF THE RUNWAY. IN ORDER TO EXTEND THAT  
13 RUNWAY, THEY MUST HAVE AN EIR/EIS COMPLETED. UNDER FAA  
14 REGULATIONS THIS IS SOMETHING THEY HAVE TO HAVE. SO  
15 THEY CAN GET A PARTIAL APPROVAL, THOUGH. EVERYTHING  
16 ELSE CAN BE THROWN DOWN THE DRAIN, BUT THAT PORTION THEY  
17 WOULD GO FOR, AND I BELIEVE THAT'S WHAT YOUR GOAL IS,  
18 AND THAT WOULD IMPACT WILEY POST, THE OSAGE  
19 NEIGHBORHOOD, AND WESTCHESTER AND NOW INGLEWOOD BECAUSE  
20 NOW THE TRAJECTORY OF THE PLANES CHANGES ON TAKEOFF, AND  
21 WHEN I'M TALKING ABOUT WHEN YOU TURN THE AIRPORT  
22 AROUND. NOW WE CAN DEBATE WHETHER TOUCHDOWN IS GOING TO  
23 REMAIN WHERE IT PRESENTLY IS, BUT WE ALL KNOW THAT THESE  
24 PLANES ARE NOT ON RAILS.

25 SO BOTTOM LINE IS THAT I THINK YOU'RE SHOOTING

1 FOR INCREMENTAL EXPANSION. I THINK THAT YOUR DOCUMENT  
2 SHOULD INCLUDE SOME COMPONENTS DEALING WITH INCREMENTAL  
3 EXPANSIONS, SPECIFICALLY THE ACQUISITION OF MANCHESTER  
4 SQUARE, EVEN THOUGH YOU DO NOT ADDRESS THAT IN YOUR  
5 DOCUMENT ADEQUATELY, AND THE EXTENSION OF THE RUNWAY  
6 ALONG THOSE LINES.

7 SO WITH THAT, I'D LIKE TO SAY GOOD NIGHT AND  
8 FOR ALL OF YOU, YOU'VE GONE A GREAT JOB. WESTCHESTER,  
9 YOU REALLY WOKE THEM. YOU DID A SUPER JOB. AND THANK  
10 YOU.

11 THE FACILITATOR: KATHLEEN HUMBLE. IS SHE  
12 HERE? OKAY. AND TO BE FOLLOWED BY VILMA. KATHLEEN  
13 FIRST.

14 MS. KATHLEEN HUMBLE: HELLO. I WANT TO THANK  
15 YOU FOR COMING OUT TO LISTEN TO US. YOU'VE HEARD A LOT  
16 OF PEOPLE GIVE A LOT OF TECHNICAL DETAILS ABOUT WHAT IS  
17 GOING ON HERE. SO I'M GOING TO TALK MORE EMOTIONALLY  
18 ABOUT WHAT IT'S LIKE TO LIVE HERE. I'VE LIVED HERE FOR  
19 28 YEARS NEAR THE CORNER OF VENICE AND CENTINELA, AND MY  
20 DAUGHTER HAS ASTHMA, AND SHE HAS SINCE SHE WAS A CHILD.  
21 THIS AREA WHEN WE FIRST MOVED HERE WAS JUST GORGEOUS.  
22 IT WAS ALMOST A PARADISE, AND PROGRESSIVELY IT'S GOTTEN  
23 MORE AND MORE AND MORE CROWDED, MORE BUILT UP. THERE'S  
24 TRAFFIC EVERYWHERE NOW. COMING DOWN THE HILL TO MY  
25 HOUSE FROM THE FREEWAY, THERE'S A LINE OF CARS THAT JUST



1           SNAKES ALL THE WAY DOWN THE HILL. SO WE'RE ALL SITTING  
2           THERE WITH ALL THAT POLLUTION, YOU KNOW, BLOWING,  
3           BLOWING AROUND US, AND GETTING FRUSTRATED TRYING TO GET  
4           HOME. PEOPLE START CUTTING THROUGH THE NEIGHBORHOODS  
5           JUST TO TRY TO GET WHERE THEY'RE GOING. I MEAN THE  
6           TRAFFIC IS ALREADY HORRIBLE. LINCOLN IS HORRIBLE. THE  
7           405 IS HORRIBLE. SO NOTHING HAS REALLY BEEN DONE TO  
8           MITIGATE AGAINST WHAT WE'VE GOT NOW, WHICH IS GRIDLOCK.

9                         AND SO I WORK FOR THE BUREAU OF LABOR  
10           STATISTICS AND AS A VOLUNTEER FOR THE SIERRA CLUB AND  
11           SOME OTHER ORGANIZATIONS. I'VE BEEN STANDING IN PARKING  
12           LOTS, ET CETERA, PASSING OUT LITERATURE, AND IF YOU WANT  
13           TO TAKE THIS AS A STATISTICAL SAMPLE, WHEN I PASS OUT  
14           THESE THINGS, EVERYBODY KNOWS WHAT I'M TALKING ABOUT  
15           WHEN I SAY "ARE YOU AGAINST THE EXPANSION OF PLAYA  
16           VISTA?" EVERYBODY KNOWS IT, AND THEY'RE AGAINST IT.

17                        SO I HOPE YOU'RE LISTENING TO US BECAUSE WE  
18           HAVE SOME ORGANIZATIONS HERE THAT ARE WORKING STEADILY  
19           TO STOP THIS. PEOPLE ARE UP IN ARMS AT THIS POINT.  
20           THEY BELIEVE THAT THEIR GOVERNMENT HAS LIED TO THEM.  
21           RUTH GALANTER HAS MOVED ON A NO-DEVELOPMENT OR  
22           SLOW-GROWTH PLATFORM. THAT'S TWICE THE SIZE OF CENTURY  
23           CITY THEY PROPOSED, TWICE THE SIZE. IT'S JUST  
24           IMPOSSIBLE. SO A REGIONAL APPROACH. WE'VE HAD ENOUGH.  
25           WE'VE HAD ENOUGH. I MEAN JUST ENOUGH IS ENOUGH, AND

1 PEOPLE IN OTHER AREAS NEED TO TAKE RESPONSIBILITY FOR  
2 THEIR SHARE OF THIS GRIDLOCK AND FOR THEIR SHARE OF THE  
3 AIRPORTS ON A REGIONAL APPROACH. THANK YOU.

4 MS. VILMA SLAUGHTER: CAN YOU HEAR ME?  
5 MY NAME IS VILMA SLAUGHTER, S-L-A-U-G-H-T-E-R. ADDRESS  
6 10420 THIRD AVENUE, INGLEWOOD, CALIFORNIA, AND THAT  
7 WOULD BE CENTURY HEIGHTS. I DO NOT LIVE IN THE GHETTO  
8 WHERE THEY TELL ME I DO. I DO NOT GET THE BENEFITS, BUT  
9 SO MUCH FOR THAT. I WOULD LIKE TO SAY I AM OPPOSED OF  
10 LAX -- ANY EXPANSION TO LAX. WE DO NOT NEED THE  
11 TRAFFIC, THE NOISE, THE POLLUTION. WE DO NOT NEED  
12 ANYMORE OF OUR COMMUNITIES DISMANTLED. I HAVE LIVED IN  
13 INGLEWOOD OVER 27 YEARS. I HAD MY SON IN INGLEWOOD. HE  
14 WENT TO SCHOOL IN HAWTHORNE, AND HE'S IN THE NAVY NOW,  
15 AND I DON'T HAVE -- HAVE BUT THE ONE SON, BUT I'M  
16 FIGHTING FOR MY NEIGHBORS' KIDS AND THEIR GRANDKIDS AND  
17 THE ELDERLY BECAUSE WE HAVE A LOT OF SICK PEOPLE, AND  
18 PEOPLE ARE GETTING SICKER AND SICKER, WORSE, MORE AND  
19 MORE EVERY DAY WITH ASTHMA, BRONCHITIS, CANCER, AND WE  
20 CANNOT AFFORD TO HAVE LAX EXPAND.

21 WOULD YOU GUYS PLEASE LISTEN TO US AND THINK OF  
22 AN ORIGINAL PLAN TO HAVE AN INTERNATIONAL AIRPORT PUT IN  
23 ANOTHER COUNTY, SOMEPLACE ELSE? JUST STOP LAX WHERE IT  
24 IS RIGHT NOW. WE CANNOT TAKE ANYMORE. AND I HAVE THIS  
25 OLD SAYING. IT GOES LIKE THIS. YOU CANNOT PUT

1           LOS ANGELES INTO BAKERSFIELD.  SO, PLEASE, I BEG OF YOU  
2           FIND AN ORIGINAL SOLUTION TO LAX.  LOOK AT OTHER  
3           COUNTIES, PLEASE.  WE ARE TOO CONGESTED NOW.  YOU'RE  
4           MESSING WITH PEOPLES' LIVES, HEALTH, FAMILY,  
5           WELL-BEING.  WE NEED THAT TO STOP.  PLEASE STOP AND  
6           LISTEN.  PUT YOURSELF IN OUR PLACE.  THANK YOU VERY  
7           MUCH.

8                         THE FACILITATOR:  THANK YOU, VILMA.  
9                         BRUCE CAMPBELL.

10                        MR. BRUCE CAMPBELL:  GOOD EVENING.  BRUCE  
11           CAMPBELL.  LAX IS CLEARLY THE NUMBER ONE AIRLINE  
12           POLLUTER IN THE L.A. REGION ALREADY.  THE HUGE PLAYA  
13           VISTA PROJECT AND THE CHEVRON REFINERY AND THE NEARBY  
14           405 EXACERBATE THE PROBLEM IN THE AREA.  I HEAR THAT  
15           SANTA FE SPRINGS HAS THE WORST AIR POLLUTION IN THE  
16           COUNTY PROBABLY DUE TO INDUSTRY, BUT ALSO THE EAST-WEST  
17           DRIFT OF THE LAX FUMES AND THE PLANES GOING OVER THERE  
18           PLUS VEHICULAR REASONS.  SO ADDRESS SOME POLLUTION,  
19           SAFETY OBVIOUSLY.

20                        THERE'S LOT OF NEAR MISSES AT THIS POINT, AND A  
21           LARGE EXPANSION OF LAX WILL OBVIOUSLY CAUSE CRASHES.  
22           WHO SHOULD BE HELD LIABLE FOR THE CRASHES IF IT IS  
23           EXPANDED?

24                        SO WHO'S REALLY BEHIND THE EXPANSION?  I  
25           IMAGINE THE MOST POWERFUL PEOPLE ARE THE INVESTORS WHO

1           CLOSED DOWN INDUSTRY IN THE INNER CITY IN THE LAST  
2           COUPLE OF DECADES AND SHIPPED THE JOBS OFF TO CHINA AND  
3           MEXICO AND ELSEWHERE, AND SO THE BIG CARGO INFLUX YOU'RE  
4           PROBABLY GOING TO GET AND PROBABLY MAYOR RIORDON'S  
5           BUDDIES AND OTHERS ON THE TOP WHO INVESTED IN THESE  
6           COMPANIES AND SHIPPED JOBS OVERSEAS.  OBVIOUSLY LOOK AT  
7           WHAT'S HERE, PARTICULARLY GROWTH IN THE L.A. AREA, THE  
8           SANTA CLARITA AREA, THE INLAND EMPIRE, AND ALSO  
9           LANCASTER-PALMDALE.  SO THAT'S -- THE LAST WOMAN SAID  
10          THE REGIONAL SOLUTION IS WHAT WE NEED.

11                         AND THEN AS FAR AS THE L.A. AREA, A LOT OF  
12          INTERNATIONAL TRADE COMES HERE.  SO NOT ONLY IS THERE  
13          THE ALAMEDA CORRIDOR, WHICH GETS THINGS FROM THE  
14          L.A./LONG BEACH HARBOR, BUT IF THE CARGO WENT TO  
15          ONTARIO, SINCE YOU'RE OFTEN SHIPPING FURTHER INLAND  
16          INCLUDING TO THE MIDWEST FROM THE PACIFIC RIM, ONTARIO  
17          MAKES PERFECT SENSE FOR INCREASED CARGO AND INCREASED  
18          PEOPLE.  WE HAVE GRIDLOCK, A COMBINATION OF A NONBOOM  
19          ECONOMY DUE TO THE FEEDING FRENZY OF THE LAST DECADE,  
20          RECOMBINANT GROWTH, MAD COW DISEASE, GENETICALLY  
21          MODIFIED FOOD.  DECLINE IN POPULATION AT LEAST BY THE  
22          NEXT DECADE IF NOT LATER ON IN THIS ONE.

23                         AND LASTLY I THINK WE SHOULD EXPAND THE SEWER  
24          SYSTEM BECAUSE OF THE RESIDUE LEFT OVER FROM THE  
25          DECEPTIVE AND RACIST RECENT MAYORAL CAMPAIGN ON THE PART

1 OF MAYOR-ELECT JIM HAHN. THANK YOU.

2 THE FACILITATOR: THANK YOU. BRUCE, HOW DID  
3 YOU GET THAT WHOLE SPEECH ON THAT ONE LITTLE PIECE OF  
4 PAPER?

5 MR. BRUCE CAMPBELL: SOME IMPROVISATION.

6 THE FACILITATOR: NEXT WOULD BE BOB TERRY.

7 YOU'VE BEEN WAITING A LONG TIME.

8 MR. BOB TERRY: ACTUALLY I HAD TO DRIVE UP FROM  
9 SAN DIEGO. I APOLOGIZE FOR BEING LATE.

10 LAX, I AM YOUR NEIGHBOR. I LIVE A BLOCK FROM  
11 THE AIRPORT, BUT THAT'S NOT WHAT I'M HERE TO TALK  
12 ABOUT. APPARENTLY -- I GUESS A COUPLE OF PEOPLE. NO  
13 ONE HAS SPOKEN OF TERRORISM. NOW YOU GUYS, TERRORISM.  
14 OKAY. WE'VE JUST HAD AN ATTEMPTED ATTACK ON LAX. IT  
15 JUST CAME OUT TWO WEEKS AGO THAT BIN LADEN'S TARGET FOR  
16 THE MILLENIUM WAS LAX. DO WE WANT TO MAKE THIS A BIGGER  
17 TARGET? DO WE WANT TO MAKE THIS THE TARGET IN THE  
18 WESTERN PART OF THE U.S.? THAT'S WHAT WE'RE TALKING  
19 ABOUT. THAT'S ALL.

20 THE FACILITATOR: THANK YOU. BRIAN WEISS WAS  
21 HERE, SEEN EARLIER, BUT I THINK WE'LL GIVE HIM ANOTHER  
22 CHANCE IN A MINUTE.

23 NANCY GENE MORRISON. THERE SHE IS.

24 ANYBODY ELSE THAT HAS A CARD THAT YOU'RE STILL  
25 HOLDING ON TO, LET ME HAVE IT NOW, PLEASE.

1                   MS. NANCY GENE WARNER MORRISON: HELLO, I'M  
2                   NANCY GENE WARNER MORRISON, AND I LIVE ON 81ST STREET  
3                   HERE IN WESTCHESTER. I'VE LIVED HERE 19 YEARS, AND  
4                   SINCE I MOVED HERE, I HAVE GOTTEN ASTHMA, WHICH I DID  
5                   NOT HAVE BEFORE I MOVED TO WESTCHESTER. BUT ONE OF THE  
6                   THINGS I'D LIKE TO DISCUSS IS MY EXPERIENCE THIS LAST  
7                   THURSDAY WHEN I FLEW FROM LAX TO OAKLAND AND BACK THE  
8                   SAME AFTERNOON. I WAS INFORMED AT THE AIRPORT WHEN I  
9                   GOT THERE THAT THE PLANE COMING IN TO GO TO OAKLAND  
10                  COULDN'T COME IN BECAUSE OF THE BAD WEATHER HERE AT  
11                  LAX. THE SUN WAS SHINING. THE SUN HAD BEEN SHINING  
12                  SINCE AT LEAST 10:00 OR 11:00 IN THE MORNING. BUT THEY  
13                  SAID IT WAS FOGGED IN. SO THE PLANE CAME IN AN HOUR  
14                  LATE. WE LEFT AN HOUR LATE, AND ON MY RETURN TRIP IN  
15                  THE EVENING, THE PILOT DECIDED TO GO OUT TO TAXI OUT TO  
16                  BE READY WHEN LAX, THE AIR TRAFFIC GAVE THEM CLEARANCE  
17                  TO LEAVE. WE WERE TOLD THAT IT WAS DUE TO THE BAD  
18                  WEATHER AT LAX. AGAIN, WHEN I LANDED, YOU COULD SEE  
19                  VERY WELL COMING IN. I'M NOT AN AVIATION EXPERT AT ALL,  
20                  BUT WE WERE ABOUT TWO HOURS LATE. WE WERE TOLD INSTEAD  
21                  OF DEPARTING AT 7:35 AS SCHEDULED, IF WE HAD STAYED AT  
22                  THE GATE, WE WOULD NOT HAVE CLEARANCE UNTIL 11:00 P.M.

23                  NOW, THE PLANE -- BOTH PLANES WERE ALMOST  
24                  ENTIRELY FULL. IT GIVES A REALLY BAD REP FOR L.A. AND  
25                  LAX TO BE TOLD THAT THEY CAN'T HANDLE THE TRAFFIC HERE

1 NOW. AND AS A RESIDENT, I AGREE WITH MOST OF THE  
2 SPEAKERS THAT I'VE HEARD THIS EVENING WHO ARE OPPOSED TO  
3 ENLARGING LAX AND HAVING MORE TRAFFIC HERE, ET CETERA.  
4 BUT IT'S ALREADY VERY BAD, AND I THINK YOU NEED TO BE  
5 AWARE HOW BAD IT IS ON A DAY WHEN WE AREN'T SOCKED IN  
6 WITH FOG. YES, THERE WAS SOME DRIZZLE AT 7:00 A.M. ON  
7 THURSDAY. IT WAS A LITTLE CLOUDY. IT WAS NOT  
8 HORRIBLE. THERE WAS VISIBILITY. I WAS OUT DRIVING  
9 ABOUT BEFORE I LEFT, AND WHEN I CAME HOME, YOU COULD SEE  
10 AT LEAST A COUPLE OF MILES FROM THE STREET LEVEL WHEN I  
11 CAME BACK. SO SOMETHING'S GOING ON THAT AIR TRAFFIC  
12 SAYS IT'S TOO FOGGY TO LAND HERE, AND YET THAT'S NOT THE  
13 WAY IT LOOKS. I DON'T SEE HOW YOU CAN HANDLE MORE  
14 FLIGHTS THAN YOU ALREADY HAVE. THANK YOU.

15 THE FACILITATOR: THANK YOU, NANCY.

16 BRIAN WEISS ONCE AGAIN. DO I HAVE SOMEBODY  
17 WITH A CARD? I'M GOING TO READ THESE OFF AGAIN. STACY  
18 BROWN, JOHN ELLISON, DANIEL BIANCHI, MARY JANE LUDWIG,  
19 CHIP PASELL, GENE YOUNG, PEGGY MELODY, NORA FRYE,  
20 DR. JORGENSEN, TONY MASUDA, ELEANOR HOLME, SAM HALPERIN,  
21 DR. FRANK VELASCO.

22 MY CLOSING COMMENTS AS A FACILITATOR, I  
23 APPRECIATE EVERYBODY BEING HOPEFUL THAT THERE'S A  
24 PROCESS GOING ON HERE. I WANT YOU ALL TO REALIZE THAT  
25 ALL WRITTEN COMMENTS CAN STILL BE MADE UNTIL THE 25TH OF

1 JULY. IF SOMEBODY WHO HAS NOT HAD A CHANCE TO BE HERE  
2 AS EVERYBODY HAS SAID THERE'S NOT ENOUGH TIME FOR THE  
3 COMMENT, I THINK YOU SHOULD ENCOURAGE THEM TO BRING THE  
4 COMMENTS TO THE LAWA HEADQUARTERS. I WANT TO THANK  
5 EVERYBODY FOR BEING RESTRAINED AS YOU HAVE BEEN AND  
6 CIVIL TO EVERYBODY, AND I THINK THAT'S IT FOR THE  
7 EVENING. THANK YOU VERY MUCH.

8 MR. JIM RITCHIE: I'D LIKE TO MAKE A COMMENT  
9 FOR THOSE OF YOU WHO SHOWED UP TODAY. I THINK YOU CAN  
10 SEE THAT DICK AND I TOOK YOUR COMMENTS SERIOUS. WE'RE  
11 TAKING NOTES. THIS IS PART OF THE PROCESS. YOU'VE SAID  
12 COLLECTIVELY A LOT OF IMPORTANT THINGS. SO I APPRECIATE  
13 YOUR INTEREST IN YOUR COMMUNITY, YOUR INTEREST IN THE  
14 AIRPORT, AND BELIEVE ME, WE TAKE IT SERIOUSLY. SO THANK  
15 YOU VERY MUCH.

16 (WHEREUPON, AT 7:50 P.M., THE PUBLIC HEARING  
17 WAS CONCLUDED.)

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CERTIFICATE

I, KRISTY R. KEENER, CSR NO. 6422, DO HEREBY  
CERTIFY:

THAT THE FOREGOING PUBLIC HEARING PROCEEDINGS  
WERE RECORDED BY ME STENOGRAPHICALLY AT THE TIME AND  
PLACE STATED THEREIN;

THAT THE FOREGOING TRANSCRIPT REPRESENTS A  
TRUE AND CORRECT RECORD OF THE PROCEEDINGS;

I FURTHER CERTIFY THAT I AM IN NO WAY RELATED  
TO THE PARTIES IN THIS PROCEEDING NOR INTERESTED IN THE  
OUTCOME THEREOF.

IN WITNESS WHEREOF, I HAVE SUBSCRIBED MY NAME  
ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2001.

\_\_\_\_\_  
KRISTY R. KEENER, CSR NO. 6422



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CERTIFICATE

I, STEPHANIE D. GUSTAVE, CSR NO. 8680 DO  
HEREBY CERTIFY:  
THAT THE FOREGOING PUBLIC HEARING PROCEEDINGS  
WERE TAKEN DOWN BY ME IN SHORTHAND AT THE TIME AND PLACE  
STATED HEREIN, AND REPRESENT A TRUE AND CORRECT TRANSCRIPT  
OF THE PROCEEDINGS.

I FURTHER CERTIFY THAT I AM IN NO WAY RELATED  
TO THE PARTIES IN THIS MEETING, NOR INTERESTED IN THE  
OUTCOME THEREOF.

IN WITNESS WHEREOF I HAVE SUBSCRIBED MY  
NAME THIS DAY OF JUNE, 2001.

\_\_\_\_\_  
STEPHANIE D. GUSTAVE, CSR NO. 8680



**Official Hearing Transcript  
Manhattan Beach Marriott  
Manhattan Beach, California  
Saturday, June 9, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHM00001	Dan Wasserman	Congresswoman Jan Harman's Office
PHM00002	George Nakano	California State Assembly, 53 <sup>rd</sup> District
PHM00003	Don Knabe	County of Los Angeles, Board of Supervisors
PHM00004	Andy Lazzaretto	County of Los Angeles, Board of Supervisors
PHM00005	Barry Kurtz	County of Los Angeles, Department of Public Works
PHM00006	Vincent Mestre	County of Los Angeles, Board of Supervisors
PHM00007	Mike Gordon	City of El Segundo
PHM00008	Sandra Jacobs	City of El Segundo
PHM00009	Nancy Wernick	LAX Advisory Committee
PHM00010	Fred Mackenbach	City of Palos Verdes Estates
PHM00011	Linda Wilson	City of Manhattan Beach
PHM00012	Jim Aldinger	City of Manhattan Beach
PHM00013	John Mc Taggart	City of Rancho Palos Verdes
PHM00014	Dee Hardison	City of Torrance
PHM00015	Nancy Wernick	None Provided
PHM00016	Diana Poss	Central City Association
PHM00017	Bill Wenger	Kilroy Realty
PHM00018	Aileen Martin	None Provided
PHM00019	Joe Czyzyk	None Provided
PHM00020	Charles De Deurwaerder	None Provided
PHM00021	Jason Hilkey	Surfrider Foundation
PHM00022	Debra Bowen	California State Senate
PHM00023	John Jones	None Provided
PHM00024	Wendy Jones	None Provided
PHM00025	James Smith	None Provided
PHM00026	Terry Golden	None Provided
PHM00027	Tom Johnstone	Lennox School District
PHM00028	Yuri Gurich	None Provided
PHM00029	Steve Bainbridge	None Provided
PHM00030	Beverly Ackerson	Peninsula Aircraft Noise Safety Informational Committee
PHM00031	Lynn Jones	P.A.N.I.C.
PHM00032	Robert Pentille	County of Los Angeles
PHM00033	David Kuntz	None Provided

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHM00034	Melissa McFadden	None Provided
PHM00035	Don McElroy	None Provided
PHM00036	Eric Busch	LAX Master Plan Advisory Commission
PHM00037	Randall Hartman	None Provided
PHM00038	Rita Schroeder	None Provided
PHM00039	Ernest Rosencrans	None Provided
PHM00040	Gerhardt Van Drie	None Provided
PHM00041	Robert Olsen	None Provided
PHM00042	Steve Morris	None Provided
PHM00043	Nelson Brestoff	None Provided
PHM00044	Bill Eisen	Residents for a Quality City
PHM00045	Adrienne Collis	None Provided
PHM00046	Brian Crowley	None Provided
PHM00047	Dora Polk	None Provided
PHM00048	Jack Kenton	None Provided
PHM00049	Jess Money	None Provided
PHM00050	Maurice Acevedo	None Provided
PHM00051	Lillie Lee	None Provided
PHM00052	Teresa Hill	None Provided
PHM00053	Richard Mulligan	None Provided
PHM00054	Linda Meyers	None Provided
PHM00055	Stacy Palmer	None Provided
PHM00056	Andrew Dupree	None Provided
PHM00057	Dora Polk	None Provided
PHM00058	Edna Freeman	None Provided
PHM00059	Linda Meyers	None Provided
PHM00060	Edna Freeman	None Provided
PHM00061	Helen Sabin	None Provided
PHM00062	Faith Womack	None Provided
PHM00063	David Price	None Provided
PHM00064	Pat Beiting	None Provided

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.

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FEDERAL AVIATION ADMINISTRATION  
LOS ANGELES DEPARTMENT OF AIRPORTS

FEDERAL AVIATION ADMINISTRATION, )  
LOS ANGELES DEPARTMENT OF AIRPORTS )  
PUBLIC HEARINGS FOR THE LAX MASTER )  
PLAN PROJECT )  
-----)

PUBLIC MEETING HELD ON  
SATURDAY, JUNE 9, 2001,  
AT THE MANHATTAN BEACH  
MARRIOTT, MANHATTAN BEACH,  
CALIFORNIA, AT 2:30 P.M.

REPORTED BY:  
MARGARET C. LESH, CSR NO. 7417  
RANDY D. GARRETT, CSR NO. 8931

1 PUBLIC MEETING FOR THE LAX MASTER PLAN, TAKEN ON  
2 SATURDAY, JUNE 9, 2001, 2:30 P.M., AT THE MANHATTAN  
3 BEACH MARRIOTT, 1400 PARKVIEW AVENUE, MANHATTAN  
4 BEACH, CALIFORNIA, BEFORE MARGARET C. LESH,  
5 CSR NO. 7417 AND RANDY D. GARRETT, CSR NO. 8931.

6

7 APPEARANCES:

8

9 FOR THE FEDERAL AVIATION ADMINISTRATION:

10 BRIAN Q. ARMSTRONG  
11 P.O. BOX 92007  
12 WORLD WAY POSTAL CENTER  
13 LOS ANGELES, CALIFORNIA 90009

14

15 FOR THE CITY OF LOS ANGELES DEPARTMENT OF AIRPORTS:

16 JACK GRAHAM  
17 ONE WORLD WAY  
18 P.O. BOX 92216  
19 LOS ANGELES, CALIFORNIA 90009

20

21 THE FACILITATOR:

22 TOM WALL

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I N D E X

INTRODUCTORY STATEMENTS

PAGE

MR. ARMSTRONG

4

AUDIENCE COMMENTS

10

1 MANHATTAN BEACH, CALIFORNIA; 2:30 P.M.

2

3 THE FACILITATOR: LADIES AND GENTLEMEN,  
4 ON BEHALF OF THE FEDERAL AVIATION ADMINISTRATION AND  
5 LOS ANGELES WORLD AIRPORTS, I'D LIKE TO WELCOME YOU  
6 TO THE PUBLIC HEARING FOR THE MASTER PLAN FOR  
7 LOS ANGELES AIRPORT. THIS IS A FORMAL PROCESS  
8 TODAY, IT IS HOSTED BY THE FEDERAL AVIATION  
9 ADMINISTRATION.

10 I WOULD LIKE TO INTRODUCE THE TWO  
11 GENTLEMEN WHO WILL BE RECEIVING TESTIMONY TODAY.  
12 FIRST, REPRESENTING THE FEDERAL AVIATION  
13 ADMINISTRATION, MR. BRIAN ARMSTRONG TO MY IMMEDIATE  
14 LEFT. REPRESENTING LOS ANGELES WORLD AIRPORTS IS  
15 MR. JACK GRAHAM. HE'S TO MY FAR LEFT.

16 THE PROCESS TODAY WILL BE ONE OF  
17 RECEIVING INFORMATION, AND TO DESCRIBE THE FORMAL  
18 PROCESS TO YOU WHICH WILL TAKE PLACE BETWEEN 2:30  
19 THIS AFTERNOON AND 7:00 P.M., I'D LIKE TO INTRODUCE  
20 A REPRESENTATIVE FROM THE FEDERAL AVIATION  
21 ADMINISTRATION, MR. BRIAN ARMSTRONG.

22 MR. ARMSTRONG: GOOD AFTERNOON, LADIES  
23 AND GENTLEMEN, MY NAME IS BRIAN ARMSTRONG AND I'M AN  
24 AIRPORT PLANNER WITH THE FEDERAL AVIATION  
25 ADMINISTRATION, WESTERN-PACIFIC REGION. I WOULD

1        LIKE TO WELCOME YOU TO ONE OF THREE PUBLIC HEARINGS  
2        THE FAA AND THE CITY OF LOS ANGELES ARE CONDUCTING  
3        TODAY ON THE DRAFT ENVIRONMENTAL IMPACT REPORT/  
4        ENVIRONMENTAL IMPACT STATEMENT, OR EIS/EIR, FOR THE  
5        PROPOSED MASTER PLAN OF LOS ANGELES INTERNATIONAL  
6        AIRPORT.

7                        TWO OTHER PUBLIC HEARINGS ON THIS SAME  
8        TOPIC ARE BEING CONDUCTED AT THIS TIME, ONE IN  
9        INGLEWOOD AND ONE IN WESTCHESTER. THE PURPOSE OF  
10       THESE HEARINGS IS TO COLLECT COMMENTS FROM THE  
11       GENERAL PUBLIC CONCERNING THE ACCURACY OF THE  
12       INFORMATION IN THE DRAFT EIS/EIR. THE FAA AND THE  
13       CITY OF LOS ANGELES, ALONG WITH THE FEDERAL HIGHWAY  
14       ADMINISTRATION AS A COOPERATING AGENCY, HAVE  
15       PREPARED THE DRAFT EIS/EIR.

16                      I WOULD LIKE TO TAKE THIS OPPORTUNITY TO  
17       MAKE SURE THAT EVERYONE UNDERSTANDS THAT NO DECISION  
18       WILL BE MADE TODAY REGARDING THE PROPOSED PROJECT.  
19       TODAY'S HEARING IS NOT A QUESTION AND ANSWER TYPE  
20       FORUM. OUR JOBS -- OUR JOB IS TO LISTEN TO WHAT YOU  
21       HAVE TO SAY ABOUT THE ADEQUACY OF THE INFORMATION IN  
22       THE DRAFT EIS/EIR. IN OTHER WORDS, IT'S YOUR TURN  
23       TO TALK TO US.

24                      SINCE WE ARE HERE TO LISTEN, WE ARE NOT  
25       GOING TO RESPOND TO QUESTIONS ABOUT THE PROS AND

1       CONS OF THE PROPOSED PROJECT.  SINCE 12 NOON TODAY,  
2       THE CITY HAS HELD A PUBLIC WORKSHOP JUST OUTSIDE  
3       THIS ROOM FOR EVERYONE TO ASK QUESTIONS ABOUT THE  
4       MASTER PLAN, THE ENVIRONMENTAL PROCESS AND THE  
5       VARIOUS PROPOSED PROJECTS.

6                       FOLLOWING PUBLICATION OF THE DRAFT  
7       EIS/EIR FOR COMMENT, THE NEXT STEP IN THE JOINT  
8       FEDERAL AND STATE ENVIRONMENTAL DISCLOSURE PROCESS  
9       IS THE HOLDING OF THIS AND THE OTHER TWO PUBLIC  
10      HEARINGS TODAY.  THE PROCESS BEGAN IN 1997 WITH THE  
11      PUBLICATION OF THE NOTICE OF INTENT TO PREPARE THE  
12      JOINT EIS/EIR IN THE FEDERAL REGISTER.  ON JULY --  
13      OR IN JULY OF 1997, WE HELD A SERIES OF MEETINGS  
14      WITH MEMBERS OF THE PUBLIC AND GOVERNMENT AGENCIES  
15      TO RECEIVE COMMENTS ON THE DRAFT EIS/EIR, OR ON THE  
16      SCOPE OF THE DRAFT EIS/EIR.

17                      FOLLOWING THOSE MEETINGS, THE DRAFT  
18      EIS/EIR WAS PREPARED CONSIDERING THE COMMENTS  
19      RECEIVED DURING THE SCOPING MEETINGS AND THOSE  
20      SUBMITTED IN RESPONSE TO THE NOTICE OF INTENT.  THE  
21      DOCUMENT HAS ALSO BEEN PREPARED PURSUANT TO THE  
22      NATIONAL ENVIRONMENTAL POLICY ACT OF 1969, OR NEPA,  
23      THE COUNCIL ON ENVIRONMENTAL QUALITY REGULATIONS  
24      WHICH ARE THE IMPLEMENTING REGULATIONS OF NEPA, THE  
25      CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970, OR

1 CEQA, AND THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF  
2 1982, AS AMENDED.

3 FOLLOWING TODAY'S HEARINGS AND THE CLOSE  
4 OF THE COMMENT PERIOD, WE WILL THEN CORRECT AND  
5 REVISE THE EIS/EIR AS NECESSARY BASED ON THE  
6 COMMENTS RECEIVED. WE WILL ALSO PREPARE RESPONSES  
7 TO THE COMMENTS WE RECEIVE AND INCLUDE THOSE  
8 RESPONSES IN THE FINAL EIS/EIR.

9 BEFORE WE BEGIN RECEIVING VERBAL  
10 COMMENTS, WE WOULD LIKE TO LET YOU KNOW THE GROUND  
11 RULES OF THIS HEARING. FIRST, AS I SAID EARLIER, WE  
12 ARE NOT HERE TO RESPOND TO QUESTIONS ABOUT THIS  
13 PROJECT. WE ARE ONLY HERE TO LISTEN AND TAKE  
14 NOTES. WE ALSO HAVE A COURT REPORTER PRESENT TO  
15 ENSURE THAT WE HAVE AN ACCURATE TRANSCRIPT OF THIS  
16 HEARING.

17 FOR ANYONE WHO WOULD LIKE TO SPEAK, WE  
18 ASK THAT YOU FILL OUT A SPEAKER CARD LIKE THIS ONE  
19 AND GIVE IT TO THE PERSON AT THE SIGN-IN DESK. THAT  
20 PERSON WILL BRING THE SPEAKER CARDS UP TO OUR  
21 FACILITATOR WHO WILL CALL THE NAMES OF EACH SPEAKER  
22 SO THAT WE CAN PROCEED IN AN ORDERLY FASHION. SO  
23 THAT EVERYONE GETS AN OPPORTUNITY TO PROVIDE VERBAL  
24 COMMENTS, EVERYONE WILL GET THREE MINUTES TO SPEAK.  
25 TO BE FAIR TO EVERYONE, WE ARE NOT GOING TO ALLOW

1 PEOPLE TO TRANSFER THEIR ALLOTTED TIME TO ANOTHER  
2 PERSON.

3 I ASK THAT WHEN YOU SPEAK, THAT YOU GIVE  
4 US YOUR NAME AND ADDRESS FOR THE RECORD. WE ALSO  
5 HAVE A SPANISH LANGUAGE TRANSLATOR FOR ANYONE WHO  
6 WISHES TO PROVIDE COMMENTS IN SPANISH. IF THERE IS  
7 ANYONE WHO IS UNCOMFORTABLE SPEAKING IN FRONT OF A  
8 GROUP OR IF YOU NEED MORE THAN THREE MINUTES TO  
9 PROVIDE YOUR COMMENTS, WE ASK THAT YOU PROVIDE YOUR  
10 COMMENTS IN WRITING. WE HAVE COMMENT SHEETS LIKE  
11 THIS ONE AVAILABLE AT THE SIGN-IN DESK. YOU CAN  
12 LEAVE YOUR COMMENTS IN THE LARGE BOX ON THE SIGN-IN  
13 DESK OR YOU CAN MAIL YOUR WRITTEN COMMENTS USING THE  
14 COMMENT SHEET OR LETTER TO EITHER ADDRESS, OR AT THE  
15 ADDRESS AT THE TOP OF THE LIST OR AS IT'S SHOWN ON  
16 THE FRONT COVER OF THE EIS/EIR.

17 I WOULD LIKE YOU TO UNDERSTAND THAT A  
18 VERBAL COMMENT PROVIDED TODAY IS JUST AS IMPORTANT  
19 AS A WRITTEN COMMENT PROVIDED BEFORE THE END OF THE  
20 COMMENT PERIOD OR BEFORE THE COMMENT PERIOD CLOSES.  
21 SO PLEASE FEEL FREE TO PROVIDE ANY COMMENTS ON THE  
22 DOCUMENT YOU MAY HAVE TO US EITHER VERBALLY TODAY OR  
23 IN WRITING. COMMENTS ARE DUE BY 5:00 P.M. PACIFIC  
24 DAYLIGHT TIME ON WEDNESDAY, JULY 25TH, 2001.

25 LASTLY, I WOULD LIKE EVERYONE TO KNOW

1        THAT EVEN THOUGH WE HAVE THIS HEARING SCHEDULED  
2        UNTIL 7:00 THIS EVENING, WE WILL STAY AS LONG AS  
3        NECESSARY FOR EVERYONE TO GET A CHANCE TO PROVIDE  
4        VERBAL COMMENTS ON THE DRAFT EIS/EIR. AS I SAID  
5        EARLIER, OUR JOB HERE TODAY IS TO LISTEN TO WHAT YOU  
6        HAVE TO SAY.

7                    NOW, I WILL TURN THE HEARING OVER TO OUR  
8        FACILITATOR, TOM WALL, WHO WILL COLLECT THE SPEAKER  
9        CARDS AND CALL THE NAME OF OUR FIRST SPEAKER. THANK  
10       YOU.

11                   THE FACILITATOR: THANK YOU, BRIAN. HAS  
12       EVERYONE TURNED IN A YELLOW SPEAKER CARD? GOOD. WE  
13       WANT EVERYONE TO FEEL COMFORTABLE TODAY. I WANT TO  
14       MAKE SURE THAT AS YOU APPROACH THE LECTERN, THAT YOU  
15       HAVE YOUR FULL THREE MINUTES, SO I HAVE THIS GIANT  
16       WRISTWATCH IN FRONT OF ME. WHEN YOU START SPEAKING,  
17       I WILL START THE CLOCK, IT WILL COUNT DOWN TO ZERO,  
18       WHEN IT GETS TO ZERO, I WOULD LIKE THE NEXT SPEAKER  
19       TO BE PREPARED.

20                   SO I'M GOING TO CALL OFF A FEW CARDS  
21       FIRST. NOW, THERE ARE -- THE ORDER TODAY WILL BE  
22       THAT ELECTED OFFICIALS FROM THE VARIOUS COMMUNITIES  
23       OF BOTH THE LOCAL, STATE AND FEDERAL AGENCIES THAT  
24       HAVE ASKED TO SPEAK FIRST, SO THOSE ARE THE ONES  
25       I'LL CALL FIRST. WHEN THEY'RE FINISHED, WE'LL START

1       CALLING THE CARDS FOR EVERYONE ELSE WHO SUBMITTED A  
2       CARD.

3                   IF YOU HAVE A PROBLEM OR A QUESTION, YOU  
4       CAN CHECK WITH SHIRLENE SU WHO IS STANDING IN THE  
5       BACK WITH THE RED BLOUSE ON.  RAISE YOUR HAND,  
6       SHIRLENE.  GOOD.

7                   LET'S BEGIN WITH THE FIRST FIVE  
8       SPEAKERS.  THERE ARE TWO MICROPHONES, ONE ON EITHER  
9       SIDE, I'LL READ OFF ABOUT FIVE NAMES, AND IF THOSE  
10      PEOPLE WOULD COME UP AND GET IN LINE, THEN WE CAN  
11      MOVE THE PROCESS ALONG SMOOTHLY.  OUR COURT REPORTER  
12      MARGARET HAS ASKED THAT YOU SPEAK VERY CLEARLY AND  
13      SLOWLY.  WE HAVE PLENTY OF TIME TODAY.  SHE WANTS TO  
14      RECORD THIS FOR THE RECORD AND IT WOULD MAKE HER JOB  
15      MUCH EASIER.  THE FIRST SPEAKER WILL BE DAN  
16      WASSERMAN FOLLOWED BY GEORGE NAKANO.

17                   MR. GEORGE NAKANO:  (UNINTELLIGIBLE).

18                   THE FACILITATOR:  I'M SORRY?

19                   MR. GEORGE NAKANO:  (UNINTELLIGIBLE).

20                   THE FACILITATOR:  I'M SORRY?  THE SECOND  
21      IS GEORGE NAKANO, THE THIRD IS SUPERVISOR DON  
22      KNABE.  ARE YOU READY, SIR?

23                   MR. DAN WASSERMAN:  YES, I AM.  THANK  
24      YOU.  MY NAME IS DAN WASSERMAN, I'M CONGRESSWOMAN  
25      JANE HARMAN'S DEPUTY DISTRICT DIRECTOR.  THE



1 CONGRESSWOMAN SUBMITTED WRITTEN TESTIMONY TO TODAY'S  
2 PROCEEDINGS, COPIES ARE AVAILABLE HERE AND ON OUR  
3 WEB SITE WHICH IS WWW.HOUSE.GOV/HARMAN. WE HAVE  
4 ALSO POSTED A FORM ON OUR SITE WHERE YOU CAN MAKE  
5 COMMENTS ON THE MASTER PLAN WHICH WE WILL SUBMIT TO  
6 LAW AND THE FAA ON JULY 25TH OF THIS YEAR.

7 THE CONGRESSWOMAN REGRETS THAT SHE'S NOT  
8 ABLE TO ATTEND THESE HEARINGS IN PERSON, BUT HAS  
9 ASKED ME TO DELIVER THE FOLLOWING STATEMENT  
10 SUMMARIZING HER TESTIMONY:

11 "DEAR FRIENDS, I APPRECIATE THIS  
12 OPPORTUNITY TO PRESENT MY VIEWS, WHICH REFLECT MANY  
13 E-MAILS, LETTERS, PHONE CALLS AND CONVERSATIONS WITH  
14 DISTRICT RESIDENTS WHO ARE PASSIONATELY CONCERNED  
15 ABOUT WHAT LAX EXPANSION WILL DO TO THEIR  
16 COMMUNITIES.

17 "DECISIONS WE MAKE ABOUT AIRPORTS WILL  
18 COST BILLIONS OF DOLLARS AND AFFECT MILLIONS OF  
19 RESIDENTS, TRAVELERS AND BUSINESSES. IT IS CRITICAL  
20 NOT ONLY THAT WE MAKE THE RIGHT CHOICES, BUT ALSO  
21 THAT THE PROCESS BY WHICH DECISIONS ARE REACHED BE  
22 THOUGHTFUL, INCLUSIVE, FAIR AND COMPREHENSIVE.  
23 HEARINGS LIKE THIS ARE A GOOD START; HOWEVER, THREE  
24 HEARINGS ON ONE DAY DOES NOT REFLECT A REAL  
25 COMMITMENT TO ACTIVE COMMUNITY PARTICIPATION.

1                   "ASSEMBLYMAN NAKANO, STATE SENATOR BOWEN  
2           AND I WROTE A LETTER TO LAWA ASKING THAT MORE  
3           HEARINGS BE HELD. WE DID NOT RECEIVE A RESPONSE. I  
4           AM OPPOSED TO THE MASTER PLAN. I SUPPORT A TRULY  
5           REGIONAL APPROACH TO AIRPORT DEVELOPMENT IN SOUTHERN  
6           CALIFORNIA. I AM FOCUSING ON DEVELOPMENT OF AN  
7           ALTERNATIVE TO EXPANSION AT LAX.

8                   "A STATEMENT OF PRINCIPLES SIGNED BY  
9           MYSELF AND 12 OTHER MEMBERS OF CONGRESS FROM ACROSS  
10          SOUTHERN CALIFORNIA OFFERS OUR SUPPORT FOR A PLAN  
11          THAT IS MADE BY CONSENSUS ACROSS THE REGION, FAIRLY  
12          ALLOCATES BENEFITS AND BURDENS OF AIR  
13          TRANSPORTATION, EXPANDS AIRPORTS WITH UNDERUTILIZED  
14          CAPACITY, DOES NOT FORCE GROWTH AT ALREADY  
15          OVERBURDENED AIRPORTS, AND INCLUDES APPROPRIATE  
16          GROUND TRANSPORTATION.

17                  "THE MASTER PLAN IS NOT CONSISTENT WITH  
18          THESE PRINCIPLES. IT DOES NOT REFLECT A REGIONAL  
19          CONSENSUS, IT MAKES LITTLE OR NO EFFORT TO  
20          DISTRIBUTE AIR TRAFFIC TO UNDERUTILIZED AIRPORTS, IT  
21          MAKES NO EXPLICIT COMPARISONS TO THE REGIONAL  
22          APPROACHES TAKEN BY OTHER U.S. CITIES. THE  
23          PREFERRED ALTERNATIVE PROJECTS 89 MILLION ANNUAL  
24          PASSENGERS AT LAX. IT FAILS TO PROVIDE CONVINCING  
25          EVIDENCE THAT LAX WILL NOT BE FORCED TO HANDLE MUCH

1 MORE CAPACITY.

2 "THE MASTER PLAN DOES NOT TAKE INTO  
3 CONSIDERATION PUBLIC INVESTMENT AT MILITARY BASES IN  
4 PALMDALE AND ELSEWHERE IN THE REGION. IT MAKES  
5 LITTLE OR NO EFFORT TO COMPARE THE COST OF LAX  
6 EXPANSION TO THE COST OF BUILDING NEW FACILITIES AT  
7 AIRPORTS OTHER THAN LAX. IT DOES NOT CONSIDER  
8 SCAG'S RECENT DECISION TO BASE ITS  
9 REGIONAL TRANSPORTATION PLAN ON A SCENARIO WHICH  
10 DOES NOT INCLUDE NEW FACILITIES AT LAX. AND,  
11 FINALLY, IT DOES NOT CONSIDER THE POTENTIAL ROLE OF  
12 THE SOUTHERN CALIFORNIA REGIONAL AIRPORT AUTHORITY  
13 IN DEVELOPING AN ALTERNATIVE TO EXPANSION AT LAX.

14 "I LOOK FORWARD TO HEARING HOW LAWA AND  
15 THE FAA RESPOND TO THESE CONCERNS AND TO OTHER  
16 COMMENTS MADE HERE TODAY. I WILL SHARE THOSE  
17 RESPONSES WITH MY CONSTITUENTS, AND I WILL CONTINUE  
18 TO PLAY AN ACTIVE ROLE IN SUPPORTING A TRULY  
19 REGIONAL APPROACH TO MEETING SOUTHERN CALIFORNIA'S  
20 AIR TRANSPORTATION NEEDS. THANK YOU."

21 THE FACILITATOR: THANK YOU, SIR.

22 OUR NEXT SPEAKER?

23 MR. GEORGE NAKANO: GOOD AFTERNOON, I'M  
24 GEORGE NAKANO AND I REPRESENT THE 53RD ASSEMBLY  
25 DISTRICT IN WHICH LAX IS WHOLLY ENCOMPASSED IN MY

1 DISTRICT. IT IS A PLEASURE TO BE HERE TODAY AND  
2 WELCOME ALL OF YOU TO THE 53RD ASSEMBLY DISTRICT.  
3 WE ALL WISH YOU COULD HAVE COME SOONER AND SPENT A  
4 BIT MORE TIME THIS TRIP, BECAUSE UNFORTUNATELY YOUR  
5 SEVEN OR SO HOURS HERE PROBABLY WILL NOT BE A  
6 TERRIBLY PLEASANT ONE.

7 AS SOMEONE WHO HAS BEEN ACTIVELY INVOLVED  
8 IN REGIONAL TRANSPORTATION ISSUES FOR A NUMBER OF  
9 YEARS, FIRST AS A CITY COUNCIL MEMBER AND NOW AS A  
10 MEMBER OF THE CALIFORNIA STATE ASSEMBLY, THIS EIR  
11 AND THE ENTIRE PROPOSAL TO EXPAND LAX ARE DEEPLY  
12 TROUBLING. FRANKLY, THE CONTENT OF THIS EIR IS  
13 SEVERELY FLAWED, EITHER THROUGH DELIBERATE ACTION OR  
14 INCOMPETENCE. THE BASELINE YEAR USED IN THIS STUDY  
15 IS 1996, PRIOR TO THE YEAR THE NOISIEST PLANES WERE  
16 PHASED OUT, THUS ON PAPER APPEARING TO REDUCE THE  
17 IMPACT OF PROPOSED GROWTH.

18 FURTHER, THE EIR LACKS ANY ASSESSMENT OF  
19 THE IMPACT OF NOISE FROM FLY-OVERS ON THE SOUTHERN  
20 HALF OF THE SOUTH BAY AND THE PALOS VERDES  
21 PENINSULA. THE DOCUMENT PAYS NO ATTENTION TO THE  
22 NEGATIVE IMPACTS OF THE PROPOSED EXPANSION ON THE  
23 SURFACE TRAFFIC CONGESTION SOUTH OF ROSECRANS  
24 BOULEVARD. THE COMMUNITIES OF MANHATTAN BEACH,  
25 HERMOSA BEACH, REDONDO BEACH AND TORRANCE WILL

1        BECOME GRIDLOCKED AND THEIR ALREADY OVERCROWDED  
2        ARTERIALS JAMMED WITH LAX TRAFFIC.

3                MORE IMPORTANTLY, THIS WHOLE PROCESS HAS  
4        OPERATED OFF THE ASSUMPTION THAT LAX IS THE ONLY  
5        OPTION IN MEETING THE GROWING DEMANDS OF SOUTHERN  
6        CALIFORNIA'S AIR TRAFFIC NEEDS.  NOTHING COULD BE  
7        FURTHER FROM THE TRUTH.  TRYING TO CRAM THE ENTIRE  
8        BURDEN OF SOUTHERN CALIFORNIA'S AIR TRANSPORT DEMAND  
9        INTO LAX IS MISGUIDED, SHORTSIGHTED AND ULTIMATELY  
10       INEFFECTIVE, ESPECIALLY GIVEN THE OTHER RESOURCES  
11       AVAILABLE.

12               PALMDALE AIRPORT CAN HANDLE PASSENGER  
13        DEMANDS FROM THE WESTERN SAN FERNANDO VALLEY AND  
14        VENTURA COUNTY, AND THE CITIZENS OF THE ANTELOPE  
15        VALLEY WANT THE AIRPORT TO GROW.  ONTARIO AIRPORT  
16        HAS THE CAPACITY AND THE PRIME LOCATION TO HANDLE AN  
17        INCREASE IN THE PASSENGERS AS WELL.  MARCH AIR FORCE  
18        BASE HAS AN EXISTING RUNWAY WELL SUITED FOR CARGO.

19               ANOTHER KEY POINT TO REMEMBER IS THAT ANY  
20        REGIONAL PLAN MUST ADDRESS THE FACT THAT 20 PERCENT  
21        OF THE PASSENGER TRAFFIC INTO AND OUT OF LAX COMES  
22        FROM ORANGE COUNTY, AND THE CARGO TRAFFIC IS  
23        EXPECTED TO DOUBLE WITHIN THE NEXT 10 TO 15 YEARS.

24               FINALLY, IN THE SAN FRANCISCO BAY AREA,  
25        THERE ARE THREE INTERNATIONAL AIRPORTS --

1 SAN FRANCISCO, OAKLAND AND SAN JOSE. THERE IS ONLY  
2 ONE IN ALL OF SOUTHERN CALIFORNIA AND THE POPULATION  
3 HERE IS MUCH MORE DENSE. THESE ARE THE COMPONENTS  
4 OF A TRULY REGIONAL AIRPORT PLAN, AND A REGIONAL  
5 AIRPORT PLAN THAT DISBURSE -- DISBURSES SOUTHERN  
6 CALIFORNIA'S AIR TRANSIT NEED DEMANDS THROUGHOUT ALL  
7 OF SOUTHERN CALIFORNIA IS THE ONLY VIABLE SOLUTION  
8 TO THIS EQUATION.

9 I LOOK FORWARD TO WORKING WITH MY  
10 COLLEAGUES AT THE STATE, LOCAL AND FEDERAL LEVELS,  
11 OUR NEIGHBORS THROUGHOUT THE SOUTH BAY, AND THE FAA  
12 AND LAWA TOWARD THIS GOAL. THANK YOU.

13 THE FACILITATOR: THANK YOU, SIR. BEFORE  
14 YOU -- BEFORE YOU BEGIN, SIR, LET ME CALL THE NEXT  
15 THREE SPEAKERS. THAT WOULD BE ANDY LAZZARETTO,  
16 BARRY KURTZ AND VINCE MESTRE. AND AGAIN, THERE IS  
17 ANOTHER MICROPHONE OVER HERE IF YOU WOULD PREFER TO  
18 WAIT THERE AS WELL.

19 ARE YOU READY, SIR?

20 MR. DON KNABE: YES, I AM. MY NAME IS  
21 DON KNABE, I'M A COUNTY SUPERVISOR REPRESENTING THE  
22 FOURTH SUPERVISORIAL DISTRICT WHICH ENCOMPASSES LAX  
23 AND BOTH THE PORTS OF LONG BEACH AND LOS ANGELES. I  
24 AM ALSO CURRENTLY THE CHAIR OF THE SOUTHERN  
25 CALIFORNIA REGIONAL AIRPORT AUTHORITY, BUT MORE

1           IMPORTANTLY, I WAS ALSO MAYOR IN THE CITY OF  
2           CERRITOS IN AUGUST 31ST, 1986 WHEN AN AERO MEXICO  
3           DC-9 WENT DOWN IN OUR COMMUNITY.

4                       I'M NOT HERE TO -- I'M HERE TO  
5           ACKNOWLEDGE A NUMBER OF THINGS, BUT TO BRING TO YOUR  
6           ATTENTION A NUMBER OF OTHERS. WE'RE NOT  
7           DE-EMPHASIZING THE IMPORTANCE OF LAX TO THE ECONOMY  
8           OF THE SOUTHERN CALIFORNIA REGION, BUT I THINK THAT  
9           THE LAWA OFFICIALS AS WELL AS THE FAA NEED TO  
10          ACKNOWLEDGE THAT LAX HAS A SERIOUS, IF NOT  
11          DEVASTATING, IMPACT ON THE COMMUNITIES THAT SURROUND  
12          IT AND THE RESIDENTS WHO LIVE WITHIN THOSE  
13          COMMUNITIES.

14                      I PARTICULARLY REPRESENT OVER 2 MILLION  
15          PEOPLE IN MY DISTRICT, FROM MARINA DEL REY TO  
16          DIAMOND BAR TO CATALINA ISLAND, AND OVER HALF OF  
17          THOSE PEOPLE ARE IMPACTED BY WHAT YOU'RE ATTEMPTING  
18          TO DO TO LOS ANGELES INTERNATIONAL AIRPORT. LAWA  
19          NEEDS TO FOCUS ON BEING A GOOD NEIGHBOR AND NOT JUST  
20          ON REVVING ITS ECONOMIC ENGINES.

21                      COULD LAWA AND THE FAA HAVE BEEN A BETTER  
22          NEIGHBOR? YES, THEY COULD. AND DID YOU?  
23          ABSOLUTELY NOT. THE PROCESS YOU HAVE FILED IS A  
24          SUBSTANTIAL FAILURE. IT VIOLATES YOUR OWN STATED  
25          COMMITMENT TO FOSTER THE BROADEST POSSIBLE

1 PARTICIPATION PROCESS TODAY. SCHEDULING A SINGLE  
2 DAY OF PUBLIC HEARINGS AT THREE SEPARATE LOCATIONS  
3 AT EXACTLY THE SAME TIME IS NO MORE THAN AN ATTEMPT  
4 TO FRAGMENT AND LIMIT PUBLIC PARTICIPATION, NOT  
5 FOSTER IT.

6 MOREOVER, ENVIRONMENTAL EXPERTS IN THE  
7 AREA OF TRAFFIC, AIR QUALITY, NOISE, ENVIRONMENTAL  
8 JUSTICE, NEPA AND CEQA PROCESSES HIRED BY THE COUNTY  
9 OF LOS ANGELES HAVE FOUND THE DRAFT EIR/EIS FATALLY  
10 FLAWED AND THAT THE PROBLEMS WITH THE DOCUMENTS ARE  
11 SO PERVASIVE AND SYSTEMIC, THAT THE ONLY PRACTICAL  
12 REMEDY IS TO START OVER.

13 SPECIFICALLY, IN THE SCANT TIME THAT HAS  
14 BEEN ALLOCATED TO ME, I WOULD CALL TO YOUR ATTENTION  
15 THE FOLLOWING DEFICIENCIES:

16 WHY DOES THE DRAFT EIR/EIS DESCRIBE LAX  
17 AS SERVING THE SOUTHERN CALIFORNIA REGION, THE  
18 ENTIRE REGION, BUT THE SCOPING AND OUTREACH DID NOT  
19 INCLUDE A CONTACT WITH A SINGLE AGENCY WITHIN THE  
20 ORANGE, RIVERSIDE, SAN BERNARDINO OR VENTURA  
21 COUNTIES?

22 WHY DOES THE DRAFT EIR CONCLUDE THAT THE  
23 REGIONAL AIRPORT SYSTEM IS NOT FEASIBLE WITH L.A.  
24 WORLD AIRPORTS BUT THE OWNERS OF LAX OWN PALMDALE  
25 AND ONTARIO? AND IF A REGIONAL SYSTEM IS NOT



1 FEASIBLE, HOW CAN THE DRAFT EIR/EIS CONCLUDE THAT  
2 FUTURE DEMAND WILL BE ABSORBED BY OTHER AIRPORTS  
3 OTHER THAN LOS ANGELES? WHAT YOU'RE ATTEMPTING TO  
4 DO ON 3,500 ACRES YOU DID AT DENVER ON 35,000.

5 WE STRONGLY ENCOURAGE LAWA TO START THIS  
6 PROJECT OVER BEGINNING WITH A SCOPING PROCESS THAT  
7 ACKNOWLEDGES THE REGIONAL NATURE OF THIS UNDERTAKING  
8 AND FOLLOWING A FRESH LOOK AT ALTERNATIVES THAT  
9 INCLUDES AT LEAST ONE REGIONAL OPTION AMONG THEM.

10 IF LAWA IS WILLING TO TAKE THE STEP OF  
11 REEVALUATING ITS OPTIONS, THE LAX MASTER PLAN IS AN  
12 IMPORTANT UNDERTAKING AND WE HOPE THAT LAWA WILL  
13 REACH OUT TO THE COUNTY AS WELL AS OTHER  
14 COMMUNITIES --

15 THE FACILITATOR: THANK YOU, SIR.

16 MR. DON KNABE: -- AND OTHER AGENCIES IN  
17 THE REGION TO SUPPORT THIS GOAL. WE THANK YOU AND  
18 WE WILL SUBMIT OUR WRITTEN COMMENTS BY JULY 25TH.

19 THE FACILITATOR: THANK YOU VERY MUCH,  
20 SIR.

21 GO AHEAD, SIR.

22 MR. ANDY LAZZARETTO: GOOD AFTERNOON. MY  
23 NAME IS ANDY LAZZARETTO. I AM ALSO REPRESENTING THE  
24 COUNTY OF LOS ANGELES AT THE REQUEST OF THE BOARD OF  
25 SUPERVISORS. AFTER CAREFUL REVIEW OF THE EIS/EIR,

1 WE HAVE CONCLUDED THAT THE ERRORS AND OMISSIONS AND  
2 INACCURATE ASSUMPTIONS IN THE DOCUMENT ARE SO  
3 PERVASIVE AS TO TOTALLY COMPROMISE THE VALIDITY OF  
4 THE ENTIRE DOCUMENT. AS A RESULT, THE ONLY  
5 APPROPRIATE ACTION, AS MR. KNABE POINTS OUT, IS TO  
6 SUBSTANTIALLY REVISE AND RECIRCULATE THIS DOCUMENT.

7 WE BASE THESE CONCLUSIONS IN PART ON THE  
8 FOLLOWING FACTORS: THAT THE ORIGINAL SCOPING DID  
9 NOT INCLUDE THE PREFERRED ALTERNATIVE THAT IS NOW  
10 BEING RECOMMENDED BY THE STAFF, ALTERNATIVE C. THIS  
11 DENIED THE PUBLIC ACCURATE TIME TO COMMENT ON THIS  
12 AT THE SCOPING LEVELS SO THAT THERE WAS NO  
13 PRE-KNOWLEDGE OF THIS PARTICULAR ALTERNATIVE.

14 CONSIDERING THE SIZE AND THE SCOPE OF  
15 THIS PROJECT, HAVING ONLY THREE ALTERNATIVES SEEMS  
16 TO US TO BE VERY, VERY LIMITED GIVEN THE SIZE AND  
17 MAGNITUDE OF THE PROJECT. THE PREFERRED ALTERNATIVE  
18 CONTAINS THE MOST SIGNIFICANT IMPACT, YET MEETS THE  
19 LEAST NUMBER OF OBJECTIVES AS SET FORTH IN THE  
20 EIR/EIS. THE DOCUMENT REPEATEDLY ACKNOWLEDGES THAT  
21 LAX IS PART OF THE REGIONAL SYSTEM, AND YET, AS  
22 MR. KNABE POINTS OUT, THE REGIONAL AGENCIES SUCH AS  
23 THE COUNTIES OF SAN BERNARDINO, ORANGE AND RIVERSIDE  
24 WERE NOT CONTACTED DURING THE SCOPING PROCESS.

25 FURTHERMORE, DURING THE TIME THAT THIS

1 DOCUMENT HAS BEEN IN CIRCULATION, JUST RECENTLY SCAG  
2 HAS TAKEN AN ALMOST UNANIMOUS DECISION IN TERMS OF A  
3 REGIONAL SOLUTION, AND JUST IN THE PAST WEEK, THE  
4 FAA HAS ANNOUNCED NEW TECHNICAL IMPROVEMENTS TO THE  
5 AIR SIDE SYSTEM OF AIR TRAFFIC CONTROL WHICH SHOULD  
6 SIGNIFICANTLY IMPROVE THE OPERATION OF ALL THE  
7 REGIONAL AIRPORTS, AND ESPECIALLY LAX. AND THIS IS  
8 NEW INFORMATION WHICH ADMITTEDLY LAX DID NOT HAVE  
9 AVAILABLE TO THEM DURING THE SCOPING OR THE  
10 DEVELOPMENT OF THE DOCUMENT, BUT WE POINT THIS OUT  
11 TO SHOW HOW MUCH TIME HAS PASSED AND HOW FLAWED THE  
12 INFORMATION THAT YOU ARE NOW DEALING WITH ACTUALLY  
13 IS. THE PROJECT HORIZON OF THE YEAR 2015 IS NOT  
14 ATTAINABLE AT THIS POINT. IT SKEWS THE POTENTIAL  
15 IMPACTS OF THE PROJECT.

16 IN CLOSING, LET ME POINT OUT THAT AT THE  
17 VERY LEAST, THE BASELINES THAT HAVE BEEN USED ARE  
18 VERY, VERY AGED. 1996 IS USED IN MANY PLACES, BUT  
19 THEN THERE ARE OTHER PLACES WITHIN THE DOCUMENT  
20 WHERE THE YEAR 2000 AND OTHER YEARS ARE USED AS A  
21 BASELINE. WE TAKE ISSUE WITH THE FACT THAT THE  
22 ENVIRONMENTAL JUSTICE SECTION SHOWS ABSOLUTELY NO  
23 MITIGATION MEASURES. THIS IS CONTRARY TO CEQA,  
24 NEPA, AND FEDERAL GUIDELINES PUBLISHED BY THE  
25 PRESIDENT.

1 THE TRAFFIC IS A MAJOR PROBLEM WHICH WILL  
2 BE ADDRESSED BY ONE OF MY COLLEAGUES, AS IS AIR AND  
3 NOISE. ONCE AGAIN, WE FEEL THAT THE REGIONAL  
4 SOLUTION AND A REGIONAL APPROACH NEEDS TO BE TAKEN  
5 WITH THIS DOCUMENT. IT NEEDS TO BE SUBSTANTIALLY  
6 REVISED AND RECIRCULATED FOR COMMENT BY THE PUBLIC.  
7 THANK YOU.

8 THE FACILITATOR: THANK YOU, SIR.

9 MR. BARRY KURTZ: GOOD AFTERNOON. I'M  
10 BARRY KURTZ REPRESENTING THE COUNTY OF LOS ANGELES  
11 DEPARTMENT OF PUBLIC WORKS AND MY COMMENTS ARE GOING  
12 TO BE ADDRESSED ONLY TO TRAFFIC TRANSPORTATION  
13 ISSUES IN THE EIR/EIS.

14 THE LAX EXPANSION PROJECT COMES WITH A  
15 COMPREHENSIVE PACKAGE OF TRANSPORTATION MITIGATION  
16 MEASURES AND WE GENERALLY SUPPORT ANY TRANSPORTATION  
17 SYSTEM THAT PROVIDES DIRECT ACCESS FROM THE FREEWAY  
18 SYSTEM TO THE AIRPORT, SIMILAR TO MANY OTHER CITIES  
19 ACROSS THE NATION. HOWEVER, WE HAVE SEVERAL MAJOR  
20 CONCERNS ABOUT THE TRAFFIC INFORMATION IN THE  
21 EIR/EIS THAT HAVE NOT BEEN ADDRESSED.

22 OUR DEPARTMENT FINDS THE TRAFFIC STUDY IS  
23 INADEQUATE, INCOMPLETE AND FLAWED. A 50-UNIT  
24 HOUSING DEVELOPMENT WILL COME TO THE COUNTY TO SCOPE  
25 OUT THEIR PROJECT, AND A PROJECT THAT'S OF A

1       MAGNITUDE LIKE THE LAX EXPANSION, YOU WOULD EXPECT  
2       THEY WOULD COME TO US TO SCOPE OUT THE PROJECT, YET  
3       THERE WAS NO SCOPING, THEY DIDN'T CONTACT US, AND  
4       CONSEQUENTLY, THE INFORMATION THAT THEY SUBMITTED IS  
5       TOTALLY INCOMPLETE.

6               THE COUNTY'S GUIDELINES WERE NOT USED AT  
7       ROADWAYS AND INTERSECTIONS NEAR THE AIRPORT. THE  
8       COUNTY EXPECTS THAT THE STUDY SHOULD HAVE INCLUDED  
9       ALL THE NEARBY UNINCORPORATED AREAS INCLUDING MARINA  
10      DEL REY, BALDWIN HILLS, ATHENS, DELAMARE, EL CAMINO  
11      VILLAGE, LADERA HEIGHTS AND SO ON. THEY WERE NOT  
12      INCLUDED IN THE TRAFFIC INFORMATION. TRANSPORTATION  
13      STUDIES WERE BASED ON OUTDATED 1996 TRAFFIC DATA AND  
14      WERE NOT VALIDATED.

15              WE'RE VERY CONCERNED ABOUT THE  
16      OVERLOADING OF THE SAN DIEGO FREEWAY NORTH OF THE  
17      LAX EXPRESSWAY BECAUSE OF THE SPILLOVER FACTOR, AND  
18      THE CITIES IN THAT AREA ARE GOING TO BE IMPACTED,  
19      CULVER CITY, AND THE NORTHWEST -- NORTH/SOUTH  
20      ARTERIALS SUCH AS LA CIENEGA, LINCOLN AND SEPULVEDA  
21      ALSO NEED TO BE LOOKED AT. SIMILARLY, SOUTH OF THE  
22      FREEWAY WHERE WE DON'T HAVE AN LAX EXPRESSWAY, THOSE  
23      JURISDICTIONS SOUTH OF THE FREEWAY ARE GOING TO BE  
24      IMPACTED ALSO. WE NEED TO KNOW THE EXACT IMPACT OF  
25      THOSE CITIES.

1                   IN CONCLUSION, WE HAVE NOT RECEIVED ALL  
2                   THE INFORMATION NECESSARY FOR THE COUNTY TO COMPLETE  
3                   ITS REVIEW. THE ADDITIONAL INFORMATION IS NEEDED TO  
4                   ENABLE US TO DETERMINE IF THE AIRPORT EXPANSION AND  
5                   TRANSPORTATION IMPROVEMENTS WILL PROVIDE A BETTER  
6                   SITUATION AND WILL POSE A SERVICE THAN NO AIRPORT  
7                   EXPANSION AND NO MITIGATION MEASURES.

8                   AS OF NOW, WE DON'T HAVE ALL THE  
9                   INFORMATION NECESSARY TO COMPLETE OUR REVIEW. AND  
10                  OUR LAST CONCERN IS BASICALLY THE FACT THAT LAX WAS  
11                  DESIGNED FOR 45 MAP, IT'S NOW AT 68 AND A POTENTIAL  
12                  TO GO TO 79 WITHOUT THE EXPANSION, SO IF THE  
13                  EXPANSION WILL ALLOW 89 MAP, WHAT'S TO ENSURE US  
14                  THAT THE INCREASED TRAFFIC WON'T RESULT IN ABOUT A  
15                  150 PERCENT INCREASE, SIMILAR TO WHAT'S BEEN DONE  
16                  BEFORE?

17                  THE FACILITATOR: THANK YOU, SIR. THE  
18                  NEXT THREE SPEAKERS WILL BE MIKE GORDON, SANDRA  
19                  JACOBS AND NANCY WERNICK.

20                  MR. VINCENT MESTRE: THANK YOU. MY NAME  
21                  IS VINCENT MESTRE, I'M HERE ON THE BEHALF OF THE  
22                  COUNTY OF LOS ANGELES. I'M A CONSULTANT IN THE AREA  
23                  OF ACOUSTICS AND AIR QUALITY AND I HAVE THE  
24                  FOLLOWING COMMENTS ON THE EIR/EIS.

25                  NOISE. SINCE THE 1970'S, CALIFORNIA LAW

1 HAS REQUIRED ALL CALIFORNIA AIRPORTS TO PUBLISH A  
2 QUARTERLY REPORT THAT DESCRIBES NOISE IMPACTS.  
3 UNDER THAT LAW, LAX IS REQUIRED TO OPERATE A  
4 PERMANENT NOISE MONITORING SYSTEM AND ENSURE THAT  
5 NOISE CONTOURS PUBLISHED IN THE QUARTERLY REPORTS  
6 CORRESPOND TO NOISE MONITORING DATA.

7 LAX HAS COMPLIED WITH THIS LAW FOR THE  
8 PAST 30 YEARS BY SUBMITTING QUARTERLY REPORTS TO THE  
9 COUNTY OF LOS ANGELES AND THE STATE DIVISION OF  
10 AERONAUTICS. FOR THE CALENDAR YEAR 1996, LAX  
11 SUBMITTED A QUARTERLY REPORT SHOWING THAT 85,907  
12 PEOPLE WERE LOCATED INSIDE THE CRITERIA NOISE  
13 CONTOUR. THE EIR/EIS FOR THE PROJECT IDENTIFIES  
14 THIS SAME 1996 BASELINE YEAR AND IDENTIFIES 36,907  
15 PEOPLE INSIDE THE SAME CRITERIA CONTOUR.

16 THERE IS A SIGNIFICANT AND UNDISCLOSED  
17 DISCREPANCY IN THE NUMBER OF DWELLING UNITS AND  
18 POPULATION BETWEEN THE EIR/EIS BASELINE YEAR AND THE  
19 DATA PUBLISHED BY LAWA. THE DIFFERENCE BETWEEN THE  
20 IMPACTS IS DRAMATIC. APPROXIMATELY 15,000 HOMES AND  
21 37,000 RESIDENTS APPEAR TO BE UNDERCOUNTED. THE  
22 EIR/EIS STATES THAT THE NOISE CONTOURS ARE ADJUSTED  
23 TO REFLECT NOISE MONITORING DATA. THIS STATEMENT  
24 APPEARS TO BE INACCURATE AND CONFLICTS WITH  
25 STATEMENTS TO THE CONTRARY ELSEWHERE IN THE REPORT.

1                   THE RESULTS OF THE NOISE MONITORING DATA  
2                   SHOW NOISE IN SITES EAST OF THE AIRPORT, PRIMARILY  
3                   IN INGLEWOOD, AT SIGNIFICANTLY HIGHER NOISE LEVELS  
4                   THAN THE MODEL PREDICTS, AND NO ATTEMPT WAS MADE IN  
5                   THE EIR/EIS TO EXPLAIN OR CORRECT THIS DIFFERENCE.  
6                   THIS MAKES IT DIFFICULT TO ESTABLISH A CREDIBLE  
7                   DISCLOSURE STATEMENT TO THE GENERAL PUBLIC WHEN NO  
8                   ATTEMPT IS MADE TO EXAMINE THE REASON FOR THE NOISE  
9                   MODEL UNDERPREDICTION OF AIRCRAFT NOISE.

10                  IN ADDITION, QUESTIONS ON THE BASELINE  
11                  CONTOURS, THERE IS SUBSTANTIAL UNCERTAINTY  
12                  ASSOCIATED WITH THE FUTURE OPERATIONAL ASSUMPTIONS  
13                  WITHIN THE EIS/EIR. THE ASSUMPTIONS FOR OPERATIONS  
14                  FOR THE PROPOSED PROJECT ARE BASED ON NO CHANGE IN  
15                  CURRENT TECHNOLOGY THAT AFFECTS AIRPORT AND AIR  
16                  SPACE CAPACITY. THIS IN SPITE OF NUMEROUS INDUSTRY  
17                  EFFORTS AND PROGRAMS TO UPGRADE AND IMPROVE  
18                  TECHNOLOGY TO ENHANCE AIRPORT CAPACITY. THE NET  
19                  EFFECT IS THAT SUBSTANTIALLY GREATER NUMBERS OF  
20                  AIRCRAFT OPERATIONS ARE LIKELY TO OCCUR FOR THE  
21                  IDENTIFIED PROJECT.

22                  AS AN EXAMPLE OF THE EIR/EIS  
23                  UNDERPREDICTION OF OPERATIONS, THE EIR/EIS PROJECTS  
24                  THAT THE YEAR 2015 BASELINE OPERATIONS WILL GROW  
25                  FROM 1996 BASELINE CONDITIONS TO 2,124 OPERATIONS



1 PER DAY. IN FACT, YEAR 2000 OPERATIONS HAD ALREADY  
2 EXCEEDED THIS PROJECTION AT 2,280 OPERATIONS PER  
3 DAY.

4 THE FACILITATOR: YOUR TIME IS UP, IF  
5 YOU'D LIKE TO RESUBMIT AND CONTINUE THAT TESTIMONY  
6 LATER.

7 MR. VINCENT MESTRE: WE WILL SUBMIT IN  
8 WRITING. THANK YOU.

9 MR. MIKE GORDON: GOOD AFTERNOON. MY  
10 NAME IS MIKE GORDON, I'M THE MAYOR OF THE CITY OF EL  
11 SEGUNDO. AN ENVIRONMENTAL IMPACT REPORT IS SUPPOSED  
12 TO CONSIDER A REASONABLE RANGE OF ALTERNATIVES TO  
13 THE PROPOSED PROJECT, YET THIS EIR/EIS EXAMINES A  
14 VERY LIMITED RANGE OF ALTERNATIVES AND THE ONLY  
15 ALTERNATIVE EXAMINED IS TO MAKE ALTERNATIVE C LOOK  
16 GOOD.

17 THE EIR DOES NOT CONSIDER ALTERNATIVES  
18 THAT RESULT IN IMPACTS LESS SEVERE THAN THE  
19 PREFERRED ALTERNATIVE C, AND MOST NOTABLY, AFTER  
20 THREE-AND-A-HALF YEARS OF WORK BY SCAG AND ALL OF  
21 THE CITIES IN SOUTHERN CALIFORNIA AND COUNTIES  
22 INVOLVED, THIS EIR NEVER SERIOUSLY CONSIDERS A TRULY  
23 REGIONAL AIRPORT SYSTEM SUCH AS THE ONE PROPOSED BY  
24 SCAG. PASSENGER CARGO DEMANDS ARE CLEARLY  
25 UNDERSTATED. THE ASSUMPTIONS AND WORKSHEETS IN THIS

1 PLAN ARE BASED ON PROJECTIONS THAT WE CANNOT FIND  
2 ANY ACCURATE INFORMATION THAT WAS REVIEWED TO DRAW  
3 THESE CONCLUSIONS.

4 WE BELIEVE THAT THE EIR/EIS CONSISTENTLY  
5 AND VERY SIGNIFICANTLY UNDERSTATES THE ENVIRONMENTAL  
6 BURDENS THE PUBLIC WILL EVENTUALLY BEAR AS A  
7 CONSEQUENCE TO THE AIRPORT DEVELOPMENT ENVISIONED  
8 UNDER EACH ALTERNATIVE.

9 LET'S TALK ABOUT TRAFFIC. ONE OF THE  
10 MOST SEVERE IMPACTS LIKELY TO OCCUR AS A RESULT OF  
11 THE EXPANSION OF LAX IS EXCESSIVE TRAFFIC  
12 CONGESTION. THIS BURDEN OF CONGESTION IS NOT  
13 LIMITED TO THE IMMEDIATE AIRPORT AREA, RATHER IT  
14 SPREADS THROUGHOUT THE SUBREGIONAL FREEWAY AND  
15 ARTERIAL SYSTEM. NEVERTHELESS, AND INEXPLICABLY,  
16 THE IMPACTS OF THE LAX EXPANSION ON THE I-405 ARE  
17 HARDLY EXAMINED IN THE EIR WHATSOEVER, DESPITE  
18 CERTAIN AND SEVERE TRAFFIC ROUTES WE FELT UP AND  
19 DOWN SEPULVEDA, LINCOLN, MANCHESTER, AVIATION AND  
20 CENTURY BOULEVARDS, TO NAME JUST A FEW.

21 THERE IS NO MITIGATION PLAN OF ANY KIND  
22 PROPOSED FOR SUBREGIONAL ARTERIALS. IN FACT, THE  
23 ONLY TRAFFIC CONGESTION THE AIRPORT SEEMS CONCERNED  
24 TO MITIGATE IS ITS OWN AIRPORT TRAFFIC.

25 NOISE. THE EIS/EIR INCLUDES COMPLETE

1 MIXED ASSUMPTIONS THAT ARE UNREASONABLE AND  
2 UNSUPPORTED AND FAILS TO ACKNOWLEDGE THE TREMENDOUS  
3 UNCERTAINTIES OF THE MARKETPLACE FOR NEWER, LARGER  
4 AIRCRAFT MODELS. THIS COMPLETE MIXED VOODOO MAKES  
5 THE ANALYSIS OF NOISE IMPACTS ENTIRELY SPECULATIVE  
6 AND DRAMATICALLY LOWER WHAT POTENTIALLY COULD  
7 OCCUR. EVEN SO, THE EIR/EIS CONCLUDES THAT EXPOSURE  
8 TO AIRCRAFT NOISE IN 2015 UNDER ALTERNATIVE C FOR  
9 MANY POPULATION GROUPS WITH NOISE-SENSITIVE USES  
10 WILL BE SIGNIFICANT AND UNAVOIDABLE. IN SHORT, TAKE  
11 IT. YET REMARKABLY, THERE ARE NO NOISE MITIGATION  
12 MEASURES PROPOSED IN THIS DOCUMENT.

13 AIR QUALITY. LAX IS ALREADY THE GREATEST  
14 LARGEST SINGLE SOURCE OF NOX EMISSIONS IN THE  
15 REGIONS. EVEN THOUGH ALTERNATIVE C AS ACCEPTED HAS  
16 ARTIFICIALLY LOW ACTIVITY LEVELS, THE EXPANSION PLAN  
17 WILL AS MUCH AS TRIPLE THE NOX EMISSIONS FROM THE  
18 AIRPORT. ALL THREE EXPANSION SCENARIOS PROPOSED  
19 WILL MORE THAN DOUBLE THE PARTICLE ACTIVITY AT LAX.  
20 THAT WILL DOUBLE THE TRUCK TRAFFIC AND THE DIESEL  
21 EMISSIONS LAX NEIGHBORS WILL HAVE TO BREATHE.

22 DIESEL ENGINE CONSTRUCTION EQUIPMENT WILL  
23 ALSO BE A SIGNIFICANT SOURCE OF NOX EMISSIONS AND  
24 PARTICULATES DURING THE 16-YEAR CONSTRUCTION  
25 PERIOD. IN SHORT, THIS WILL DESTROY THE QUALITY OF

1 LIFE FOR COMMUNITIES AROUND THIS AIRPORT. WHAT WE  
2 NEED IS A TRULY REGIONAL AIRPORT PLAN. THANK YOU.

3 THE FACILITATOR: THANK YOU, MAYOR  
4 GORDON. I WANT TO LET EVERYONE KNOW THAT MARGARET'S  
5 FINGERS WERE GLOWING OVER THERE FROM TAKING THE  
6 TESTIMONY. I WANT TO REMIND EVERYONE THAT WE WANT  
7 TO GET AN ACCURATE RECORD OF YOUR COMMENTS, SO YOU  
8 NEED TO SPEAK SLOWLY AND CLEARLY. WE'RE ALSO TAPE  
9 RECORDING THIS AND I THINK MARGARET WILL BE UP ALL  
10 NIGHT PLAYING THAT TAPE AGAIN. BE SURE TO STATE  
11 YOUR NAME CLEARLY.

12 ARE YOU READY, MA'AM?

13 MS. SANDRA JACOBS: GOOD AFTERNOON. MY  
14 NAME IS SANDRA JACOBS, I AM THE MAYOR PRO TEM OF THE  
15 CITY OF EL SEGUNDO AS WELL AS FIRST VICE PRESIDENT  
16 OF THE SOUTH BAY CITIES COUNCIL OF GOVERNMENT AND  
17 CHAIR THAT BODY'S TRANSPORTATION OVERSIGHT  
18 COMMITTEE. I ALSO SERVE AS A MEMBER OF THE SOUTHERN  
19 CALIFORNIA ASSOCIATION OF GOVERNMENTS'  
20 TRANSPORTATION COMMUNICATION COMMITTEE AND SERVE ON  
21 THE REGIONAL COUNCIL.

22 THERE ARE MANY AREAS OF CONCERN WITH THIS  
23 DRAFT EIS/EIR WHICH WOULD TAKE MUCH LONGER THAN THE  
24 THREE MINUTES, SO I WOULD LIKE TO FOCUS MY COMMENTS  
25 IN REGARDS TO SEVERAL DEFICIENCIES IN THE TRAFFIC

1 ANALYSIS. IN REFERENCE TO PAGE 428485, THE  
2 STATEMENT THAT LITTLE CUT-THROUGH TRAFFIC IS ON  
3 SOUTH BAY ARTERIAL ROUTES IS A HOLLOW AND  
4 UNSUBSTANTIATED STATEMENT. ONCE THE 405 FREEWAY  
5 STOPS MOVING, TRAFFIC WILL SPILL OUT JUST LIKE  
6 FLOODING WATERS TO FIND OTHER TRIBUTARIES, IN THIS  
7 CASE OUR LOCAL STREETS AND NEIGHBORHOODS.

8 THE PLAN APPEARS TO HAVE STUDIED  
9 PRIMARILY LOS ANGELES DEPARTMENT OF TRANSPORTATION  
10 JURISDICTIONS AND PROVIDES MOST OF THE MITIGATION IN  
11 THOSE AREAS. NOWHERE IN THE PLAN DOES IT APPEAR  
12 THAT DATA HAS BEEN COLLECTED REGARDING TRAFFIC FROM  
13 PALOS VERDES PENINSULA OR THE BEACH COMMUNITIES. I  
14 AM ASKING THAT A CLEAR STATEMENT BE MADE AS TO WHY  
15 THE INTERSECTIONS INVOLVED WERE SELECTED AND WHY  
16 AREAS SOUTH OF ROSECRANS BOULEVARD WERE IGNORED.

17 TRAFFIC CONDITIONS IN THE SEPULVEDA  
18 BOULEVARD TUNNEL HAVE NOT BEEN PROPERLY ANALYZED.  
19 SINCE THIS ARTERIAL PROVIDES MAIN ACCESS TO THE  
20 CENTRAL TERMINAL AREA FROM THE SOUTH, IT MUST BE  
21 INCLUDED IN ANY ASSESSMENT OF IMPACTS, AND  
22 MITIGATION MEASURES MUST BE IDENTIFIED. IT IS  
23 UNCLEAR HOW THE RING ROAD RELATES TO IMPERIAL  
24 HIGHWAY. I AM REQUESTING CLARIFICATION OF SPECIFIC  
25 ACCESS TO IMPERIAL HIGHWAY FOR MAIN STREET AND

1 CALIFORNIA STREET.

2 LASTLY, THERE ARE NO COSTS OF FUNDING  
3 SOURCES IDENTIFIED IN THE RECOMMENDED TRAFFIC  
4 MITIGATION MEASURES. PLEASE ANSWER THE ALLEGATION  
5 THAT PREVIOUSLY-APPROVED GROUND TRANSPORTATION  
6 PROJECTS ARE ALSO INCLUDED IN THIS PLAN TO HELP MEET  
7 THE MITIGATION REQUIREMENTS OF NEW BURDENS.

8 PRIOR EXPERIENCE WITH THIS AIRPORT'S  
9 EXPANSION AND ITS FAILURE TO IMPLEMENT MITIGATION  
10 CAUSES ME TO ASK THE FOLLOWING INFORMATION BE  
11 INCLUDED IN THE FINAL REPORT: IDENTIFY SPECIFIC  
12 FUNDING SOURCES FOR ALL MITIGATION PROJECTS.  
13 PRESENT A SCHEDULE OF IMPLEMENTATION OF THESE  
14 PROJECTS. DEVELOP A REMEDY FOR NONPERFORMANCE OF  
15 THE SCHEDULE. WITHOUT THESE ASSURANCES, THE  
16 MITIGATION PROJECTS WILL SIMPLY BE WORDS ON A PAGE  
17 TO BE FOUND YEARS FROM NOW ON A DUSTY VOLUME OF THIS  
18 EIR.

19 THE FACILITATOR: COUNCILMEMBER WERNICK,  
20 YOU SUBMITTED TWO CARDS TO SPEAK FOR TWO DIFFERENT  
21 ORGANIZATIONS, SO I'LL HAVE THREE MINUTES HERE, AND  
22 THEN I HAVE PLACED THE SECOND CARD AT THE END OF THE  
23 ELECTED OFFICIAL TIME SO THAT WE CAN GIVE EVERYBODY  
24 A CHANCE TO SPEAK.

25 MS. NANCY WERNICK: THANK YOU. I'M HERE

1 SPEAKING AT THE PRESENT TIME IN THIS INCARNATION FOR  
2 THE LAX ADVISORY COMMITTEE, SOMETHING THAT THE BOARD  
3 OF AIRPORT COMMISSIONERS HAVE PUT TOGETHER FOR THE  
4 SURROUNDING CITIES THAT WERE IMPACTED BY LOS ANGELES  
5 AIRPORT PRIOR TO ITS EXPANSION.

6 WE HAVE SEVERAL QUESTIONS. HAVE THE  
7 RECENT POPULATION CHANGES REFLECTED IN THE 2000  
8 CENSUS IMPACTED THE MASTER PLAN ASSUMPTIONS?  
9 SPECIFICALLY, HOW HAS THE 6.5 -- 69.5 PERCENT  
10 GROWTH IN PALMDALE AFFECTED THE ASSUMPTIONS ABOUT  
11 THE PALMDALE AIRPORT IN THE MASTER PLAN?

12 WHERE IS THE, QUOTE, "EVIDENCE FROM OTHER  
13 REGIONS AND NATIONS" THAT INDICATES THAT ATTEMPTS TO  
14 RELOCATE ACTIVITY FROM AN ESTABLISHED AIRPORT TO NEW  
15 FACILITIES RESULTS IN A FAILURE AND A LOSS OF  
16 MILLIONS OF DOLLARS? THAT'S ON PAGE 2.2. WE'D LIKE  
17 TO KNOW WHERE THE EVIDENCE IS FOR THAT.

18 HOW MUCH OF THE REDUCTION IN TOTAL  
19 POPULATION EXPOSED TO THE NOISE LEVEL ABOVE 65 CNEL  
20 OF APPROXIMATELY 1,500 TO 1,600 MORE THAN THE NO  
21 ACTION PLAN IS DUE TO THE ACQUISITION OF 84 DWELLING  
22 UNITS ALREADY?

23 WHAT PEOPLE WILL BE EXPOSED TO THE 1.5  
24 DECIBEL OR GREATER INCREASED NOISE LEVELS UNDER  
25 ALTERNATIVE C AND HOW MUCH GREATER? WHY WOULD

1 ALTERNATIVE C HAVE GREATER IMPACTS IN THE SHORT TERM  
2 ON POPULATION EXPOSED TO THE 1.5 CNEL THAN  
3 ALTERNATIVES A OR B AND WHAT WOULD THAT IMPACT BE?  
4 NONE OF THESE QUESTIONS ARE ANSWERED.

5 WHEN YOU LOOK AT THE ON-SITE UTILITIES,  
6 WE HAVE A REAL PROBLEM. YOUR COST ESTIMATES ARE  
7 GROSSLY UNDERSTATED AND YOUR DANGER TO THE  
8 SURROUNDING AREAS IS NOWHERE TO BE FOUND. WE WOULD  
9 LIKE TO SEE AN OFF-SITE CONSEQUENCES REPORT FOR YOUR  
10 FUEL FARM AND FOR THE PIPES THAT WILL LEAD FROM  
11 SCATTERGOOD ACROSS IMPERIAL TO THE NEW LAWA SITE.  
12 WHAT JURISDICTIONS WILL THESE CROSS OVER? HAVE YOU  
13 CHECKED WHAT LANDS YOU'RE GOING TO BE DIGGING UNDER  
14 AND WHAT THEIR LAWS ARE? WHY ARE YOU NOT SUBJECTED  
15 TO AN OFF-SITE CONSEQUENCES REPORT WHEN EVEN THE  
16 HYPERION SEWAGE TREATMENT PLANT IS?

17 YOU CAN PARTIALLY SOUND PROOF YOUR HOME.  
18 YOU CAN FORCE PEOPLE TO LIVE IN A BUNKER. YOU  
19 CANNOT AIR PROOF YOUR HOME, AND THE AIR QUALITY THAT  
20 YOU ARE PRODUCING AT THE PRESENT TIME HAS BEEN SHOWN  
21 TO CAUSE DISEASE. WE'D LIKE TO KNOW WHERE THE  
22 FIGURES ARE ON THAT AND THE STUDIES FROM THE UCLA  
23 STUDY AND WHY WERE THEY NOT INCLUDED.

24 TABLES A5.10, A5.11 AND A5.12 DON'T  
25 APPEAR TO BE EVEN INCLUDED. THAT'S ONLY ONE



1 SECTION --

2 THE FACILITATOR: THANK YOU,  
3 COUNCILWOMAN.

4 MS. NANCY WERNICK: THAT'S ONLY ONE  
5 SECTION THAT'S NOT INCLUDED IN A FLAWED PLAN.

6 THE FACILITATOR: I'LL CALL THE NEXT  
7 THREE SPEAKERS. NEXT WILL BE MR. FRED MACKENBACH,  
8 JIM ALDINGER, AND LINDA WILSON.

9 WHILE THEY'RE COMING UP, FOR THOSE OF YOU  
10 WHO HAVE JUST ARRIVED, I WANT TO REMIND YOU THAT  
11 THIS IS THE FEDERAL AVIATION ADMINISTRATION PUBLIC  
12 HEARING. FOR THOSE OF YOU WHO WOULD LIKE TO SPEAK,  
13 PLEASE FILL OUT A SPEAKER CARD AND TURN IT IN AT THE  
14 INFORMATION TABLE. IF YOU WOULD LIKE TO SPEAK  
15 REPRESENTING MORE THAN ONE ORGANIZATION OR SPEAK FOR  
16 MORE THAN THREE MINUTES, YOU MAY RESUBMIT THE CARD  
17 AND I'LL PUT THAT CARD IN THE BACK OF THE STACK.

18 ARE YOU READY, SIR?

19 MR. FRED MACKENBACH: YES, MY NAME IS  
20 FRED MACKENBACH, I'M A CITY COUNCILMAN FOR THE CITY  
21 OF PALOS VERDES ESTATES, AND ALSO REPRESENT US AT  
22 COG, WHICH IS MADE UP OF 15 CITIES IN THE SOUTH BAY  
23 AS WELL AS THE CITY OF LOS ANGELES HARBOR GATEWAY  
24 AREA.

25 YOU AND YOUR MASTER PLAN HAVE DONE A

1           WONDERFUL JOB OF UNITING THE CITIES THAT MAKE UP  
2           COG. IT'S DONE SO WELL, THAT WE HAVE PUT TOGETHER A  
3           PHENOMENAL TEAM OF PEOPLE WHO WILL BE SUBMITTING AN  
4           ENVIRONMENTAL IMPACT REPORT TO LAWA.

5                         WHY DID WE GO THIS ROUTE? I THINK IT'S  
6           VERY SIMPLE. IN 1984, THE AIRPORT WAS DESIGNED FOR  
7           40 MILLION PEOPLE. LAST YEAR WE PUT 68 MILLION  
8           THROUGH IT, AS BEST I CAN TELL, AND I MADE THE  
9           CALCULATION THAT'S A 70 PERCENT INCREASE, AND NOW WE  
10          WANT TO GO TO 89? IF WE DO THAT, AND WE'VE USED THE  
11          SAME TYPE OF LOGIC OR EXPECT THE SAME FROM LAWA,  
12          WE'LL HAVE 151 MILLION PEOPLE GOING THROUGH THAT  
13          AIRPORT, AND I HOPE THE PEOPLE IN THIS AUDIENCE  
14          REMEMBER THOSE NUMBERS. AND ALSO, WE HAVEN'T EVEN  
15          TALKED ABOUT THE ADDED IMPACT OF THE FREIGHT AND  
16          CARGO.

17                        IN THE SOUTH BAY, WE ARE SICK AND TIRED  
18          OF THE OVERFLIGHTS, BOTH THE TURBO PROPS DURING THE  
19          DAY, AND WE ARE SICK AND TIRED OF THE AIR  
20          FREIGHTERS, CHINA AIRLINES IS ONE OF THEM, THAT ARE  
21          TAKING OFF TO THE EAST, BECAUSE THEY ARE OVERLOADED,  
22          IT'S ADVANTAGEOUS FOR THEM TO DO THAT, AND THEN  
23          CIRCLING BACK OVER THE PENINSULA AND AWAKENING A LOT  
24          OF OUR RESIDENTS AT NIGHT. YOU ARE ATTACKING OUR  
25          ENVIRONMENT AND YOU ARE ATTACKING THE PROPERTY

1 VALUES OF THE AREA WHERE WE HAVE THE OVERFLIGHTS.

2 OUR REPORT, WHICH WILL ADDRESS THE  
3 OVERFLIGHTS, THE POLLUTION, WHICH OTHER PEOPLE HAVE  
4 ADDRESSED, AND THE OTHER MAJOR ISSUES, WILL BE  
5 ADDRESSED BY THIS GROUP THAT WE HAVE HIRED, AND  
6 THEY'RE A DYNAMITE GROUP, IN GREAT DETAIL, AND YOUR  
7 PLAN IS FLAWED. THANK YOU.

8 THE FACILITATOR: THANK YOU, SIR.

9 MS. LINDA WILSON: GOOD AFTERNOON. MY  
10 NAME IS LINDA WILSON, I'M A COUNCILMEMBER HERE IN  
11 MANHATTAN BEACH, I AM ALSO CHAIR OF THE SOUTH BAY  
12 CITIES COUNCIL OF GOVERNMENT WHICH IS A 15-CITY  
13 ORGANIZATION, PLUS PARTS OF LOS ANGELES THAT HAVE  
14 COME TOGETHER TO SOLVE MUTUAL PROBLEMS AND SEEK  
15 COMMON GOALS.

16 WE HAVE SOME REAL CONCERNS ABOUT THIS  
17 DRAFT THAT HAS BEEN PRESENTED TO US. WE'RE  
18 CONCERNED ABOUT THE GROUND TRAFFIC CONGESTION, WE'RE  
19 CONCERNED ABOUT AIR QUALITY ISSUES, NOISE AND  
20 SAFETY. A MORE COMPLETE REPORT WILL FOLLOW MY  
21 PRESENTATION TODAY, BUT JUST BRIEFLY, I WANTED TO  
22 INDICATE SOME OF OUR CONCERNS.

23 WE FEEL THAT THERE IS AN IMPROPER  
24 BASELINE USED IN THE DRAFT. LAWA USES THREE  
25 DIFFERENT BASE LINES TO CONCEAL THE TRUE IMPACTS OF

1 THE PROJECT.

2 NOISE IMPACTS. THE DRAFT DOES NOT  
3 ANALYZE NOR DISCLOSE ANY CUMULATIVE NOISE IMPACTS  
4 THAT THE PROJECT WILL HAVE ON THE SOUTH BAY  
5 COMMUNITIES. AND SURFACE TRAFFIC. THE DRAFT BARELY  
6 CONSIDERS TRAFFIC IN THE SOUTH BAY AT ALL.

7 AIR QUALITY. THE DRAFT RECOGNIZES THE  
8 EXISTENCE OF SPECIFIC UNMITIGATABLE AIR QUALITY  
9 IMPACTS BUT PROPOSES TO DELAY A COMPLETE ANALYSIS OF  
10 THESE IMPACTS UNTIL THE FINAL EIS/EIR, WHICH MAKES  
11 IT IMPOSSIBLE FOR THE PUBLIC TO FREELY ANALYZE THE  
12 PROJECT'S AIR QUALITY IMPACTS AND AIR SPACE.

13 THE DRAFT TREATS AIRCRAFT OVERFLYING THE  
14 SOUTH BAY COMMUNITIES AS IF THE AIRCRAFT IMMEDIATELY  
15 ENTER A BLACK HOLE OR DROP OFF THE RUNWAY AFTER  
16 TAKEOFF. NOT ONLY DOES THE DRAFT IGNORE IMPORTANT  
17 AIR SPACE ISSUES, BUT WHEN IT DOES SUPPLY DATA, IT  
18 USES INACCURATE, OUTDATED SOURCES AND CONSULTANT  
19 OPINION.

20 THE SOUTH BAY CITIES COUNCIL OF  
21 GOVERNMENT HAS PASSED A RESOLUTION SUPPORTING A  
22 REGIONAL SOLUTION TO SOLVING THE AIR TRANSPORTATION  
23 NEEDS OF THE SOUTHERN CALIFORNIA AIR BASIS. WE FEEL  
24 IT'S ONLY EQUITABLE THAT OTHER PARTS OF SOUTHERN  
25 CALIFORNIA ABSORB THEIR TRAFFIC NEEDS INSTEAD OF

1 PUTTING ALL OF THEIR DIRTY LAUNDRY IN OUR AIRPORT.

2 AS I SAID, MORE DETAILED COMMENTS WILL  
3 FOLLOW, BUT THANK YOU FOR YOUR LISTENING TO US  
4 TODAY.

5 MR. JIM ALDINGER: GOOD AFTERNOON. MY  
6 NAME IS JIM ALDINGER, I'M A COUNCILMEMBER WITH THE  
7 CITY OF MANHATTAN BEACH, AND THERE ARE MANY FLAWS IN  
8 THIS EIR. THE FIRST IS THE USE OF A BASELINE YEAR,  
9 MULTIPLE USES OF BASELINE YEARS TO BASICALLY  
10 SELECTIVELY USE THAT TIME OR THAT BASELINE TO  
11 MINIMIZE THE ENVIRONMENTAL IMPACT FOR THE DIFFERENT  
12 BASELINE YEARS. THEY USE IT PRETTY MUCH TO THEIR  
13 ADVANTAGE WHENEVER THEY WANT TO.

14 THE NEXT BIG THING IS THE DRAFT EIR  
15 SHOULD TAKE INTO ACCOUNT THE LATEST SCAG REGIONAL  
16 TRANSPORTATION PLAN. THE REGIONAL PLAN IS REALLY  
17 THE ONLY WAY THAT THIS REGION IS GOING TO BE ABLE TO  
18 TAKE ON THE ADDED TRANSPORTATION NEEDS THAT WE  
19 HAVE. THERE'S NO REASON THAT ORANGE COUNTY SHOULD  
20 NOT PICK UP THEIR USE, AND THE INLAND EMPIRE, WHICH  
21 IS WHERE MOST OF THE POPULATION GROWTH IS HAPPENING,  
22 SHOULD PICK UP THEIR FAIR SHARE.

23 TRAFFIC. THE AREAS TO THE SOUTH TOTALLY  
24 NOT MENTIONED. IN MANHATTAN BEACH HERE ESPECIALLY,  
25 THE HIGHLAND AVENUE, ALL THE IMPACTS DOWN ALONG THE

1 BEACH FOR US WILL BE RATHER SIGNIFICANT. THE 405 IS  
2 ALREADY HEAVILY IMPACTED. THROW IN THE DEVELOPMENT  
3 OF PLAYA VISTA, WHICH IS NOT INCLUDED IN THIS  
4 REPORT, AND THE 405 IS JUST GOING TO BE MUCH WORSE  
5 THAN IT IS RIGHT NOW.

6 NOISE, THE OVERFLIGHTS, ESPECIALLY ALONG  
7 OUR SOUTHERN COAST, THE IMPACTS FROM THAT ARE JUST  
8 TOO GREAT TO NOT MENTION IN THIS REPORT. AND THEN  
9 AS FAR AS AIR POLLUTION, THERE'S JUST SO MANY  
10 DIFFERENT THINGS THAT HAVE NOT BEEN MENTIONED, THAT  
11 HAVE NOT BEEN INCLUDED IN THIS, THERE ARE ALMOST TOO  
12 MANY TO MENTION, BUT THE -- I GUESS THE ONE THING IS  
13 ALL THE TRAFFIC IMPACTS FROM THE GROUND TRAFFIC, NOT  
14 INCLUDING THAT IN THIS REPORT IS, TO ME, A MAJOR  
15 FLAW.

16 SO I WILL DEFINITELY WANT TO INCLUDE MORE  
17 WRITTEN COMMENTS, AND I THINK HOPEFULLY, FOR ME  
18 ANYWAY, WE -- SINCE WE HAVE A NEW MAYOR NOW, THAT  
19 THIS WILL, IN L.A., THAT THAT WILL HAVE A BIG IMPACT  
20 ON US. THANK YOU FOR YOUR TIME.

21 THE FACILITATOR: THANK YOU, SIR. OUR  
22 NEXT SPEAKER WILL BE WALT DOUGHER. I HOPE I DIDN'T  
23 MISPRONOUNCE THAT, BUT I CAN'T READ YOUR WRITING.

24 UNIDENTIFIED AUDIENCE MEMBER: DOUGHER.

25 THE FACILITATOR: SORRY, SIR. FOLLOWED

1 BY JOHN MC TAGGART. WE WANT TO MAKE SURE THAT YOU  
2 WRITE OUT CLEARLY SO I CAN READ YOUR HANDWRITING  
3 HERE. AND FINALLY, DEE HARDISON. THOSE ARE OUR  
4 NEXT THREE SPEAKERS. IS WALT HERE? YES, SIR.

5 MR. JOHN MC TAGGART: I'M JOHN  
6 MC TAGGART, MAYOR PRO TEM OF THE CITY OF RANCHO  
7 PALOS VERDES. A FEW YEARS AGO, THE FAA FORMED A  
8 SOUTHERN CALIFORNIA TASK FORCE TO IDENTIFY PROBLEMS  
9 AND MITIGATION MEASURES FOR THE EXISTING PROBLEMS  
10 WITH LAX. WE WERE LED DOWN THE PRIMROSE PATH TO  
11 THINK THAT THIS WAS GOING TO RESULT IN SOLUTIONS,  
12 THEN THE FAA ABANDONED US.

13 TO THEIR CREDIT, THE LAX PEOPLE HAVE  
14 FORMED A ROUND TABLE FOR THE COMMUNITY TO TRY AND  
15 MITIGATE THESE MEASURES. I PERSONALLY DON'T THINK  
16 THAT EXPANSION OF ANY KIND SHOULD TAKE PLACE IF WE  
17 CAN'T MITIGATE WHAT'S THERE NOW. MY RESIDENTS CAN'T  
18 GET ANY SLEEP, THEY HAVE HEAVY JETS GOING OVER THEIR  
19 HEADS AT NIGHT. WE PUT UP WITH TURBO PROP TRAFFIC  
20 THAT WAS SUPPOSED TO BE MOVED OFFSHORE, BUT THE  
21 AIRLINES DIDN'T WANT TO DO IT, SO IT DIDN'T HAPPEN.  
22 WE'RE NOT TOO HAPPY ABOUT THAT.

23 I ECHO THE COMMENTS OF FRED MACKENBACH  
24 AND OF SUPERVISOR KNABE ON THE FLAWS IN THIS  
25 PARTICULAR DOCUMENT. MY CITY'S COMMENTS THAT WERE

1           MADE SEVERAL YEARS AGO WERE NOT ANSWERED. MY CITY  
2           WILL SUBMIT THEIR COMMENTS, OFFICIAL COMMENTS, BY  
3           THE DEADLINE.

4                        I HAVE ONE FURTHER COMMENT. I DIDN'T  
5           NEED THREE MINUTES AND I KNOW I DIDN'T, BUT I JUST  
6           WANTED TO TELL YOU THAT THE EIS/EIR IS SO BADLY  
7           FLAWED, AS BEEN POINTED OUT BY OTHER SPEAKERS, THAT  
8           YOUR AGENCY SHOULD BE EMBARRASSED TO HAVE PUBLISHED  
9           IT. THANK YOU.

10                      THE FACILITATOR: BEFORE YOU START,  
11           MA'AM, IS MR. DOUGHER HERE? THE NEXT SPEAKER THEN  
12           WILL BE NANCY WERNICK, FOLLOWED AGAIN BY LINDA  
13           WILSON.

14                      MS. DEE HARDISON: I'M DEE HARDISON, I'M  
15           THE MAYOR OF THE CITY OF TORRANCE, BOARD MEMBER OF  
16           THE SOUTH BAY CITIES COUNCIL OF GOVERNMENT, AND ALSO  
17           I'M A REGIONAL COUNCILMEMBER OF THE SOUTHERN  
18           CALIFORNIA ASSOCIATION OF GOVERNMENTS THAT WAS  
19           INVOLVED WITH THAT VOTE SOME FEW WEEKS AGO.

20                      TODAY I'M SPEAKING FOR THE SOUTH BAY  
21           CITIES COUNCIL OF GOVERNMENT, AND YOU KNOW WHO WE  
22           ARE. THE CITY OF TORRANCE WILL BE PRESENTING OUR  
23           COMMENTS IN WRITING BY THE DEADLINE.

24                      A COUPLE OF COMMENTS, THERE ARE A COUPLE  
25           OF AREAS THAT I WANT TO COMMENT ON, AND I GUESS IT'S



1 SOME TRUST. WE, SOUTH BAY CITIES, WE TRUSTED LAX  
2 THAT WHEN THEIR POPULATION GREW BEYOND THE  
3 40 MILLION, THAT THEY WOULD TAKE CARE OF THE  
4 MITIGATIONS THAT WERE HAPPENING TO OUR COMMUNITIES  
5 SOUTH OF THE AIRPORT.

6 WE HAD TRUSTED THAT THOSE NOISE IMPACTS  
7 THAT WE FACE NOW, THE CITY OF TORRANCE FACES THEM  
8 OVER OUR SOUTHERN BORDER, AS WITH THE PALOS VERDES  
9 PENINSULA, YOU'VE HEARD THAT THE CITIES ALONG THE  
10 COAST FACE THOSE, AND THEN A COUPLE OF YEARS AGO,  
11 SURPRISINGLY, SOME WORK HAPPENED AT THE AIRPORT AND  
12 THEY STARTED ALLOWING SOME OF THOSE LATE CARGO  
13 PLANES TO FLY THE OPPOSITE WAY, AND SO NOW REGULARLY  
14 FROM 12:30 TO TWO IN THE MORNING, OUR RESIDENTS ARE  
15 DISTURBED AND WOKE UP BY THOSE PLANES.

16 WE TRUSTED LAX AND FAA THAT THEY WOULD  
17 TAKE CARE OF THOSE. THOSE HAVE NOT HAPPENED. SO I  
18 WOULD TELL YOU THAT AS FAR AS I'M CONCERNED, YOU  
19 HAVE TO COME BACK AND PUT -- SHOW US THAT YOU CAN  
20 TAKE CARE OF THE PROBLEMS YOU HAVE RIGHT NOW BEFORE  
21 YOU LOOK TO DO ANY EXPANSION OF ANY KIND AT THE  
22 AIRPORT. YOU HAVE TO RESOLVE WHAT YOU HAVE. YOU  
23 HAVE NOT ADDRESSED IT, TO MY THINKING, IN THE  
24 EIR/EIS THAT YOU HAVE SUBMITTED.

25 I WOULD ALSO INDICATE THAT WE HAVE A REAL

1 CONCERN ABOUT TRAFFIC SOUTH OF THE AIRPORT. WE ARE  
2 VERY LIMITED IN OUR FREEWAYS DOWN THAT WAY AND ANY  
3 IMPACTS THAT YOU DO NOT ADDRESS WITH FURTHER  
4 EXPANSION OF TRAFFIC AT THE AIRPORT WILL COME ONTO  
5 ALL OF OUR NEIGHBORHOOD STREETS, AND THAT HAS NOT  
6 BEEN ADDRESSED SUFFICIENTLY, VERY FLAWED IN THE  
7 EIR/EIS.

8 AT THIS POINT I WOULD SAY THAT THERE'S NO  
9 WAY THAT THIS REPORT CAN BE ACCEPTED AND THAT AT  
10 THIS POINT YOU SHOULD LOOK AT NO PROJECT TILL YOU  
11 SOLVE THE PROBLEMS YOU HAVE RIGHT NOW. THANK YOU  
12 VERY MUCH.

13 THE FACILITATOR: NEXT SPEAKER WILL BE  
14 LINDA WILSON AFTER MS. WERNICK.

15 MS. DEE HARDISON: I BELIEVE LINDA WILSON  
16 LEFT, BUT YOU CAN CHECK.

17 THE FACILITATOR: IS MR. DOUGHER HERE?  
18 GO AHEAD, MA'AM, WHENEVER YOU'RE READY.

19 MS. NANCY WERNICK: I AM BACK AGAIN, THIS  
20 TIME I GET TO SPEAK FOR PEOPLE IN MY COMMUNITY EL  
21 SEGUNDO WHICH HAS BEEN HEAVILY IMPACTED BY THE  
22 AIRPORT. WE SUPPORT A NO ACTION/NO PROJECT OF ALL  
23 THE PLANS THAT HAVE BEEN PLACED IN FRONT OF US, BUT  
24 WE ACTUALLY SUPPORT A REGIONAL APPROACH WHERE  
25 EVERYONE BEARS A LITTLE BIT OF THE WEALTH AND

1       EVERYONE BEARS A LITTLE BIT OF THE PAIN INSTEAD OF A  
2       FEW SELECT CITIES.

3                   AS I WAS COMING IN HERE TODAY, A  
4       GENTLEMAN SAID TO ME, "WELL, THIS IS THE WAY  
5       GOVERNMENT WORKS, WE'LL ALL BE SHUFFLED IN, WE'LL  
6       ALL SAY A FEW THINGS THAT WE DON'T LIKE, YOU'LL  
7       LISTEN PATIENTLY, NOT SO PATIENTLY AFTER A WHILE,  
8       AND THEN YOU WILL GO OFF AND MAKE THE DECISION YOU  
9       WERE GOING TO MAKE IN THE FIRST PLACE."

10                   I AM HOPING THAT HE IS INCORRECT, BECAUSE  
11       A LIE IS AS POWERFUL AS THE TRUTH IF YOU GET PEOPLE  
12       TO BELIEVE IT, AND IF YOU GET PEOPLE TO BELIEVE THIS  
13       LIE, THAT IT WILL NOT DO MORE DAMAGE, THAT ONE LIFE  
14       OF A CHILD IN EL SEGUNDO OR A CHILD IN WESTCHESTER  
15       OR A CHILD IN INGLEWOOD IS NOT NEARLY AS PRECIOUS AS  
16       ONE LIFE OF A CHILD IN PALMDALE, IF EXPOSING PEOPLE  
17       TO THE POLLUTANTS, THE NOISE AND THE DANGERS THAT  
18       YOU WILL EXPOSE US TO IS YOUR WAY OF SAYING THIS IS  
19       THE TRUTH, THEN YOU HAVE A PRETTY POWERFUL LIE, AND  
20       I'M HOPING THAT MOST PEOPLE DON'T BELIEVE IT.

21                   FOR THE FAA, PLEASE CONSIDER CAPPING THE  
22       NUMBER OF FLIGHTS COMING INTO ANY AIRPORT, NOT JUST  
23       LAX. YOU WILL MEET THIS RESISTANCE NO MATTER WHERE  
24       YOU GO. UNTIL WE LEARN TO LIVE WITHIN OUR MEANS,  
25       WE'RE LIKE A CHILD WITH A CREDIT CARD. YOU NEVER

1 GIVE A 15-YEAR-OLD A CREDIT CARD WITHOUT HAVING ANY  
2 CREDIT AND TELL THEM TO GO GET WHAT THEY WANT.  
3 THAT'S WHAT WE HAVE ALLOWED AIRPORTS TO DO, AND  
4 EVERY TIME THAT WE COME TO YOU TO ASK FOR SOLUTIONS,  
5 WE ARE, "IT'S NOT THE AIRPORT, IT'S THE FAA." "IT'S  
6 NOT THE FAA, IT'S THE AIRLINES."

7 I'VE DECIDED THAT IN ORDER TO RULE THE  
8 WORLD, I AM GETTING TOGETHER A GROUP OF PEOPLE,  
9 WE'RE BUYING AN AIRLINE AND WE WILL BE BACK.

10 THE FACILITATOR: I HAVE CARDS FROM  
11 GOVERNMENT OFFICIALS LINDA WILSON, WALT DOUGHER AND  
12 ANDREW LAZZARRETTO. ANDREW, DID YOU WANT TO SAY  
13 SOMETHING ELSE IN A SECOND SESSION? SEEING NO ONE  
14 COME FORWARD, WE'LL MOVE ON TO THE NEXT THREE,  
15 MR. BARRY KURTZ AND DIANA POSS.

16 UNIDENTIFIED AUDIENCE MEMBER: BARRY  
17 KURTZ ALREADY WENT.

18 THE FACILITATOR: DIANA POSS, FOLLOWED BY  
19 BILL WENGER AND AILEEN MARTIN.

20 MS. DIANA POSS: GOOD AFTERNOON. I  
21 SUSPECT I WON'T BE VERY POPULAR HERE BECAUSE I'M THE  
22 FIRST PERSON WHO'S COMING FORWARD TO ACTUALLY  
23 SUPPORT THE LAWA PROPOSAL, BUT MY NAME IS DIANA POSS  
24 AND I AM A DEPUTY DIRECTOR OF THE LEGISLATIVE  
25 AFFAIRS FOR THE CENTRAL CITY ASSOCIATION.

1 THE CENTRAL CITY ASSOCIATION IS A  
2 300-MEMBER BUSINESS ADVOCACY ASSOCIATION  
3 REPRESENTING OVER 250,000 EMPLOYEES IN DOWNTOWN  
4 LOS ANGELES AND THE REGION. THE CENTRAL CITY  
5 ASSOCIATION STRONGLY BELIEVES THAT THE VITALITY AND  
6 HEALTH OF THE REGION'S ECONOMY IS DIRECTLY LINKED TO  
7 THE MODERNIZATION OF LAX.

8 AS PEOPLE HEAR ME TESTIFY TO THE CAPPING  
9 OF THE AIRPORT'S MILLIONS OF ANNUAL PASSENGERS, OR  
10 MAP, THAT PASS THROUGH LAX, WE BELIEVE THEY IGNORE  
11 THE SIMPLE FACT THAT A CAP WILL SIGNIFICANTLY STUNT  
12 FUTURE GROWTH OF OUR ECONOMY THROUGH THE LOSS OF  
13 POTENTIALLY THOUSANDS OF JOBS DIRECTLY AND  
14 INDIRECTLY RELATED TO THE AIRPORT. PROJECTIONS  
15 STATE THAT BY 2015 A POTENTIAL LOSS OF UP TO  
16 \$22 BILLION CAN BE REALIZED.

17 AS WE PREPARE FOR OUR FUTURE WITH  
18 TECHNICAL INFRASTRUCTURE, AS MEDICAL RESEARCH  
19 CONTINUES TO MAKE TREMENDOUS LEAPS FORWARD IN  
20 DISCOVERING, AS AN ENTREPRENEUR CONTEMPLATES WHETHER  
21 OR NOT TO OPEN A SMALL BUSINESS, WE MUST NOT LOSE  
22 SIGHT OF OUR BASIC ECONOMIC NEED FOR MOBILITY IN  
23 DOWNTOWN LOS ANGELES BASIN AND THE REGION.

24 AND YET, AS IT WAS STATED SO SUCCINCTLY  
25 BY PERSONS REPRESENTING THE AIR TRAFFIC CONTROLLERS

1           AND AIRLINE PILOTS ASSOCIATIONS IN OTHER HEARINGS ON  
2           THIS ISSUE, ECONOMIC VITALITY SHOULD NOT BE OUR ONLY  
3           REASON FOR MODERNIZING LAX, OUR PRIMARY REASON  
4           SHOULD BE SAFETY. AS OUR REGION CONTINUES TO EXPAND  
5           IN POPULATION, A 78 MAP PLAN WILL NOT BE  
6           SATISFACTORY FOR SAFE COMMISSIONS FOR AIRCRAFT  
7           MOVEMENT AT LAX. WE RECOMMEND THAT THE CITY OF  
8           LOS ANGELES ADOPT THE LAWA-RECOMMENDED 89 MAP TO  
9           EXTEND NOT JUST THE LIFE OF OUR VERY STRONG ECONOMY,  
10          BUT THE LIVES OF PASSENGERS AS WELL.

11                         LOS ANGELES IS A WORLD CLASS CITY AND AN  
12           INTERNATIONAL HUB. A WORLD CLASS CITY AND AN  
13           INTERNATIONAL HUB DESERVES A WORLD CLASS AIRPORT  
14           DESIGNED TO HANDLE THE ECONOMIC GROWTH THAT WILL  
15           CONTINUE TO FLOW WEST BY WAY OF LAX.

16                         OF COURSE LAX SHOULD NOT HANDLE THE  
17           ENTIRE BRUNT OF PASSENGERS AND CARGO. WE RECOGNIZE  
18           THAT A REGIONAL PLAN IS NECESSARY TO FACILITATE EASE  
19           OF USE TO AND FROM LAX AND THE SURROUNDING  
20           COMMUNITIES. THE LAX MASTER PLAN IS PART OF THAT  
21           REGIONAL PLAN AND WE SUPPORT LAWA'S STAFF  
22           RECOMMENDATION ALTERNATIVE C. THANK YOU.

23                         THE FACILITATOR: BILL WENGER. BILL, ARE  
24           YOU HERE?

25                         MR. BILL WENGER: I'M RIGHT HERE.

1 THE FACILITATOR: I'M SORRY, GO AHEAD,  
2 SIR.

3 MR. BILL WENGER: GOOD AFTERNOON. MY  
4 NAME IS BILL WENGER, I'M THE DIRECTOR OF ASSET  
5 MANAGEMENT FOR KILROY REALTY AT 2250 IMPERIAL  
6 HIGHWAY IN EL SEGUNDO. I'M ALSO A RESIDENT OF EL  
7 SEGUNDO. KILROY REALTY OWNS AND MANAGES MILLIONS OF  
8 SQUARE FEET OF OFFICE BUILDINGS IN EL SEGUNDO, WEST  
9 LOS ANGELES AND SANTA MONICA AND HAS BEEN A NEIGHBOR  
10 OF LAX FOR OVER 50 YEARS. TWO OF OUR PROPERTIES ARE  
11 LOCATED DIRECTLY ACROSS THE STREET FROM LAX.

12 KILROY IS RECOMMENDING THE STUDY OF AN  
13 ALTERNATIVE PRIOR TO FINALIZING THE EIR/EIS AND WE  
14 OFFER THE FOLLOWING OBSERVATIONS: AS WRITTEN AND AS  
15 NOTED BY MAYOR HARDISON EARLIER, THE EIR DOES NOT  
16 CALL FOR MITIGATION OF EXISTING TRAFFIC CONGESTION  
17 PRIOR TO IMPLEMENTATION OF THE MASTER PLAN. WE ASK  
18 WHY NOT? WE URGE THAT THE TIMING OF THE TRAFFIC  
19 MITIGATIONS BE ADDRESSED AND STUDIED FURTHER IN THE  
20 EIR, BECAUSE THE AIRPORT IS OVERDUE IN MITIGATING  
21 THE CONSEQUENCE OF THE PREVIOUS EXPANSION.

22 KILROY IS INTIMATELY FAMILIAR WITH  
23 TRAFFIC PROBLEMS ASSOCIATED WITH THE UNCONSTRAINED  
24 GROWTH OF LAX, IS RECOMMENDING THAT A SYSTEM OF  
25 REMOTE PASSENGER TERMINALS BE STUDIED AS AN

1       ALTERNATIVE. WE BELIEVE THAT THE DEVELOPMENT OF  
2       OFF-SITE TERMINALS WILL GO A LONG WAY TO MITIGATE  
3       THE EXISTING TRAFFIC CONGESTION IN THE AIRPORT AREA,  
4       ESPECIALLY IN THE CENTRAL TERMINAL AREA. LAWA HAS  
5       PREVIOUSLY CONSIDERED OFF-AIRPORT REMOTE FACILITIES  
6       FOR PARKING AND CHECK-IN BUT NEVER FORMALLY FOLLOWED  
7       THROUGH ON STUDYING A REGIONAL SYSTEM OF SUCH  
8       FACILITIES.

9                 WE BELIEVE THAT LAWA MAY BE MISSING AN  
10       OPPORTUNITY TO STUDY A FEASIBLE ALTERNATIVE AND  
11       SHOULD DO SO AS PART OF THE MASTER PLAN EIR  
12       ANALYSIS. KILROY IS RESEARCHING REMOTE TERMINALS  
13       SERVING OTHER AIRPORTS AND WILL BE HAPPY TO SHARE  
14       ITS WORK AND FINDINGS WITH LAWA. THE REMOTE  
15       TERMINALS WILL BE SIMILAR BUT MUCH MORE  
16       COMPREHENSIVE AND SOPHISTICATED THAN THOSE PROPOSED  
17       TO ENHANCE THE VAN NUYS FLYWAY.

18                THESE REMOTE TERMINALS WILL ALLOW  
19       PASSENGERS ARRIVING BY FLIGHT-ONLY VEHICLES,  
20       RENT-A-CARS AND ENHANCED MASS TRANSPORTATION TO  
21       CHECK IN BAGGAGE, GET BOARDING PASSES AND TAKE  
22       AUTOMATED PEOPLE MOVERS TO THE LAX TO BOARD THE  
23       AIRPLANES. THESE SOPHISTICATED REMOTE TERMINALS  
24       COULD BE PLACED LOCALLY AT THE CONTINENTAL CITIES  
25       SITE AT MANCHESTER SQUARE, AT THE LOT ADJACENT TO



1 THE TERMINAL NUMBER ONE LOCATION NEAR THE PLAYA  
2 VISTA PROJECTS AS WELL AS SPREAD OUT THROUGHOUT THE  
3 REGION SUCH AS PLACES SUCH AS DOWNTOWN L.A.  
4 CONVENTION CENTER AND AT HOTELS.

5 WITH THE AUTOMATED PEOPLE MOVER, REMOTE  
6 TERMINALS WILL GO A LONG WAY TO MITIGATE EXISTING  
7 ROADWAY CONGESTION IN THE LAX AREA ELIMINATING  
8 THOUSANDS OF VEHICULAR TRIPS A DAY NEAR LAX. THIS  
9 ALTERNATIVE WOULD FACILITATE AND AUGMENT THE  
10 REGIONAL AIR PASSENGER HANDLING PLAN AND COULD BE  
11 IMPLEMENTED WITHIN THREE TO FIVE YEARS AT A COST  
12 MUCH LESS THAN THE PROPOSED PLAN. WE BELIEVE THAT  
13 THE REMOTE PASSENGER TERMINAL DEVELOPMENT SPREAD  
14 THROUGHOUT THE REGION IS A VIABLE ALTERNATIVE AND WE  
15 ASK THAT IT BE STUDIED.

16 THE FACILITATOR: THANK YOU, SIR.

17 MR. BILL WENGER: WE ASK AND URGE THE  
18 LEAD AUTHORITIES TO STUDY THIS ALTERNATIVE. THANK  
19 YOU.

20 THE FACILITATOR: OUR NEXT SPEAKER AFTER  
21 MS. MARTIN WILL BE JOSEPH CZYZYK FOLLOWED BY CHARLES  
22 DE DEURWAERDER AND JASON HILKEY.

23 MS. AILEEN MARTIN: GOOD AFTERNOON. MY  
24 NAME IS AILEEN MARTIN. I'M HERE TODAY BECAUSE I'M A  
25 RESIDENT OF HERMOSA BEACH AND I HAVE BEEN FOR 30

1        YEARS. I'M ALSO A TEACHER IN THE LENNOX SCHOOL  
2        DISTRICT AND I'VE BEEN A TEACHER THERE FOR  
3        25 YEARS.

4                        FOR 11 YEARS I TAUGHT AT A SCHOOL CALLED  
5        LARCH WHICH WAS -- WHICH HAD TO BE REBUILT AS AN  
6        UNDERGROUND SCHOOL DUE TO AIRPORT NOISE. I TAUGHT  
7        FOR FIVE YEARS ALSO AT FELTON ELEMENTARY SCHOOL.  
8        THIS IS A SCHOOL THAT THE AQMD LISTED AS THE MOST  
9        CONTAMINATED SCHOOL IN L.A. COUNTY DUE TO ITS  
10       PROXIMITY TO LAX, THE 405 AND THE 105 FREEWAYS. IN  
11       ADDITION, ALL THE SCHOOLS IN LENNOX HAVE WHAT -- I'M  
12       LEARNING THIS NEW TERM "COMMUNITY NOISE EQUIVALENT  
13       LEVELS," OR CNEL'S, OF 65. FELTON'S IS AT 75  
14       DECIBELS AND 90 WHEN THE PLANES ARE LANDING.

15                      NOW, WHAT I JUST TAUGHT MY SEVENTH  
16       GRADERS AT THE MIDDLE SCHOOL A FEW WEEKS AGO WHEN I  
17       WAS TEACHING THEM ABOUT THEIR EARS IS THAT WHEN  
18       YOU'VE GOT TO 115, YOU'VE GOT PERMANENT EAR DAMAGE.  
19       OUR PLANES -- THE PLANES FROM LAX LAND, AS THEY COME  
20       IN, THEY'RE ONLY 200 FEET ABOVE OUR SCHOOLS WHEN  
21       THEY'RE LANDING. TWICE IN MY TIME IN LENNOX --  
22       WELL, I'LL JUST EXPLAIN ONE TIME, THERE WAS A HUGE  
23       CHUNK OF ICE THAT FELL OFF THE BOTTOM OF A PLANE AND  
24       LANDED ON OUR SCHOOLYARD. IF THAT HAD HIT A KID,  
25       THE KID WOULD HAVE DIED. IT'S REALLY SCARY.

1                   YOU KNOW, I HAVE -- I KNOW TWO TEACHERS  
2                   SINCE I'VE BEEN THERE THAT HAVE LEFT WITH PERMANENT  
3                   EAR DAMAGE, DAISY BOOKER AND HAL WAGNER, AND THAT  
4                   MAKES ME WONDER, WHAT ABOUT OUR KIDS? ARE THEY  
5                   SUFFERING THE SAME FATE? EVERY MINUTE AND 16  
6                   SECONDS A PLANE FLIES OVER OUR HEADS IN LENNOX FROM  
7                   SEVEN IN THE MORNING WHEN I GET THERE AT SCHOOL TO  
8                   10:00 AT NIGHT, SO THAT'S 15 HOURS A DAY. WE'RE  
9                   TRYING TO TEACH READING AGAINST HORRENDOUS ODDS.  
10                   BESIDES THE ONE UNDERGROUND SCHOOL I'VE  
11                   TALKED ABOUT, MOFFETT, THAT WE HAVE IN LENNOX, WE'RE  
12                   IN THE PROCESS OF BUILDING TWO MORE UNDERGROUND  
13                   SCHOOLS BECAUSE OF THE PROBLEMS WITH LAX BECAUSE OF  
14                   THE NOISE. SO WE HAVE SIX SCHOOLS, 7,200 KIDS, AND  
15                   NOT ONE WINDOW IN THE ENTIRE SCHOOL DISTRICT.  
16                   THERE'S -- I'M GOING TO PARAPHRASE THIS  
17                   TO SPEED UP, THERE'S A CORNELL UNIVERSITY STUDY BY  
18                   EVANS AND NOXELL IN 1997 THAT FOUND A DISTINCT  
19                   CORRELATION BETWEEN A KID'S ABILITY TO READ AND THE  
20                   NOISE LEVELS THAT THEY CHRONICALLY LIVE WITH, IT'S A  
21                   DEFINITE PREDICTOR OF LACK OF ABILITY TO READ.  
22                   JUST AS A RESIDENT OF HERMOSA, I'VE  
23                   NOTICED HERE IN MY COMMUNITY, MY QUIET LITTLE  
24                   COMMUNITY OF HERMOSA BEACH, I HEAR A LOT MORE  
25                   AIRPLANE NOISE THAN I USED TO IN THE -- MY WORST

1 FEAR IS THAT MY BEAUTIFUL COMMUNITY IS GOING TO END  
2 UP LIKE THE PLAYA DEL REY GHOST TOWN ALONG VISTA  
3 DEL MAR.

4 THE FACILITATOR: THANK YOU, MA'AM.  
5 MR. JOSEPH CZYZYK: GOOD AFTERNOON. MY  
6 NAME IS JOE CZYZYK. FIRST, LET ME TELL YOU WHO I  
7 AM. I AM THE CEO OF A COMPANY CALLED MERCURY AIR  
8 GROUP WHICH OPERATES AT LAX AND NUMEROUS SOUTHLAND  
9 AIRPORTS. I'M ALSO VICE PRESIDENT OF THE CITY OF  
10 LOS ANGELES TAXICAB COMMISSION, AND IN ADDITION TO  
11 THAT, I'M A RESIDENT OF PLAYA DEL REY.

12 THE LAX MASTER PLAN IS THE ONLY SOLUTION  
13 FOR THE RESIDENTS, BUSINESSES AND THEIR COMMUNITIES  
14 SURROUNDING LAX, ESPECIALLY SINCE IT DOES  
15 CONTEMPLATE A REGIONAL AIRPORT SOLUTION. YOU KNOW,  
16 THE BATTLE LINES ARE DRAWN, THE PICTURE IS MURKY.  
17 THE VICTIMIZED COMMUNITY, THE RESIDENTS, THE ELECTED  
18 OFFICIALS IN ONE CAMP, OF COURSE MIGHTY BUSINESS AND  
19 LABOR IN THE OTHER.

20 NOW, THIS IS A DISTORTED PICTURE. THE  
21 REGIONAL AIRPORT SOLUTION WON'T HAPPEN OVERNIGHT,  
22 BUT THE GROWTH OF SOUTHERN CALIFORNIA'S VIBRANT  
23 ECONOMY IS GROWING AS I SPEAK. THE ONLY CURRENT  
24 OUTLET FOR THAT GROWTH IS LAX, AND WHICH PERSON,  
25 POLITICIAN OR GROUP WANTS TO HAMPER OUR ECONOMIC

1 GROWTH WHILE WE WAIT FOR MANY YEARS FOR A FUNCTIONAL  
2 REGIONAL AIRPORT SOLUTION TO BE ACCOMPLISHED?

3 I'VE LIVED IN PLAYA DEL REY FOR 11 YEARS,  
4 WORKED IN WESTCHESTER SINCE 1985, PAY A LOT OF  
5 TAXES. I HEAR THE JETS LOUD AND CLEAR IN MY BEDROOM  
6 AS THEY TAKE OFF FROM THE NORTH RUNWAYS AT LAX. I  
7 EVEN HEAR THEM OCCASIONALLY THROUGH MY  
8 DOUBLY-INSULATED WINDOW IN MY CAR AND IN MY OFFICE.  
9 I WOULD THINK THAT PERHAPS I WOULD HAVE GOTTEN USED  
10 TO IT BY NOW. I HAVEN'T. AND THE LAST THING I WANT  
11 TO SEE IS MORE NOISE AND TRAFFIC IN MY COMMUNITY,  
12 BOTH RESIDENTIAL AND BUSINESS.

13 THEN WHY DIDN'T I BECOME AN ANTI-LAX  
14 GROWTH PROPONENT? SIMPLY BECAUSE I'M A PRAGMATIST,  
15 SIMPLY BECAUSE I CAN'T SNAP MY FINGERS AND PRETEND  
16 LAX IS NOT HERE. CAN WE STOP THE AIRPORTS FROM  
17 GROWING? CAN WE STOP OUR LOCAL ECONOMY FROM  
18 GROWING? THE ANSWER IS NO. LAX WILL CONTINUE TO  
19 EXPAND ORGANICALLY EVEN WITHOUT A MASTER PLAN, MAKE  
20 NO MISTAKE OF IT. YOU CAN'T STOP THE AIRLINES FROM  
21 INCREASING FLIGHTS.

22 WITHOUT OUR MASTER PLAN, COMMUNITIES  
23 SURROUNDING LAX WOULD EXPERIENCE EVER-INCREASING  
24 FREEWAY AND STREET CONGESTION AS WELL AS THE ADDED  
25 POTENTIAL OF AIRCRAFT INVOLVED DISASTERS DUE TO

1 HIGHER AND TIGHTER OPERATING PROXIMITIES. SHOULD WE  
2 COMPROMISE OR SHOULD WE WORK WITH THE MASTER PLAN  
3 PROCESS IN TANDEM WITH THE REGIONAL SOLUTION?

4 THE OBVIOUS SOLUTION TO ME AS A  
5 PRAGMATIST, IF WE WORK WITHIN THE MASTER PLAN  
6 PROCESS, THE CONGESTION ON THE RUNWAYS AND TAXIWAYS  
7 WILL BE IMPROVED BY ADDITIONAL TERMINALS, WE'LL HAVE  
8 HIGHER CAPACITY ACCESS IN AND OUT OF THE AIRPORT  
9 WHICH WILL BE CREATED BY A NEW RING ROAD WHICH WILL  
10 TAKE PRESSURE OFF OF SEPULVEDA BOULEVARD.

11 EVEN WITH ALL THE REGIONAL AIRPORT  
12 EXPANSION PLANS TAKEN INTO ACCOUNT, THE ESTIMATES  
13 FOR GROWTH AT LAX WILL BE 90 MILLION PASSENGERS BY  
14 THE YEAR 2000. IT'S ONLY NINE YEARS FROM NOW.

15 THE FACILITATOR: THANK YOU, SIR.

16 MR. JOSEPH CZYZYK: SORRY, I'M OVER.  
17 THANK YOU VERY MUCH.

18 THE FACILITATOR: ARE YOU CHARLES?

19 MR. CHARLES DE DEURWAERDER: MY NAME IS  
20 CHARLES DE DEURWAERDER, I'M 42 YEARS AN  
21 ENVIRONMENTAL STUDIES EDUCATOR, FIVE YEARS WITH THE  
22 GOVERNMENT PLANNING, AND 17-AND-A-HALF YEARS IN  
23 PROFESSIONAL OFFICE PRACTICE IN SITE PLANNING AND  
24 LAND USE DEVELOPMENT. I'VE BEEN WORKING WITH LAX  
25 AND WITH THE SURROUNDING COMMUNITIES IN IDENTIFYING

1       AND TRYING TO COME TO REASONABLE RESPONSES TO THE  
2       PROBLEMS OF EXPANDING AN AIRPORT HERE.

3               I WOULD FIRST OFF CALL ATTENTION TO THE  
4       FACT THAT OF THE 797 ISSUES RAISED DURING THE  
5       SCOPING PROCESS BY SOUTH BAY COMMUNITIES, I HAVE NOW  
6       READ THE FULL 12,000-PAGE REPORT AND I CAN FIND  
7       RESPONSES TO FEWER THAN 300 OF THOSE ISSUES. I'M  
8       SORRY, I FIND THE REPORT INADEQUATE TO ITS TASK.

9               I BROUGHT WITH ME, AND I'M PLANNING TO  
10      LEAVE A FULL PAPER RESPONSE TO CONCERNS, BUT I ONLY  
11      WANTED TO CALL ATTENTION TODAY TO THE FACT THAT  
12      ANYONE THAT HAS TRAVELED WESTWARD ON ANY OF THE  
13      ARTERIALS TOWARDS THE SOUTH BAY AREA, ANYONE THAT  
14      HAS COME DOWN OVER THE SEPULVEDA PASS IN A  
15      SOUTHBOUND DIRECTION HAS BEEN ABLE TO RECOGNIZE VERY  
16      DISTINCTIVELY HOW PLEASANT THE AREA IS WITHIN FOUR  
17      MILES OF THE COAST FROM SANTA MONICA DOWN TO PALOS  
18      VERDES. IT'S THE BEST LIVING ENVIRONMENT THAT ONE  
19      COULD POSSIBLY HOPE FOR IN THE ENTIRE SOUTHERN  
20      CALIFORNIA AREA. THAT LIVING ENVIRONMENT STANDS TO  
21      BE SPOILED BY EXPANDING ON ANY ADVERSE CONDITIONS  
22      THAT HAPPEN WITHIN THAT AREA.

23              WE'RE IN A PLACE THAT, ACCORDING TO MY  
24      THREE-DIMENSIONAL MAP OF THE LOS ANGELES BASIN, THE  
25      BAND OF PREVAILING AIR MOVEMENT TAKES ALL OF THE

1           GENERATED POLLUTION FROM OUR REGION AND SPREADS IT  
2           RIGHT INTO THE ENTIRE BASIN. WE AFFECT THE REST OF  
3           THE LOS ANGELES BASIN. I WOULD URGE THAT THE  
4           DECISION MAKERS TAKE THAT INTO ACCOUNT AS THEY LOOK  
5           INTO EXPANDING OF ANY OF THE POLLUTANT GENERATORS  
6           AND WEATHER EFFECTORS THAT WE HAVE CURRENTLY LOCATED  
7           WITHIN THIS PRECIOUS, MOST PRECIOUS FOUR-MILE SPAN.  
8           THANK YOU.

9                         THE FACILITATOR: THANK YOU, SIR. THE  
10           NEXT THREE SPEAKERS AFTER MR. HILKEY WILL BE SENATOR  
11           DEBRA BOWEN, MR. JOHN JONES, AND MS. WENDY JONES.  
12           ARE YOU READY, SIR?

13                        MR. JASON HILKEY: GOOD AFTERNOON. MY  
14           NAME IS JASON HILKEY, I LIVE HERE IN MANHATTAN  
15           BEACH, 3525 POINSETTIA, I'M ALSO ON THE EXECUTIVE  
16           COMMITTEE OF SURFRIDER FOUNDATION, THE SOUTH BAY  
17           CHAPTER.

18                        THIS EIR/EIS REMINDS ME OF THE ONE THAT  
19           WAS DONE FOR PLAYA VISTA. IT'S A JOKE, IT'S FLAWED,  
20           IT'S SELF-SERVING, IT DOESN'T LISTEN TO THE  
21           INTERESTS OF OTHER PEOPLE. THESE HEARINGS DON'T  
22           REALLY GO ANYWHERE, YOU JUST GET A CHANCE TO SAY  
23           WHAT YOU WANT TO SAY. IN SPITE OF THAT, I'M STILL  
24           GOING TO SAY WHAT I WANT TO SAY.

25                        WATER QUALITY. WE'RE CONCERNED ABOUT



1       STORMWATER RUNOFF, IT'S THE NUMBER ONE POLLUTANT IN  
2       SANTA MONICA BAY. THE EIR DOES NOT REALLY ADDRESS  
3       THE WATER QUALITY TREATMENT SYSTEMS. IT MENTIONS  
4       THEM, IT DOES NOT SAY WHAT THEY WILL BE. WE WANT TO  
5       SEE A SOURCE POINTED WATER QUALITY TREATMENT SYSTEM  
6       FOR THE WET WEATHER SEASONS. ALSO, THE SERVICE  
7       FACILITIES IN SEVERAL OF THE PLANS HAVE MOVED OFF  
8       SITE. THAT MEANS THEY'RE MOVED OUT OF THE PLAN. WE  
9       WANT TO SEE THE EIR -- WELL, THE EIR DOES NOT  
10      INCLUDE WATER QUALITY TREATMENT SYSTEMS FOR THESE  
11      OFFSITE SERVICE FACILITIES. THOSE ARE THE NUMBER  
12      ONE, PROBABLY THE LARGEST STORMWATER POLLUTANTS IN  
13      THE PLAN.

14                 THE ATMOSPHERIC FALLOUT OF THE JETS. WE  
15      REQUEST THAT THE ATMOSPHERIC FALLOUT STUDY BEING  
16      DONE THAT WAS A RESULT OF THIS EIR/EIS BE INCLUDED  
17      IN IT. THIS STUDY STARTED AFTERWARDS AND WE WANT TO  
18      SEE IT PUT INTO THIS STUDY. THE FALLOUT CAN OVER  
19      TIME AND THROUGH FUEL DUMPING CAN INFECT THE OCEAN  
20      WITH POLLUTANTS THAT WE DO NOT WANT TO SURF OR SWIM  
21      IN.

22                 THE WASTE WATER. THE EIR DOES NOT  
23      ADDRESS SEWAGE LINES IN THE PLAN. THESE NEED TO BE  
24      INSPECTED FOR DAMAGE AND THE OLD ONES NEED TO BE  
25      REPLACED AND UPGRADED TO PREVENT STORMWATER

1           CONTAMINATION DURING WET WEATHER.

2                   AIR QUALITY. LAX BEING THE SECOND  
3           LARGEST SINGLE SOURCE OF POLLUTION IN L.A., THE EIR  
4           DOES NOT ADDRESS THAT MOVING THAT POLLUTION FURTHER  
5           WEST AND THE IMPACT IT'S GOING TO HAVE ON THE OCEAN  
6           AND THE COMMUNITIES NORTH AND SOUTH. IT ONLY LOOKS  
7           AT COMMUNITIES TO THE EAST.

8                   WITH TRAFFIC, ONCE AGAIN, THE EIR JUST  
9           LOOKS AT WHAT'S RIGHT AROUND THE PLAN, IT DOESN'T  
10          LOOK ANYTHING BEYOND ITSELF, BUT EVEN CLOSE TO HOME,  
11          LIKE VISTA DEL MAR, THERE'S ROADS THAT WILL BE  
12          DIVERTED ONTO VISTA DEL MAR. IT SAYS THAT THE  
13          TRAFFIC WILL BE INCREASED, BUT IT DOES NOTHING TO  
14          MITIGATE THAT INCREASE.

15                  WE WANT TO SEE SOMETHING DONE WITH THAT,  
16          WITH VISTA DEL MAR. IT'S ALREADY OVERLOADED AND  
17          DANGEROUS AND WE ALSO WANT TO SEE IT DONE IN A WAY  
18          THAT DOESN'T IMPACT THE COASTAL ZONE. THANK YOU.

19                  THE FACILITATOR: THANK YOU, SIR.

20                  MS. DEBRA BOWEN: GOOD AFTERNOON, SENATOR  
21          DEBRA BOWEN REPRESENTING THE 28TH STATE SENATE  
22          DISTRICT. I WOULD BE REMISS IF I DIDN'T START BY  
23          EXPRESSING MY DISAPPOINTMENT THAT THIS MEETING HAS  
24          BEEN BROKEN UP INTO THREE PIECES SIMULTANEOUSLY, IN  
25          COMMUNITIES THAT ARE CLOSE TO EACH OTHER. IN MY

1 VIEW, THIS JUST MAKES IT HARDER FOR COMMUNITY  
2 MEMBERS TO BELIEVE THAT THE REGIONAL ALTERNATIVE IS  
3 SUPERIOR, TO UNDERSTAND WHAT OTHER COMMUNITY MEMBERS  
4 ARE FEELING. IT MAKES IT HARDER FOR THE PRESS TO  
5 FOCUS ON THE VITAL ISSUES THAT ARE BEING RAISED  
6 HERE.

7 AND LET ME SAY THAT I THINK EVERYONE IN  
8 THIS ROOM IS CONCERNED WITH GROWTH AND CONCERNED  
9 WITH THE HEALTH OF THE ECONOMY IN THE LOS ANGELES  
10 BASIN. WE DIFFER IN THE BEST APPROACH TO GET  
11 THERE. WE WATCH THE SILICON VALLEY CHOKING ON ITS  
12 OWN GROWTH RIGHT NOW, CHOKING ON ITS TRAFFIC, AND WE  
13 READ THE CENSUS DATA THAT TELLS US THAT THE  
14 POPULATION IS GROWING, NOT IN THE AREA UP AROUND  
15 LAX, BUT IN THE INLAND EMPIRE AND IN THE CENTRAL  
16 VALLEY, AND WE QUESTION, WHO IN THEIR RIGHT MIND  
17 WOULD MAKE THE DECISION THAT THOSE PEOPLE IN THE  
18 AREAS THAT ARE GROWING SHOULD DRIVE ACROSS THE  
19 ENTIRE LOS ANGELES BASIN, USING OUR FREEWAYS, TO GET  
20 TO THE ONLY AIRPORT THAT CAN SERVE INTERNATIONAL  
21 DESTINATIONS?

22 MUCH OF THE TRAFFIC INFRASTRUCTURE THAT  
23 WILL BE NEEDED TO DEAL WITH WHATEVER AIRPORT  
24 PATTERNS WILL HAPPEN WILL BE FUNDED BY STATE AND  
25 LOCAL TAXPAYERS, AND NOT BY THE [UNINTELLIGIBLE]

1 FEES OR LEASEHOLD REVENUES. THE PROVISIONS IN THIS  
2 EIR/EIS FAIL ENTIRELY TO DEAL WITH THE REGIONAL  
3 TRAFFIC PATTERNS THAT WILL RESULT FROM MANY MILLION  
4 ADDITIONAL TRAFFIC TRIPS FROM SAN BERNARDINO,  
5 RIVERSIDE, COLTON, BAKERSFIELD, AND THE AREAS OF  
6 THIS REGION THAT ARE GROWING, TO LAX.

7 THIS IS NOT JUST AN ISSUE IN THIS LOCAL  
8 AREA, IT IS A REGIONAL ISSUE, AND IF WE WISH TO  
9 SPEND OUR SCARCE TRANSPORTATION DOLLARS OF THE STATE  
10 OF CALIFORNIA WISELY, WE MUST PLAN OUR AIR  
11 TRANSPORTATION SO THAT WE ARE NOT HAVING TO BUILD  
12 LANE AFTER LANE AFTER LANE OF FREEWAY TO ACCOMMODATE  
13 AIR TRANSPORTATION NEEDS THAT COULD BE MET IF WE  
14 WERE SIMPLY SMART ABOUT SITING AIR TRANSPORTATION  
15 ACTIVITIES.

16 I URGE YOU IN THE STRONGEST TERMS TO GO  
17 BACK TO THE DRAWING BOARD AND DEAL WITH THE REGIONAL  
18 ALTERNATIVE. I REJECT THE ARGUMENT THAT THE  
19 REGIONAL GROWTH NEEDS WILL BE MET ONLY BY FULLY  
20 EXPANDING LAX. THIS PROJECT WILL NOT BE DEPLOYED  
21 ANY FASTER THAN A REGIONAL SOLUTION. IT WILL  
22 GENERATE JOBS ONLY FOR LAWYERS, LEGAL ASSISTANTS AND  
23 COURT REPORTERS IN ITS CURRENT FORM. THANK YOU.

24 THE FACILITATOR: MR. JONES?

25 MR. JOHN JONES: THANK YOU. MY NAME IS

1 JOHN JONES, A RESIDENT OF EL SEGUNDO FOR OVER 30  
2 YEARS. CURRENTLY LAX IS THE LARGEST POLLUTER IN THE  
3 SOUTH BAY. JUDGING BY YOUR PROPOSED PLAN, YOUR  
4 INTENT IS TO MAINTAIN THIS DUBIOUS HONOR FOR YEARS  
5 TO COME.

6 SEVERAL YEARS AGO, THE CITIZENS OF EL  
7 SEGUNDO WERE TOLD WHEN THE THIRD RUNWAY WAS ADDED TO  
8 SUPPORT AIR CARGO THAT RUNWAY WOULD ONLY BE USED FOR  
9 LANDING AND THEN PLANES WOULD BE TOWED TO THE  
10 TERMINAL. WELL, IF YOU WERE PEOPLE OF INTEGRITY,  
11 YOU WOULD LIVE UP TO YOUR WORDS AND PUT THAT INTO  
12 EFFECT IMMEDIATELY.

13 YOUR REPORT DOES NOT TAKE INTO  
14 CONSIDERATION THAT WITH INCREASED AIR CARGO COMES  
15 INCREASED TRAFFIC WITH HEAVY TRUCKS AND LARGE  
16 TRACTOR TRAILERS. NOT ONLY AN INCREASE IN AIR  
17 POLLUTION FROM THE DIESEL ENGINES, BUT A FULLY  
18 LOADED TRACTOR TRAILER CAN WEIGH AS MUCH AS 90,000  
19 POUNDS. THAT HAS A HUGE EFFECT ON OUR  
20 INFRASTRUCTURE. WHEN YOU CONSIDER COMPARED TO A  
21 CADILLAC WEIGHS LESS THAN 5,000 POUNDS, THE CITIZENS  
22 ARE THE ONES THAT HAVE TO MAINTAIN THE HIGHWAYS AND  
23 PAY FOR AND THAT WAS NOT TAKEN INTO CONSIDERATION IN  
24 YOUR REPORT. THANK YOU.

25 THE FACILITATOR: THANK YOU, SIR. THE

1           NEXT THREE SPEAKERS AFTER MS. JONES WILL BE JAMES  
2           PATRICK SMITH, TOM JOHNSTONE, AND TERRY GOLDEN.  
3                         READY, MA'AM?  
4                         MS. WENDY JONES: I'M WENDY JONES, A  
5           20-YEAR RESIDENT OF EL SEGUNDO, AND I ALSO THOUGHT  
6           IT WAS QUITE INTERESTING THAT SUCH AN IMPORTANT  
7           ISSUE WAS SCHEDULED FOR JUST THE ONE DAY. THAT  
8           SHOULDN'T BE. THE RESIDENTS IN EL SEGUNDO LIVE NOT  
9           MILES, BUT BLOCKS AWAY FROM THE AIRPORT, AND I'M  
10          STRESSING THIS POINT SPECIFICALLY FOR ORANGE COUNTY  
11          PEOPLE WHO MAY NOT BE AWARE THAT WE CAN EASILY READ  
12          THE NAME AND THE LOGO ON THE PLANES THAT FLY ALONG  
13          OUR TOWN BORDER, AND IN THE CASE OF THE PEOPLE ON  
14          IMPERIAL HIGHWAY, IT'S RIGHT ACROSS THE STREET.  
15                         THE FOLKS WHO TELL US THAT WE KNEW WHEN  
16          WE MOVED TO EL SEGUNDO THAT LAX WAS NEXT DOOR, THEY  
17          DON'T KNOW WHAT THEY'RE TALKING ABOUT. THE CITY OF  
18          EL SEGUNDO WAS INCORPORATED IN 1917. MANY RESIDENTS  
19          MOVED HERE MANY YEARS BEFORE THE AIRPORT EXPANDED TO  
20          ITS PRESENT LOCATION. ALSO, THE INCREASED NUMBER OF  
21          PLANES THAT TAKE OFF NOW HAVE NOTHING TO DO WITH  
22          WHAT THE SITUATION WAS WHEN WE MOVED IN.  
23                         AS WE WHO ARE OPPOSED TO THE EXPANSION  
24          HAVE REPEATEDLY STATED, YOU CAN'T PUT TEN POUNDS OF  
25          POTATOES IN A FIVE-POUND BAG. THE CAPACITY IS

1       MAXXED OUT. LAX ACREAGE IN COMPARISON TO OTHER  
2       MAJOR AIRPORTS IS VERY SMALL. THE COMPARISON CHART  
3       I HAVE IN 1997 INDICATES THAT LAX IS 3,500 ACRES.  
4       TO GIVE PEOPLE AN IDEA, THIS IS ONE FIFTH THE SIZE  
5       OF DALLAS-FORT WORTH. IT'S A LITTLE OVER ONE HALF  
6       THE SIZE OF CHICAGO O'HARE. DENVER INTERNATIONAL IS  
7       OVER NINE TIMES THE SIZE OF LAX. OUR OWN PALMDALE  
8       AIRPORT IS OVER FIVE TIMES THE SIZE OF LAX.

9               THE DISPLAYS AND FILMS AND DISCUSSIONS  
10       HERE TODAY WERE, TO ME, VERY GENERAL. THIS  
11       ENVIRONMENTAL IMPACT REPORT HAS UNDERSTATED THE  
12       PROBLEMS AND HAS NOT CONSIDERED REASONABLE  
13       ALTERNATIVES. FOR EXAMPLE, THE TRAFFIC IMPACT  
14       STUDIES THAT WERE CONDUCTED ARE TOTALLY INADEQUATE.  
15       TODAY I GOT TWO DIFFERENT ANSWERS REGARDING A  
16       PROPOSED GREEN LINE. IS IT GOING UNDERGROUND, IS IT  
17       GOING ABOVE GROUND? I GOT BOTH ANSWERS. IF IT'S  
18       UNDERGROUND, IS IT GOING BELOW THE FUEL PIPES OR  
19       ABOVE? THEY DON'T KNOW. I GUESS THAT'S A DETAIL.  
20       ALSO, THE EARTHQUAKE ISSUES, IS THAT ANOTHER  
21       DETAIL?

22               WE'RE TALKING COMMON SENSE HERE, WE'RE  
23       TALKING ABOUT QUALITY OF LIFE, AND DOESN'T IT MAKE  
24       SENSE TO SPREAD IT AROUND THE REGION? IT'S NOT --  
25       THE EXPANSION IS NOT A GOOD IDEA SAFETY WISE, GROUND

1 TRAFFIC WISE OR ECONOMIC WISE. THE MAYOR-ELECT IS  
2 OPPOSED TO THE EXPANSION AS ARE ALL THE COUNTY  
3 SUPERVISORS.

4 THE FACILITATOR: THANK YOU, MA'AM.

5 MS. WENDY JONES: WE HAVE TO USE COMMON  
6 SENSE AND FORGET ABOUT THIS GREED AND  
7 SHORT-SIGHTEDNESS.

8 THE FACILITATOR: THANK YOU VERY MUCH.

9 MR. JAMES PATRICK SMITH: MY NAME IS --

10 THE FACILITATOR: SIR, ONE MOMENT,  
11 PLEASE. FOR THE RECORD, WOULD YOU STATE YOUR NAME  
12 AND ADDRESS AS WELL SO WE CAN MAKE SURE WE HAVE AN  
13 ACCURATE RECORDING OF YOUR COMMENTS HERE TODAY, IF  
14 YOU WOULD, PLEASE.

15 MR. JAMES PATRICK SMITH: MY NAME IS  
16 JAMES PATRICK SMITH AND I LIVE AT 947 VIRGINIA, EL  
17 SEGUNDO. I HAPPEN TO BE THE CEO OF 947 VIRGINIA. I  
18 HAVE LIVED THERE ONE HALF BLOCK FROM IMPERIAL FOR  
19 25 YEARS. I CAN HEAR EVERYBODY IN THIS ROOM AND I'M  
20 ALIVE. PRIOR TO THAT, I LIVED SIX BLOCKS SOUTH OF  
21 IMPERIAL AND I MOVED CLOSER TO THE AIRPORT WHEN THE  
22 NOISE LEVEL WENT DOWN. I AM FULLY IN SUPPORT OF  
23 YOUR, I GUESS WE COULD CALL IT PROPOSITION C.

24 YOU'RE NOT CLOCKING ME THERE, I'M GOING  
25 TO SNEAKER ON YOU.



1                   THE FACILITATOR:  SORRY, SIR.

2                   MR. JAMES PATRICK SMITH:  YOU MAY ERASE A  
3                   MINUTE, IF YOU WANT TO.

4                   THE FACILITATOR:  SIR, WE'LL GIVE YOU ONE  
5                   MINUTE NOW.  ONE MINUTE.  GO AHEAD.

6                   MR. JAMES PATRICK SMITH:  OKAY.  ALL  
7                   RIGHT.  I'M IN FAVOR, OR THE CORPORATION AT 947 IS  
8                   IN FAVOR OF THIS PROPOSITION C BECAUSE OF SAFETY.  I  
9                   DON'T CARE ABOUT ANYTHING ELSE.  SAFETY IS WHAT WE  
10                  LOOK AT.

11                  MY DAUGHTER WAS AT WEBB PARK ONE SATURDAY  
12                  MORNING IN LATE -- IN THE LATE 1960'S WHEN AN  
13                  AIRPLANE CRASHED INTO AN APARTMENT HOUSE IN EL  
14                  SEGUNDO.  SHE'S ALIVE, THANK GOODNESS, BUT SOME  
15                  OTHER PEOPLE WEREN'T.  MY TOTAL FOCUS ON THE AIRPORT  
16                  IS SAFETY.  I'M A SPECIAL ED TEACHER, MY DAY JOB IS,  
17                  AND I BECOME VERY SIMPLISTIC WHEN I'M DEALING WITH  
18                  MENTALLY RETARDED PEOPLE, AND MY STUDENTS ARE  
19                  SEVERELY MENTALLY RETARDED, SO THEREFORE --

20                  THE FACILITATOR:  SIR, THANK YOU.  THE  
21                  TIME IS UP AND I APOLOGIZE FOR NOT STARTING THE  
22                  CLOCK.  IF YOU WOULD LIKE TO RESUBMIT A CARD --

23                  MR. JAMES PATRICK SMITH:  THANK YOU VERY  
24                  MUCH.

25                  THE FACILITATOR:  YES, SIR.

1                   MR. TERRY GOLDEN: MY NAME IS TERRY  
2                   GOLDEN, I LIVE AT 730 ESPLANADE, REDONDO BEACH.  
3                   I'VE LIVED IN THE SOUTH BAY FOR ABOUT NINE YEARS,  
4                   AND I WANT TO ADDRESS THE GROSS INADEQUACIES OF THE  
5                   IMPACT OF TRAFFIC IN THE EIR, BOTH IN TERMS OF ON  
6                   THE CARS AND ALSO IN THE AIR SPACE.

7                   AS IT RELATES TO THE CARS, THE TRAFFIC AT  
8                   LAX RIGHT NOW IS THE MAJORITY OF THE TIME  
9                   GRIDLOCKED. THERE ARE TOO MANY PASSENGER CARS GOING  
10                  INTO THE AIRPORT, THEY'RE SPILLING OVER INTO THE  
11                  STREETS, AND THE CONCEPT THAT YOU CAN BY BUILDING A  
12                  \$6 BILLION EXPRESSWAY ON A RING ROAD SOMEHOW WILL  
13                  CURE THE PROBLEMS IS JUST MATHEMATICALLY  
14                  IMPOSSIBLE. YOU'RE TALKING ABOUT ROUGHLY A  
15                  100 PERCENT INCREASE OVER WHERE THE BASELINE WAS,  
16                  AND SOMEHOW THE CARS ON THE EXISTING ROAD, THE 405,  
17                  WHICH AS EVERYONE HAS LOCALLY KNOWN IS CALLED THE  
18                  FOUR OR FIVE HOUR HIGHWAY BECAUSE OF THE TRAFFIC  
19                  CONGESTION AND YOU'RE GOING TO ADD MORE CARS TO IT  
20                  IS JUST RIDICULOUS.

21                  THE CONCEPT THAT THE AIRLINES HAVE THAT  
22                  YOU HAVE TO USE THIS AIRPORT IS ALSO FROM A  
23                  MARKETING STANDPOINT RIDICULOUS. THE LAST TIME I  
24                  NEEDED TO GO TO PHOENIX, I WENT OUT OF BURBANK FOR  
25                  ONE REASON. I DON'T HAVE THE TIME TO BASICALLY WAIT

1 AN HOUR THAT IT TOOK ME THE LAST TIME, LATE AT  
2 NIGHT, TO GET OUT OF FROM TERMINAL ONE JUST TO THE  
3 ROAD THAT TAKES ME BACK HOME, WHEREAS IN BURBANK I  
4 CAN JUST DRIVE OFF FROM WORK AND BASICALLY FLY RIGHT  
5 OUT. I THINK THEY NEED TO HAVE A REGIONAL APPROACH  
6 TO USING THE AIR SPACE AS WELL.

7 AS A PERSON WHO'S A PILOT, I'M SEEING A  
8 PROBLEM WITH THE DESIGN OF THE THING BECAUSE  
9 BASICALLY THE AIR SPACE OUT THERE IS ALSO USED FOR  
10 TRAINING FLIGHTS AND YOU'RE POURING A LOT MORE SPACE  
11 OUT THERE AND IT'S NOT GOING TO HAVE ANY  
12 CONSIDERATION IN THE DOCUMENT FOR GENERAL AVIATION.

13 ALSO, I'M COMPLAINING ABOUT THE FACT THAT  
14 IN THE LAST TWO YEARS I'M SEEING A SIGNIFICANT  
15 INCREASE IN NOISE FROM PLANES. IT'S VERY COMMON  
16 RIGHT NOW, ESPECIALLY DURING THE MIDDLE OF THE WEEK,  
17 TO HEAR PLANES AT 11:00 OR MIDNIGHT AT ALTITUDES  
18 THAT I CAN RECOGNIZE THAT ARE ABOUT LESS THAN 6,000  
19 FEET, AND THESE ARE JETS, YOU KNOW, NOT JUST THE  
20 TURBO PROPS THAT I'VE HEARD AND OTHER PEOPLE HAVE.

21 SO THEREFORE, I THINK IF ANYONE IS  
22 REALISTIC, THAT THIS PLAN IS NOT GOING TO FLY. IF  
23 THEY BUILD IT, IT WILL BE A DISASTER, IT WILL POUR  
24 MORE TRAFFIC OUT THERE, THE AIRPORT WILL BE JUST AS  
25 CONGESTED AND, IN ESSENCE, WILL NOT MEET THE NEEDS.

1 I WOULD ASK THE LAW TO WORK ON EITHER  
2 BANNING PRIVATE CARS OR PUTTING SOME MECHANISM IN,  
3 BASICALLY LIMIT THE TRAFFIC, PUT A PEOPLE MOVER  
4 SYSTEM IN THAT WILL GET RID OF THE CAR SHUTTLES AND  
5 TAKE PEOPLE OUT TO THE HOTELS WITH A MONORAIL OR  
6 SOMETHING EQUIVALENT. MAKE THE EXISTING SYSTEM WORK  
7 AS THE WAY IT SHOULD BEFORE WE LOOK AT EXPANDING IT.

8 THE FACILITATOR: THANK YOU, SIR.

9 THE NEXT THREE SPEAKERS AFTER  
10 MR. JOHNSTONE WILL BE YURY GURVICH, STEVE  
11 BAINBRIDGE, AND BEVERLY ACKERSON.

12 GO AHEAD, SIR.

13 MR. TOM JOHNSTONE: I'M TOM JOHNSTONE,  
14 I'M ASSISTANT SUPERINTENDENT OF PERSONNEL AT THE  
15 LENNOX SCHOOL DISTRICT AND A RESIDENT OF  
16 WESTCHESTER.

17 IT WOULD BE HARD TO IMAGINE ANOTHER  
18 SCHOOL DISTRICT IN THE LOS ANGELES METROPOLITAN AREA  
19 THAT HAS ITS CHILDREN EXPOSED TO GREATER LEVELS OF  
20 NOISE AND POLLUTION THAN THE CHILDREN IN THE LENNOX  
21 SCHOOL DISTRICT. THE IMPACT OF POLLUTION ON THE  
22 HEALTH AND ACADEMIC ACHIEVEMENT OF LENNOX STUDENTS  
23 IS ONLY NOW COMING INTO CLEAR FOCUS.

24 FOR THE PAST EIGHT YEARS, THE UCLA SCHOOL  
25 OF MEDICINE HAS CONDUCTED HEALTH FAIRS AT THE SIX

1        LENNOX SCHOOLS. DURING THIS TIME, MEDICAL  
2        PROFESSIONALS HAVE SCREENED MORE THAN 3,500 STUDENTS  
3        AND ADULTS. ONE CONSISTENT FINDING HAS BEEN A HIGH  
4        INCIDENCE OF CHILDREN DEMONSTRATING ASTHMA AND  
5        ALLERGY SYMPTOMS. THE MEDICAL EVIDENCE CLEARLY  
6        SUGGESTS THE ABERRATIONS IN THE IMMUNE SYSTEM THAT  
7        ARE DIRECTLY LINKED TO INCREASED LEVELS OF AIR  
8        POLLUTION WHICH ARE THE RESULT OF THE DISTRICT'S  
9        LOCATION DIRECTLY ADJACENT TO LAX AND TWO MAJOR  
10        FREEWAYS, THE 105 AND THE 405.

11                THE AQMD HAS ALSO TESTED THE AIR QUALITY  
12        AT ONE OF OUR SCHOOLS, FELTON ELEMENTARY SCHOOL, AND  
13        THE AMOUNT OF THE PARTICULATE MATTER IN THE AIR WAS  
14        HIGHER THAN ANY SCHOOL IN LOS ANGELES COUNTY.

15                THE ISSUE OF NOISE POLLUTION IS OF EQUAL  
16        CONCERN TO US IN THE LENNOX SCHOOL DISTRICT. THE  
17        ENTIRE COMMUNITY FALLS WITHIN THE COMMUNITY NOISE  
18        EQUIVALENT LEVEL, CNEL, OF 65 DECIBELS OR GREATER.  
19        THE 65 CNEL IS CONSIDERED AN UNHEALTHY NOISE LEVEL  
20        FOR MANY USES THAT INCLUDE RESIDENTIAL DWELLINGS,  
21        SCHOOLS AND OUTDOOR RECREATION.

22                THE EXECUTIVE SUMMARY OF THE DRAFT EIR ON  
23        PAGE ES-28 RECOGNIZES THE NECESSITY TO HAVE THE  
24        IMPACT OF ENVIRONMENTAL JUSTICE ADEQUATELY  
25        ADDRESSED. THE REPORT INDICATES THAT THE FAA WILL

1 MAKE THE FINAL DETERMINATION AS TO WHETHER THE  
2 MASTER PLAN HAS A DISPROPORTIONATELY HIGH AND  
3 ADVERSE HUMAN HEALTH OR ENVIRONMENTAL EFFECT ON  
4 MINORITY AND LOW-INCOME POPULATIONS.

5 THIS IS ABUNDANTLY OBVIOUS TO US IN  
6 LENNOX WHERE MOST OF THE COMMUNITY IS AFFECTED DUE  
7 TO OUR LOCATION AND OUR COMMUNITY BEING THE POOREST  
8 IN THE SOUTH BAY. HOWEVER, IN CONTRADICTION ON  
9 PAGE 4-67, THE REPORT INDICATES THAT ONE OF THE  
10 SCHOOLS IN LENNOX, AND THAT WOULD AGAIN BE FELTON,  
11 WOULD BE EXPOSED TO OUTDOOR NOISE LEVELS THAT WOULD  
12 REMAIN SIGNIFICANT AFTER MITIGATION, YET NO  
13 MITIGATIONS ARE REQUIRED SINCE ENROLLMENT IMPACTS  
14 ARE CONSIDERED LESS THAN SIGNIFICANT.

15 THIS ANALYSIS IS LOGICALLY FLAWED AND IS  
16 TOTALLY UNACCEPTABLE. THE EXPANSION ON LAX WILL  
17 HAVE A DISPROPORTIONATE NEGATIVE IMPACT ON THE  
18 LENNOX COMMUNITY WHICH IS NOT ADEQUATELY ADDRESSED  
19 IN THIS DOCUMENT. THE REQUIREMENT TO MITIGATE  
20 AGAINST ENVIRONMENTAL INJUSTICE HAS NOT BEEN MET.  
21 THANK YOU.

22 THE FACILITATOR: THANK YOU, SIR. WE  
23 HAVE NOW BEEN A TOTAL OF 90 MINUTES AND I'M AFRAID  
24 THAT MARGARET IS GOING TO BLOW UP OVER THERE IF WE  
25 DON'T GIVE HER A BREAK. WE WOULD LIKE TO TAKE A

1 TEN-MINUTE BREAK AT THIS POINT AND WE WILL START  
2 WITH THOSE THREE SPEAKERS THAT I ANNOUNCED EARLIER,  
3 THAT WOULD BE YURY GURVICH, STEVE BAINBRIDGE AND  
4 BEVERLY ACKERSON. THANK YOU VERY MUCH FOR YOUR  
5 TESTIMONY.

6 (WHEREUPON, THERE WAS A CHANGE OF  
7 REPORTERS AT 4:00 P.M.)

8  
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1 (PROCEEDINGS RESUMED AT 4:15 P.M.)  
2 THE FACILITATOR: THE NEXT THREE SPEAKERS ARE

3 MR. GURICH, MR. BAINBRIDGE AND BEVERLY ACKERSON. PLEASE  
4 COME TO THE MICROPHONE.

5 REMINDING EVERYONE THAT THIS IS THE FEDERAL  
6 AVIATION ADMINISTRATION PUBLIC HEARING. IT WILL BE  
7 CONVENED FROM NOW THROUGH 7:00 P.M. THIS EVENING. IF WE  
8 HAVE ADDITIONAL SPEAKERS, WE WILL STAY AND LISTEN TO  
9 THAT TESTIMONY.

10 ARE YOU READY, SIR? PLEASE STATE YOUR NAME AND  
11 ADDRESS. THE ADDRESS IS NOT REQUIRED. WE'D LIKE TO  
12 HAVE THAT INFORMATION IF YOU CARE TO PROVIDE IT. SPEAK  
13 CLEARLY AND SLOWLY BECAUSE THIS IS BEING RECORDED NOT  
14 ONLY ON AUDIO EQUIPMENT BUT ALSO THROUGH THE COURT  
15 REPORTER. AND OUR NEW COURT REPORTER IS RANDY.  
16 WELCOME.

17 MR. GURICH: MY NAME IS YURI GURICH. I AM A  
18 RESIDENT OF MANHATTAN BEACH FOR 16 YEARS.

19 WE IN MANHATTAN BEACH LIVE ON BORROWED TIME.  
20 OF COURSE, THERE ARE NOISE, POLLUTION, TRAFFIC PROBLEMS  
21 ASSOCIATED WITH THE AIRPORT. BUT MOST OF ALL, IT'S  
22 QUITE CLEAR THAT THERE WILL BE A MAJOR AIR DISASTER  
23 SOONER OR LATER, WHATEVER IMPROVEMENTS AT LAX ARE MADE  
24 OR NOT MADE.

25 I AM TALKING ABOUT A CATASTROPHE SIMILAR TO



1       WHAT HAPPENED IN PARIS. LAX IS THE ONLY MAJOR AIRPORT  
2       IN THE WORLD BUILT IN THE CENTER OF SUCH A LARGE CITY AS  
3       LOS ANGELES, EXCEPT PERHAPS FOR HONG KONG, BUT I GUESS,  
4       AND AT LEAST HOPE, WE ARE NOT HONG KONG HERE.

5               LAX CANNOT SERVE GROWING LOS ANGELES ANYMORE.  
6       MORE THAN THAT, IT DESTROYS NORMAL RESIDENTIAL LIFE IN  
7       MANHATTAN BEACH, EL SEGUNDO, INGLEWOOD AND OTHER LOCAL  
8       CITIES. A POSITION ON THE LAX EXPANSION ALREADY COST  
9       THE POLITICAL LIFE OF A LOCAL REPRESENTATIVE OF THE  
10      UNITED STATES CONGRESS. I AM TALKING ABOUT  
11      MR. KUYKENDALL.

12              I AM A REPUBLICAN, HAVE NEVER VOTED FOR A  
13      DEMOCRAT, BUT I DIDN'T VOTE FOR MR. KUYKENDALL ONLY  
14      BECAUSE OF HIS MORE THAN WEAK POSITION ON LAX.

15              ALL THESE SMART WORDS AS MITIGATION OF  
16      EXPANSION SERVE ONLY TO LEGITIMIZE LAX. BUT I DIDN'T  
17      VOTE FOR JANE HARMAN EITHER. SHE SENT ME A LETTER  
18      COMPARING LAX WITH THE DENVER INTERNATIONAL AIRPORT. OF  
19      COURSE, DENVER AIRPORT IS BETTER. NOT NOISE TO  
20      SURROUNDING COMMUNITIES, 34,000 ACRES FOR 1371 FLIGHTS  
21      PER DAY, ABOUT 15 TO 20 TIMES MORE ACRES PER FLIGHT THAN  
22      IN LAX. WHAT DOESN'T SHE KNOW IS THAT DENVER AIRPORT  
23      WAS RELOCATED FROM THE CITY TO OUTSIDE OF DENVER.

24              THERE IS ONLY ONE REASONABLE LONG-TIME  
25      SOLUTION, WHICH SHOULD BE CLEAR TO ANYONE WHO IS NOT

1       SUCH AN INSANE PERSON AS FORMER L.A. MAYOR RIORDAN: TO  
2       REMOVE LAX TO PALMDALE. THIS CITY WANTS AN AIRPORT, HAS  
3       PLENTY OF SPACE FOR AN AIRPORT AND REPRESENTS THE FUTURE  
4       OF LOS ANGELES. THE SOONER WE REMOVE LAX FROM THE  
5       PRESENT LOCATION, THE MORE LIVES AND MONEY WE WILL SAVE  
6       FOR FUTURE GENERATIONS.

7                OF COURSE, WE LIVE IN A GREAT DEMOCRACY. BUT  
8       WHEN I CAME TO THIS MEETING, I NOTICED POLICE IN THE  
9       LOBBY. SO PERHAPS EVEN OFFICIALS REALIZE THAT THE ONLY  
10       ALTERNATIVE LEFT FOR LOCAL RESIDENTS TO THE EIR/EIS  
11       MITIGATION AND EXTENSION PLANS IS A RIOT. IT IS REALLY  
12       SAD THAT THIS IS THE ONLY LANGUAGE BUREAUCRATS  
13       UNDERSTAND THESE DAYS.

14               MR. BAINBRIDGE: MY NAME IS STEVE BAINBRIDGE.  
15       I LIVE IN HAWTHORNE. I HAVE A HOME IN INGLEWOOD IN THE  
16       INCREASING NOISE ZONE. I HAVE THREE DOCUMENTS HERE THAT  
17       I GOT FROM THE LAWA EXPANSION OFFICE. AND THE DOCUMENT  
18       NUMBERS ARE M00004, EFFECTS OF JET AIRCRAFT NOISE ON  
19       HOSPITAL ADMISSIONS. THAT DOCUMENT SAYS THE INCREASE IS  
20       29 PERCENT. THAT STUDY WAS DONE IN 1977.

21               I HAVE DOCUMENT M0005, EFFECTS OF JET NOISE ON  
22       MORTALITY RATES. THAT STUDY WAS DONE IN 1979. 30  
23       PERCENT INCREASE IN MORTALITY RATES IN THE HIGH NOISE  
24       ZONE. I THINK IN ANY EIR OR EIS REPORT YOU SHOULD  
25       EXPLAIN HOW YOU'RE GOING TO SPECIFICALLY MITIGATE FOR

1 THOSE PROBLEMS IN THAT AREA AND PAY FOR IT FROM AIRPORT  
2 FUNDS.

3 THERE'S ANOTHER STUDY, G0013, NOISE-INDUCED  
4 SLEEP DISTURBANCES AND OTHER EFFECTS ON HEALTH, 1978.  
5 THEY DON'T UNDERSTAND ENOUGH ABOUT THAT AND HOW MUCH IT  
6 COSTS PEOPLE IN THEIR LIVES. THAT NEEDS MORE STUDY.

7 ON ANOTHER SUBJECT, THE GREEN AREA IN THE  
8 LITTLE MAP I RECEIVED ON THE NORTH SIDE OF THE AIRPORT  
9 WAS PURCHASED. PEOPLE WERE FORCED TO MOVE TO MITIGATE  
10 NOISE 20 YEARS AGO, MAYBE MORE. ALL THAT AREA IS NOW  
11 DESIGNATED TO BE DEVELOPED FOR COMMERCIAL SITES, NOT  
12 ANYTHING TO DO WITH THE AIRPORT.

13 BUT WE'RE GOING TO INCREASE TRAFFIC THERE SO  
14 THAT THEY CAN COME DO THINGS, LIKE A BUSINESS PARK,  
15 COMMERCIAL RETAIL, AND A RESEARCH AND DEVELOPMENT PARK.  
16 ON YOUR MAP IT LOOKS LIKE THE, SORT OF LIKE IT'S GOING  
17 TO STAY A PARK, BUT IT'S ALL GOING TO BE DEVELOPED,  
18 INCREASING TRAFFIC THERE.

19 IT WAS CALLED THE AIRPORT NORTH. NOW, FOR  
20 PUBLIC RELATIONS, I THINK IT'S CALLED WESTCHESTER SOUTH.  
21 AND I DON'T KNOW IF THAT'S INCLUDED IN YOUR REPORT, THE  
22 EFFECTS OF THAT, BUT IT SHOULD BE.

23 THANK YOU VERY MUCH.

24 THE FACILITATOR: AFTER BEVERLY ACKERSON THE  
25 NEXT THREE SPEAKERS WILL BE LYNN JONES, ROBERT PENTILLE

1 AND PEGGY COLLINS.

2 MS. ACKERSON: I'M BEVERLY ACKERSON OF 27129  
3 SPRING CREEK ROAD, RANCHO PALOS VERDES AND ALSO THE  
4 PENINSULA AIRCRAFT NOISE SAFETY INFORMATIONAL COMMITTEE,  
5 WHICH WAS FORMED AFTER AUGUST '97, WHEN WE HAD THE  
6 INVASION OF TURBOPROPS COMING UP OUR CANYONS AND GOING  
7 OVER OUR HOMES, AND IT WAS SUCH AN IMPACT ON OUR  
8 COMMUNITY.

9 IT WAS SO QUIET THAT YOU COULD HEAR BIRDS. AND  
10 WE HAVE LIVED THERE 42 YEARS AND HAVE NEVER, NEVER HAD  
11 ANY SUCH THING AS THIS IMPACT UPON OUR LIVES. THE  
12 QUALITY OF LIFE HAS BEEN DESTROYED. THE SAFETY OF US  
13 HAS BEEN DESTROYED BECAUSE YOU'RE FLYING TOO CLOSE TO MY  
14 HOME, OVER MY HOME.

15 CHINA AIRLINES, MARCH 11, WAS ONE, JUST ONE.  
16 EARLY IN THE MORNING. AND I DID CALL ALL PLACES:  
17 WASHINGTON, CHINA AIRLINES, EVERYONE. HE IS NOT FLYING  
18 OVER THERE, BUT THERE IS STILL SOME COMING OVER 3:00  
19 O'CLOCK, 4:00 O'CLOCK IN THE MORNING. THE JETS  
20 DEPARTING EAST FROM THE AIRPORT, SWINGING OVER, STILL  
21 THROTTLES GOING, OPEN, GETTING OVER THE PENINSULA. IT'S  
22 1500 FEET.

23 AND WITH THEM, AT THE SAME TIME WE HAVE THEM  
24 COMING FROM THE WEST. I CAN SEE THEM FROM MY HOME.  
25 THEY GO OUT AND TURN IN THE OCEAN AND COME TOWARD MY

1 HOME OVER THE PENINSULA. AGAIN, TOO LOW, FULL THROTTLE  
2 OVER OUR HOMES.

3 THIS IMPACT OF NOISE HAS BEEN TERRIBLE, AS WELL  
4 AS OUR HEALTH. WE HAVE PEOPLE THERE THAT HAS ASTHMA  
5 THAT NEVER HAD IT BEFORE. WE HAVE A DEPOSIT ON OUR  
6 PATIO. SO THIS IS A GREAT IMPACT UPON US FROM THE LAX  
7 AIRPORT, YET THE EIS/EIR HAS NOT ADDRESSED OUR AREA.

8 YOU KNOW ABOUT US. OUR COMMITTEE HAS BEEN VERY  
9 ACTIVE. WE SUBMITTED SCIENTIFIC REPORTS TO THE FAA. WE  
10 HAVE EXPERTS WHO HAVE WORKED WITH NASA AND THE TRWS,  
11 GETTING AEROSPACE CRAFT UP THERE. WE'VE WORKED VERY  
12 CLOSELY. THEY DON'T FIND ANY OF YOUR FIGURES CORRECT.  
13 AND I THINK THAT THIS NEEDS TO BE ADDRESSED.

14 AND WHY AREN'T WE INCLUDED IN THIS EIS/EIR? WE  
15 ARE IMPACTED BY YOU, AND WE NEED TO BE INCLUDED. AND  
16 THIS IS JUST ONE OF THE AREAS.

17 WE DO NEED TO GO TO A REGIONAL APPROACH FOR  
18 AIRPORTS. BUT THIS IS JUST ONE ISSUE, AND I WILL  
19 ADDRESS MORE IN LETTER FORM TO YOU.

20 THANK YOU.

21 MS. JONES: HELLO. MY NAME IS LYNN JONES, 5511  
22 EAU CLAIRE, RANCHO PALOS VERDES. I'M A MEMBER OF PANIC.

23 I'D LIKE TO ADDRESS THE MASTER PLAN ADDRESSES  
24 ECONOMIC INPUT. IT ALSO ADDRESSES POLLUTION, NOISE,  
25 GROUND, ENVIRONMENT, BUT IT DOES NOT INCLUDE AN AIR

1 SPACE DESIGNED FOR ADDITIONAL AIRCRAFT.

2 I HAVE BEEN TOLD BY THE FAA THAT THERE IS NO  
3 CURRENT ROOM OFFSHORE TO PUT MORE AIRPLANES LEAVING LAX.  
4 HOW AND WHERE WILL THE ADDITIONAL PLANES BE ROUTED?  
5 OVER THE BEACH CITIES? OVER PALOS VERDES? OR ALL?  
6 THAT'S MY QUESTION.

7 THANK YOU.

8 MR. PENTILLE: GOOD AFTERNOON. MY NAME IS  
9 ROBERT PENTILLE. MY ADDRESS IS 520 SOUTH GRAND AVENUE  
10 IN LOS ANGELES, 90071. I REPRESENT THE COUNTY OF LOS  
11 ANGELES AND I'D LIKE TO PROVIDE A LEGAL ASPECT TO THE  
12 HEARINGS TODAY.

13 ON BEHALF OF THE COUNTY, WE STRENUOUSLY OBJECT  
14 TO THE DESIGN AND FORMAT OF THE THREE PUBLIC HEARINGS  
15 BEING HELD SIMULTANEOUSLY IN THESE THREE LOCATIONS  
16 TODAY. AS SUCH, WE MAKE THE DEMAND OF FAA AND LAWA TO  
17 SCHEDULE FURTHER PUBLIC HEARINGS TO ACCOMMODATE THE  
18 ADEQUATE REQUISITE PUBLIC INVOLVEMENT FOR THE FOLLOWING  
19 REASONS.

20 FIRST, PART OF THE GOVERNING FAA STATUTE  
21 REGARDING AIRPORT IMPROVEMENTS INCLUDES 49 UNITED STATES  
22 CODE SECTION 47106. THAT SECTION REQUIRES THAT AN  
23 ADEQUATE PUBLIC HEARING BE HELD TO ASSESS THE, QUOTE,  
24 ECONOMIC, SOCIAL AND ENVIRONMENTAL EFFECTS OF THIS  
25 PROJECT. FAA REGULATIONS INTERPRETING THAT STATUTE,

1 INCLUDING 14 CFR SECTION 1355, FURTHER STATES THAT SUCH  
2 AN ADEQUATE PUBLIC HEARING MUST, AT A MINIMUM, BE  
3 SCHEDULED TO ADAPT A REASONABLE DATE, TIME AND PLACE  
4 WITH, QUOTE, DUE REGARD GIVEN TO THE CONVENIENCE TO  
5 THOSE WHO WISH TO BE HEARD.

6 THREE SIMULTANEOUS HEARINGS SCHEDULED FOR TODAY  
7 ARE IN PLAIN CONTRAVENTION OF THESE REQUIREMENTS BECAUSE  
8 IT IS PATENTLY UNREASONABLE TO ASSUME THAT INTERESTED  
9 SPEAKERS FROM OTHER PARTS OF THE SOUTHERN CALIFORNIA  
10 REGION WOULD BE ABLE TO CONVENIENTLY MAKE ANY ONE OF  
11 THESE THREE HEARINGS, ALL OF WHICH ARE BEING HELD WITHIN  
12 FIVE MILES OF LAX ALL AT THE SAME TIME. THIS IS  
13 ESPECIALLY TRUE SINCE PEOPLE NEAR OTHER AIRPORTS WHICH  
14 HAVE BEEN SPECIFICALLY IDENTIFIED IN THE EIR/EIS AS  
15 AFFECTED BY THE PROJECT WOULD NATURALLY WANT TO BE  
16 HEARD.

17 BUT GIVEN THE DISTANCE AND LIMITED TIME  
18 SCHEDULE OF THESE HEARINGS, SUCH PEOPLE ARE BEING  
19 PRECLUDED FROM COMMENTING, IN PLAIN VIOLATION OF THE  
20 FAA'S OWN POLICY INCORPORATING THE PUBLIC AS BROADLY AS  
21 POSSIBLE. REALISTICALLY, THERE IS NO WAY ANYBODY COULD  
22 BE EXPECTED TO DRIVE MANY MILES TO ANY OF THESE  
23 LOCATIONS IF THEY COME FROM THE EAST SIDE OF LOS  
24 ANGELES, ESPECIALLY IF THEY'RE ONLY ENTITLED TO BE HEARD  
25 FOR THREE MINUTES.

1           SECONDLY, FAA AND LAWA HAVE SIMILARLY FAILED TO  
2 LIVE UP TO THE REQUIRED LEVEL OF, QUOTE, PUBLIC  
3 INVOLVEMENT DEMANDED BY NEPA AND CEQA STATUTES GOVERNING  
4 THE ENVIRONMENTAL PROCESS FOR WHICH THIS PROJECT IS  
5 PROPOSED. IN IMPLEMENTING NEPA, THE NATIONAL  
6 ENVIRONMENTAL POLICY ACT, AGENCIES ARE REQUIRED TO HOLD  
7 PUBLIC HEARINGS FOR THE PURPOSE OF SOLICITING  
8 APPROPRIATE INFORMATION FROM THE PUBLIC. AND I WOULD  
9 CITE 40 CFR 1506.6 FOR THAT.

10           THERE ARE COUNTLESS IMPACTS FROM THIS PROJECT  
11 WHICH IMPLICATE NEPA, MANY OF WHICH ARE SPECIFICALLY  
12 IDENTIFIED ITSELF IN THE EIR/EIS AS AFFECTING A BROAD  
13 SOUTHERN CALIFORNIA REGION, MOST, IF NOT ALL, OF  
14 SOUTHERN CALIFORNIA IN FACT. AS SUCH, MORE EXTENSIVE  
15 AND SPREAD-OUT HEARINGS MUST BE SCHEDULED TO INCORPORATE  
16 THE PUBLIC INVOLVEMENT AND VIEWS OF OTHER MEMBERS OF THE  
17 CITY AND COUNTY.

18           FINALLY, WE HAVE SUBMITTED MORE COMMENTS IN  
19 LETTER DETAIL, AND ALTHOUGH WE SUBMIT THESE COMMENTS  
20 NOW, THE COUNTY DOES NOT WAIVE ANY FURTHER CHALLENGES OR  
21 COMMENTS TO EITHER THESE PROCEDURES OR ANYTHING ELSE  
22 RELATED TO THE EIS/EIR.

23           THANK YOU VERY MUCH.

24           THE FACILITATOR: PEGGY COLLINS. FOLLOWING  
25 PEGGY WILL BE DAVID KUNTZ, RUSSELL INGRAM AND JOHN



1 HICKS. PEGGY, ARE YOU HERE? NO. OKAY.

2 MR. KUNTZ: DAVID KUNTZ, RESIDING AT 28409  
3 QUAIL HILL DRIVE IN RANCHO PALOS VERDES.

4 THE EXISTING EIR FOR LAX IS VALID FOR 40  
5 MILLION ANNUAL PASSENGERS, BUT LAX HAS BEEN OPERATING  
6 SIGNIFICANTLY OVER THAT LIMIT FOR MANY YEARS.  
7 OBVIOUSLY, LAX MANAGEMENT HAS NEVER FELT CONSTRAINED TO  
8 ABIDE BY THEIR EXISTING EIR. SO MY FIRST QUESTION IS IF  
9 A PROPOSED EXPANSION IS APPROVED AS RECOMMENDED, HOW DO  
10 WE KNOW YOU WILL STAY WITHIN ITS LIMITS?

11 MY FEAR IS THAT ONCE WE ALLOW ANY EXPANSION OF  
12 THE PHYSICAL CAPACITY OF THE AIRPORT, YOU WILL SIMPLY  
13 INCREASE THE TRAFFIC WITHOUT CONCERN FOR THE LIMITS SET  
14 BY THE NEW EIR. AFTER ALL, THAT'S EXACTLY WHAT YOU HAVE  
15 DONE IN THE PAST.

16 IF LAX WANTS TO HAVE ANY CREDIBILITY WITH THE  
17 PUBLIC, THEN YOU SHOULD SHOW YOU'RE WILLING TO ABIDE BY  
18 THE EXISTING EIR AND LIMIT PRESENT LAX TRAFFIC TO 40  
19 MILLION ANNUAL PASSENGERS. ONCE YOU HAVE PROVEN YOU ARE  
20 WILLING TO ABIDE BY THE EXISTING LAW, THEN WE HAVE A  
21 BASIS OF DISCUSSING THE EXPANSION OF LAX.

22 BOTH LAWA MANAGEMENT AND THE FAA HAVE SET  
23 THEMSELVES IN AN ADVERSARIAL POSITION TO THE PUBLIC THAT  
24 THEY ARE SUPPOSED TO SERVE. THIS HAS LED TO A GENERAL  
25 PERCEPTION THAT THE PRIMARY AIM OF LAWA AND FAA IS TO

1 MAINTAIN AND ENHANCE AIRLINE PROFITABILITY.

2 FOR EXAMPLE, ON JULY 24, 1994, THE L.A. TIMES  
3 RAN AN ARTICLE ON THE PROPOSED EXTENSION OF THE METRO  
4 GREEN RAIL INTO LAX. THAT ARTICLE STATED, QUOTE,  
5 AIRPORT AND FAA OFFICIALS WARNED THAT THE GREEN LINE'S  
6 PATH NEAR RUNWAYS COULD DISTRACT PILOTS WITH ITS LIGHTS,  
7 BEFUDDLE RADAR WITH ELECTROMAGNETIC EMISSIONS, AND STAND  
8 IN THE WAY OF LOW-FLYING AIRCRAFT IN EMERGENCIES.  
9 ANOTHER REPORT, MTA OFFICIALS SAY, FOUND THAT  
10 CONSTRUCTION OF AN AIRPORT METRO STATION WOULD CAUSE  
11 MAJOR UTILITY CONFLICTS, DISRUPT AIR SERVICE DURING  
12 CONSTRUCTION, AND POTENTIALLY DISTURB TWO UNDERGROUND,  
13 QUOTE, CONTAMINATION AREAS. THAT'S THE QUOTE FROM THE  
14 L.A. TIMES.

15 HOWEVER, NOW THAT EXTENDING THE GREEN LINE IS  
16 SEEN AS A POLITICAL EXPEDIENT TO EXPANDING LAX, THIS  
17 SAFETY CONCERN HAS EVAPORATED. THIS DOESN'T SAY MUCH  
18 FOR THE FAA'S CREDIBILITY AS A WATCHDOG OF PUBLIC  
19 SAFETY. IN ANY CASE, I'D LIKE TO KNOW WHY THE FAA'S  
20 CONCERNS ABOUT THE GREEN LINE HAVEN'T BEEN INCLUDED IN  
21 THE EIR.

22 IF YOU TRULY WANT A SOLUTION FOR THE PUBLIC,  
23 THEN GET THE PUBLIC INVOLVED IN THE PROCESS. THIS  
24 PROCESS SHOULD INCLUDE MORE THAN A FEW PUBLIC MEETINGS  
25 LIKE TODAY, WHICH ARE TRANSPARENT, OBVIOUS POLITICAL

1 WINDOW-DRESSING.

2 I PROPOSE LAWA MANAGEMENT URGE L.A.'S  
3 MAYOR-ELECT TO PUT INDIVIDUALS FROM ALL PARTS OF THE  
4 COMMUNITY, INCLUDING VARIOUS CITIZENS GROUPS, ON THE  
5 BOARD OF AIRPORT COMMISSIONERS TO REPLACE THE GROUP OF  
6 YES-MEN STOOGES THAT WAS INSTALLED BY MAYOR RIORDAN.

7 THANK YOU.

8 THE FACILITATOR: MR. RUSSELL INGRAM. ARE YOU  
9 HERE, SIR? MR. JOHN HICKS, ARE YOU HERE, SIR?

10 THE NEXT THREE SPEAKERS WILL BE MELISSA  
11 MCFADDEN, DON MCELROY AND NICKY WISLACKI.

12 MS. MCFADDEN: GOOD AFTERNOON. MY NAME IS  
13 MELISSA. I RESIDE IN EL SEGUNDO ALONG WITH MY SON AND  
14 ELDERLY PARENTS. I AM A CONCERNED CITIZEN. I AM ALSO A  
15 REGISTERED NURSE AND HEALTH CARE ADVOCATE. I NORMALLY  
16 DO NOT SPEAK OUT IN A PUBLIC FORUM BUT THE ADVERSE  
17 HEALTH EFFECTS OF AIRPORT EXPANSION HAS BROUGHT ME HERE  
18 TODAY TO VOICE MY CONCERN.

19 I AM VERY FAMILIAR WITH CHRONIC AND ACUTE  
20 RESPIRATORY AILMENTS, WHICH USUALLY RESULT IN A SLOW AND  
21 UNCOMFORTABLE DEATH FROM SUFFOCATION. THIS IS NOT A  
22 PRETTY SIGHT.

23 AIRPORT OPERATIONS, BOTH GROUND AND AIR, PUMP  
24 THOUSANDS OF TONS OF VOLATILE ORGANIC COMPOUNDS OVER EL  
25 SEGUNDO DAILY, TONS OF THOUSANDS OF HAZARDOUS AND TOXIC

1 EMISSIONS, SUCH AS BENZENE, FORMALDEHYDE, NITROGEN  
2 OXIDE, SOOT, PARTICLES AND OILY RESIDUE.

3 TO ELABORATE FURTHER, BENZENE HAS BEEN LINKED  
4 TO LEUKEMIA AND BIRTH DEFECTS. FORMALDEHYDE CAN  
5 PRECIPITATE LUNG AND EYE IRRITATION. A WORST CASE  
6 SCENARIO CAN RESULT IN BRAIN AND SKIN CANCER. YOU CAN  
7 ONLY IMAGINE LOOKING INTO LUNGS AND AIRWAYS FILLED WITH  
8 SOOT, OIL AND PARTICLES.

9 AS A NURSE I HAVE CARED FOR HUNDREDS OF  
10 PATIENTS SUFFERING FROM EMPHYSEMA, CANCER OF THE LUNG,  
11 AND BRONCHITIS, PULMONARY FLUID AND PNEUMONIA. IMAGINE  
12 THE QUALITY OF LIFE WHEN ONE IS UNABLE TO CATCH THEIR  
13 BREATH, LITERALLY GASPING FOR VITAL AIR. AT TIMES LIKE  
14 THIS, I HAVE STOOD BY HELPLESSLY AS MEDICATION, OXYGEN  
15 AND RESPIRATORY TREATMENTS ARE NOT EFFECTIVE.

16 MEDICAL RESEARCH HAS REVEALED THAT HUMAN  
17 EXPOSURE TO AIR POLLUTANTS CAN RESULT IN ANNUAL HEALTH  
18 CARE COSTS OF FORTY TO FIFTY BILLION DOLLARS ANNUALLY.  
19 AS A NURSE I MUST VOICE MY OPINION AND CONCERN ON THIS  
20 VITAL ISSUE. I'M OPPOSED TO AIRPORT EXPANSION, OR AT  
21 THE VERY LEAST, SIGNIFICANT AIRPORT EXPANSION.

22 AIRPORT EXPANSION, MORE FLIGHTS, MORE  
23 EMISSIONS, MORE AIR POLLUTION WILL LITERALLY  
24 DELIBERATELY AND IRREVERSIBLY AFFECT OUR HEALTH, AND THE  
25 LONG-TERM IMPLICATIONS ARE MIND BOGGLING. IF WE DO NOT

1 HAVE OUR HEALTH, WE HAVE NOTHING.

2 PLEASE, PLEASE ALLOW US TO CONTINUE TO ENJOY  
3 LIVING, WORKING, PLAYING AND BREATHING IN EL SEGUNDO.

4 I THANK YOU FOR LISTENING.

5 MR. MCELROY: DON MCELROY, 623 SHELDON STREET,  
6 EL SEGUNDO.

7 YOU JUST HEARD THE MEDICAL ASPECTS OF THE AIR  
8 POLLUTION QUALITY, THE LACK OF QUALITY. I WOULD GIVE  
9 YOU PHYSICAL EVIDENCE OF THAT BECAUSE I CANNOT HAVE LAWN  
10 FURNITURE IN MY YARD BECAUSE OF THE RESIDUE FROM JET  
11 FUEL. THE AIRPORT HAS DONE NOTHING TO CLEAN UP THE AIR  
12 POLLUTION.

13 ALSO, YOU DUMP HUNDREDS OF THOUSANDS OF GALLONS  
14 OF FUEL IN THE OCEAN EVERY TIME YOU HAVE AN AIR MISHAP  
15 AT LAX. THAT'S NEVER BEEN ADDRESSED. NO ONE BRINGS IT  
16 UP OTHER THAN A LITTLE BIT OF AIR QUALITY. YOU NEED TO  
17 DEAL WITH THE QUALITY OF THE WHOLE ISSUE OF DUMPING THE  
18 FUEL.

19 ALSO, ON TRAFFIC, THE IMPACT FROM LAX WILL BE  
20 HORRENDOUS. IT ALREADY IS ON THE 405 FREEWAY, WHICH IS  
21 KNOWN AS THE PARKING LOT IN THE SKY. THERE'S A GRIDLOCK  
22 CALLED THE SOUTH BAY CURVE THAT GOES FROM THE SANTA  
23 MONICA FREEWAY TO ROSECRANS. YOU DON'T MOVE THROUGH  
24 THAT AREA AT FOUR O'CLOCK IN THE AFTERNOON.

25 ALSO, THE STREETS THROUGH L.A. -- SEPULVEDA

1 IMPERIAL, ROSECRANS AND CENTURY -- THOSE STREETS DON'T  
2 MOVE DURING TRAFFIC OR WHEN, ACTUALLY, WHEN WE LET  
3 FACTORIES OUT NOW. IF YOU MAKE A RING ROAD FROM THE 105  
4 DOWN IMPERIAL AROUND TO WEST IMPERIAL TERMINAL, YOU WILL  
5 LOCK EL SEGUNDO INTO THE CITY. THEY WILL NOT BE ABLE TO  
6 GET OUT.

7 YOU'VE MOVED PERSHING DRIVE THREE TIMES. IT  
8 USED TO BE AT WEST IMPERIAL TERMINAL. THEN IT WAS EVEN  
9 WITH MAIN STREET IN EL SEGUNDO. NOW IT'S DOWN WHERE IT  
10 IS, AND YOU WANT TO BLOCK IMPERIAL TO KEEP US FROM  
11 GETTING AROUND THE AIRPORT. THAT WOULD MOVE US DOWN TO  
12 PERSHING DRIVE, WHICH IS A GRIDLOCK ALREADY IN THE  
13 AFTERNOON. SO THAT'S NOT GOOD.

14 ALSO, TRIPLE A HAS ALREADY DONE RESEARCH THAT  
15 SHOWS IF I HAVE TWO PEOPLE, ONE LEAVING LAX AND ONE WAS  
16 TO DRIVE OUT TO BURBANK, TAKE AN AIRPLANE TO SAN  
17 FRANCISCO, THE GUY THAT WENT TO BURBANK, EVEN THOUGH HE  
18 HAD TO TRAVEL TO BURBANK, WOULD GET TO SAN FRANCISCO  
19 FIRST BECAUSE OF ALL THE DELAYS AT LAX.

20 I THINK YOU NEED TO GO TO A REGIONAL PLAN  
21 BECAUSE WE'RE NOT USING THE EL TORO AIR BASE. THAT HAS  
22 NOT BEEN DEVELOPED. JOHN WAYNE SHUTS DOWN AT TEN  
23 O'CLOCK. RIVERSIDE CAN ALSO BE IMPROVED AND THERE'S  
24 SEVERAL AIRPORTS THAT COULD BE IMPROVED.

25 THE EXPANSION FOR THE NEED IS NOT AT LAX. LIKE

1 IT WAS MENTIONED EARLIER, THAT TRAFFIC FROM THE INLAND  
2 EMPIRE IS DRIVING TO LAX. SO THE TRAFFIC IMPACT IS NOT  
3 ONLY IN THIS AREA. IT'S ALL THE WAY OUT TO THE INLAND  
4 EMPIRE.

5 THANK YOU.

6 THE FACILITATOR: THE NEXT THREE SPEAKERS WILL  
7 BE GAIL GEPHART, JERRY GEPHART AND ERNEST ROSENMORE.

8 GAIL GEPHART? THEY LEFT? JERRY GEPHART LEFT  
9 AS WELL? ERNEST ROSENMORE?

10 NEXT WILL BE MR. OR MRS. SCHROEDER, ERIC BUSCH  
11 AND RANDALL HARTMAN.

12 MR. BUSCH: HELLO. MY NAME IS ERIC BUSCH. I  
13 RESIDE IN THE CITY OF EL SEGUNDO AND I REPRESENT THE LAX  
14 MASTER PLAN ADVISORY COMMISSION AND THE LAX AREA  
15 ADVISORY COMMITTEE.

16 THE FAA SPECIFICALLY PROHIBITS AIRPORTS FROM  
17 PLACING CONSTRAINTS ON ITS OPERATIONS AND THE NUMBER OF  
18 PASSENGERS IT SERVES. LAX, UNDER THE NO-ACTION  
19 NO-PROJECT OPTION, IS PROJECTED TO SERVE 78.7 MILLION  
20 ANNUAL PASSENGERS. WITH 165 GATES, THIS EQUATES TO  
21 477,000 PASSENGERS PER GATE PER YEAR ON AVERAGE.

22 CURRENTLY, SOME GATES AT LAX SERVE OVER 800,000  
23 PASSENGERS PER YEAR. IF ALL CURRENT GATES COULD HANDLE  
24 800,000 PASSENGERS PER YEAR, LAX WOULD BE SERVING 132  
25 MILLION ANNUAL PASSENGERS.

1 GRANTED, THE EXISTING ROADS, RUNWAYS AND  
2 SUPPORT SERVICES MAY NOT BE CAPABLE OF HANDLING THIS  
3 NUMBER OF PASSENGERS PER GATE PER YEAR AND THE TERMINALS  
4 WON'T HAVE THE SPACE TO ACCOMMODATE THEM; HOWEVER, IN  
5 ALL OF THE OPTIONS PRESENTED TO US, A, B AND C, THE  
6 TERMINAL SQUARE FOOTAGE INCREASES BY NEARLY DOUBLE OR UP  
7 TO TWO AND A HALF TIMES THE EXISTING SQUARE FOOTAGE.

8 THEREFORE, WITH THE RING ROAD, REMOTE  
9 TERMINALS, RAIL ACCESS AND NEW GATES IN LARGER  
10 TERMINALS, LAX IS LIKELY TO SERVE 800,000 PASSENGERS PER  
11 GATE PER YEAR. THUS, FOR LAX TO ESTIMATE UNDER OPTION C  
12 THAT ONLY 89.6 MILLION ANNUAL PASSENGERS WOULD OR COULD  
13 USE LAX IS A GROSS UNDERSTATEMENT.

14 WITH NO CONTROLS ON THE NUMBER OF PASSENGERS  
15 SERVED, LAX WOULD SOON EXCEED 89 MILLION ANNUAL  
16 PASSENGERS, JUST AS IT HAS EXCEEDED THE 40 MILLION  
17 ANNUAL PASSENGERS ESTIMATED IN THE PREVIOUS EIR/EIS.

18 LAX IS CURRENTLY ACCOMMODATING 50 PERCENT MORE  
19 PASSENGERS THAN THE PREVIOUS ESTIMATE. IF ALLOWED TO  
20 PROCEED IN CONSTRUCTING OPTION C OR A OR B, LAX WILL  
21 SOON BE OVER 100 MILLION ANNUAL PASSENGERS. THEREFORE,  
22 THE EIR DOES NOT ADEQUATELY ADDRESS THE TRANSPORTATION  
23 LOADS ON OUR STREETS NOR THE POLLUTION LOADS PLACED UPON  
24 OUR LAND, WATER AND AIR.

25 I URGE LAX TO BE MORE REALISTIC IN THEIR



1 ESTIMATES AND REVISE THEIR EIR/EIS ACCORDINGLY.  
2 HOWEVER, THE ONLY WAY TO CONTROL GROWTH AT LAX AND  
3 ENCOURAGE TRAVELERS AND AIRLINES TO UTILIZE OTHER  
4 REGIONAL AIRPORTS IS TO CONSTRAIN THE FACILITY ITSELF SO  
5 THAT IT MAY NOT PHYSICALLY HANDLE AND CANNOT PHYSICALLY  
6 HANDLE ADDITIONAL PASSENGERS.

7 THUS, LIMITING LAX TO ITS CURRENT CONFIGURATION  
8 IS REALLY THE ONLY OPTION WHICH MAKES ANY SENSE.

9 THANK YOU.

10 THE FACILITATOR: FOLLOWING MR. HARTMAN WILL BE  
11 MR. OR MRS. SCHROEDER, SKIP HENKE AND BOB JOHNSON.

12 MR. HARTMAN: MY NAME IS RANDALL HARTMAN. I  
13 LIVE IN TORRANCE.

14 I'VE WORKED AT LAX FOR APPROXIMATELY 17 YEARS  
15 AS AN AIRCRAFT MECHANIC AND INSPECTOR. I'VE SEEN THE  
16 AIRPORT INCREASE IN TRAFFIC AND AIR POLLUTION OVER THE  
17 YEARS. JET FUEL IS VERY TOXIC STUFF. IT'S OILY. IT  
18 DOESN'T COMPLETELY GET BURNED. IT HAS A FUNGICIDE IN  
19 THERE THAT'S EVEN MORE TOXIC AND CANCER CAUSING.

20 I'VE SEEN, I DON'T HAVE HARD EVIDENCE, BUT  
21 PEOPLE WHERE I WORK ARE DYING YOUNGER AND YOUNGER, 40S,  
22 50S, 60S. THEY JUST SEEM TO BE GETTING CANCER AT A HIGH  
23 RATE. I WOULD LIKE TO SEE SOME DAY SOMEONE DO A STUDY  
24 ON THAT COMPARED TO PEOPLE WORKING IN OTHER FIELDS.

25 ONE OF THE PROBLEMS I SEE THAT HAS INCREASED

1 AIR POLLUTION IS THE CHANGES THAT HAVE BEEN DONE OVER  
2 THE YEARS. IT USED TO BE WHEN AIR TRAFFIC WAS TAKEN  
3 FROM THE GATE TO MAINTENANCE, THEY USED TO BE TOWED, BUT  
4 BECAUSE OF THE INCREASE IN TRAFFIC AND TO INCREASE THE  
5 LOAD, THEY HAVE TO NOW TAXI ON THEIR OWN POWER.

6 I WOULD SAY APPROXIMATELY 50 PERCENT OF THE AIR  
7 POLLUTION IS JUST FROM PLANES TAXIING FROM MAINTENANCE  
8 TO THE GATE AND BACK. AND THERE ARE TIMES IN THE  
9 MORNING WHEN YOU HAVE TO WAIT ON THE TAXIWAY AT LEAST AN  
10 HOUR TO GET CLEARANCE. AND THAT WHOLE TIME, THAT PLANE  
11 IS IDLING AND RUNNING WITH ALL ITS ENGINES.

12 IT'S RIDICULOUS. TO INCREASE TRAFFIC AT LAX IS  
13 JUST INSANE. WE SHOULD GO TO A MORE REGIONAL APPROACH.  
14 WE SHOULD -- NO ONE HAS EVEN MENTIONED HIGH SPEED RAIL.  
15 I WORKED FOR AN AIRLINE. YOU'D THINK I WOULD WANT MORE  
16 AIR TRAFFIC, BUT I DON'T JUST THINK OF MYSELF. I THINK  
17 OF THE GENERAL WELFARE OF THE WHOLE REGION. WE SHOULD  
18 HAVE HIGH SPEED RAIL. WE SHOULD HAVE RAIL GOING TO THE  
19 SAN FRANCISCO-SAN JOSE CORRIDOR. WE SHOULD HAVE RAIL TO  
20 LAS VEGAS, RAIL TO SAN DIEGO.

21 SOMEONE MENTIONED THIS AS A WORLD CLASS CITY.  
22 IT'S THE ONLY WORLD CLASS CITY I KNOW THAT DOESN'T HAVE  
23 A SUBSTANTIAL PART OF THEIR TRANSPORTATION NEEDS BY RAIL  
24 AND ALSO THE ONLY CITY THAT HAS AN AIRPORT IN THE CENTER  
25 OF THE CITY. I WAS JUST IN FRANCE AND RUSSIA AND OTHER

1 COUNTRIES OVER IN EUROPE. THEY PUT THEIR AIRPORTS AT  
2 THE OUTSKIRTS OF THE CITY AND USE LIGHT RAIL TO GET THE  
3 PASSENGERS OUT.

4 IT'S WHAT WE SHOULD DO. WE SHOULD USE  
5 PALMDALE. WE SHOULD USE ONTARIO.

6 AND THAT'S ALL I GOT TO SAY. THANK YOU.

7 MS. SCHROEDER: HELLO. I'M RITA SCHROEDER.  
8 I'M A CITIZEN, PRIVATE CITIZEN, AND ALSO RESIDENT OF  
9 PALOS VERDES ESTATES.

10 LOS ANGELES IS SUPPOSED TO BE ONE OF THE  
11 GREATEST CITIES IN THE WORLD, AND WHAT REALLY MAKES THIS  
12 CITY SPECIAL IS THE BEAUTIFUL OCEAN AND THE COASTLINE.  
13 IF WE INCREASE THE AIR TRAFFIC AND CAR TRAFFIC, IT WILL  
14 POLLUTE THE AIR EVEN MORE. AND THE CLEAN SEA BREEZE  
15 THAT WE STILL GET TO SOME EXTENT WE WON'T HAVE ANYMORE.

16 I DON'T SEE WHY LOS ANGELES, LIKE ANY OTHER BIG  
17 CITY, AND I'M BEING REPETITIOUS OF THE GENTLEMAN THAT  
18 JUST LEFT, THAT LIKE OTHER BIG CITIES, NEW YORK, FOR  
19 INSTANCE, OR LONDON, PARIS, MILAN, THEY ALL HAVE SEVERAL  
20 AIRPORTS.

21 AT THE SPEED THAT THIS CITY IS GROWING, AND  
22 EVEN MORE AND MORE PEOPLE WILL COME TO LOS ANGELES BY  
23 THE TIME THIS PROJECT WILL BE FINISHED, I THINK THE  
24 AIRPORT THEN WOULD EVEN BE TOO SMALL. SO LOS ANGELES IS  
25 SO SPREAD OUT THAT IT IS BIGGER THAN SOME COUNTRIES THAT

1 I'VE BEEN TO.

2 AND I THINK MOST PEOPLE TRAVEL SUCH TREMENDOUS  
3 DISTANCE ANYWAY TO THE AIRPORT. SO WHY CAN'T SEVERAL  
4 AIRPORTS IN DIFFERENT LOCATIONS ACCOMMODATE MORE PEOPLE  
5 AND NOT JUST PUT THE WHOLE BURDEN ON THE SURROUNDING  
6 COMMUNITIES AND CITIES OF THE LAX AIRPORT?

7 THANK YOU VERY MUCH.

8 DR. ROSENCRANS: I AM NOT MR. SCHROEDER. I'M  
9 RITA'S HUSBAND. I'M DR. ERNEST ROSENCRANS.

10 OF COURSE, I'M VERY CONCERNED ABOUT POLLUTION  
11 THAT MANY MEMBERS, MANY SPEAKERS HERE HAVE MENTIONED.  
12 THE HEALTH CONSEQUENCES ARE FAMILIAR TO US ALL,  
13 INCLUDING THE RESPIRATORY ILLNESSES AND MIGRAINE  
14 HEADACHES THAT ARE BROUGHT ON BY AIR POLLUTION.

15 I'M CONCERNED ABOUT THE GROWING AIR TRAFFIC AND  
16 THE SPACING OF THE PLANES. AND IT MAKES ME A LITTLE  
17 NERVOUS TO SEE SO MANY PLANES APPROACHING L.A. AIRPORT  
18 ON TWO RUNWAYS AT THE SAME TIME. AND I AGREE WITH THIS  
19 MR. YURI, WHO SPOKE OF AN ACCIDENT WAITING TO HAPPEN AND  
20 WHAT IS GOING TO OCCUR.

21 AND HAVE PLANS BEEN MADE FOR THE NEW AIRBUS  
22 THAT WILL HAVE 600 OR MORE PASSENGERS, MAYBE UP TO 1000?  
23 IT WILL BE A TREMENDOUS NEW LOAD, MEGA-PASSENGER  
24 CAPACITY THERE.

25 AND I CERTAINLY ENDORSE THE IDEA OF LIGHT RAIL

1 TRAVEL. YOU ALREADY HAVE THE GREEN LINE. PERHAPS IT  
2 CAN BE EXPANDED. BUT IN OTHER CITIES YOU ACTUALLY HAVE  
3 THE RAILROADS RIGHT WITHIN THE AIR TERMINAL AND YOU CAN  
4 GO TO VARIOUS CITIES AT A DISTANCE.

5 I THINK IN OUR COUNTRY IN THE 21ST CENTURY WE  
6 SHOULD OVERCOME THE DEPENDENCE ON AUTOMOBILE TRAFFIC AND  
7 RESORT MORE TO RAIL TRAFFIC TO SUPPLEMENT THE FLYING  
8 PUBLIC.

9 THANK YOU.

10 THE FACILITATOR: NEXT IS SKIP HENKE. ARE YOU  
11 HERE, SIR? MR. BOB JOHNSON? MR. GERHARDT VAN DRIE?

12 MR. VAN DRIE: MY NAME IS GERHARDT VAN DRIE.  
13 I'M A RESIDENT OF EL SEGUNDO, 724 WEST PINE. I HAVE  
14 LIVED IN EL SEGUNDO FOR OVER 30 YEARS. I WAS CITY  
15 ENGINEER AND PUBLIC WORKS DIRECTOR AT ONE TIME.

16 ONE OF THE BIG PROBLEMS THAT WE HAVE IN EL  
17 SEGUNDO IS WE HAVE A LOT OF SOOT AND TIRE RUBBER THAT  
18 COMES DOWN OUT OF THE SKY. IT MAKES OUR CARS DIRTY. IT  
19 MAKES OUR SIDEWALKS, OUR DRIVEWAYS, MAKES OUR CLOTHES  
20 DIRTY. IT MAKES OUR DRAPES INSIDE OF OUR HOUSE DIRTY.  
21 IT MAKES OUR CARPETS DIRTY AND IMPACTS OUR HEALTH. IT  
22 IMPACTS THE HEALTH OF OUR STUDENTS AND ALL OF THE  
23 CITIZENS. SO WE HAVE A REAL BIG PROBLEM WITH THAT.

24 AND FROM THE INFORMATION THAT'S BEEN PRESENTED,  
25 I HAVE SEEN VERY LITTLE ACCOUNT SHOWING ANY KIND OF

1 MEASUREMENT OF THE PARTICULATE MATTER THAT'S IN THE AIR.  
2 AND SO I DECIDED TO MAKE A TEST RUN ON MY OWN RELATIVE  
3 TO MEASURING SOME OF THAT. AND I USED MY WIFE'S VACUUM  
4 CLEANER FOR THE SUCTION DEVICE AND I RIGGED UP A UNIT  
5 AND I FILTERED THE AIR THROUGH A PIECE OF TOILET PAPER.

6 AND THIS IS WHAT IT LOOKED LIKE AFTER NINE  
7 HOURS. AND THIS IS THE KIND OF MEASUREMENT THAT SHOULD  
8 BE DONE IN A LOT OF DIFFERENT PLACES, IN EL SEGUNDO AND  
9 THE REST OF THE CITIES AROUND AND RESIDENTIAL AREAS  
10 AROUND THE AIRPORT, TO GET SOME KIND OF A HANDLE ON THE  
11 IMPACT OF THE SOOT FROM THE FUEL FROM THE AIRPLANES AND  
12 THE TIRE RUBBER THAT'S EXPOSED.

13 AND IT SEEMS LIKE THAT PARTICULAR AREA HAS BEEN  
14 COMPLETELY NEGLECTED IN THE EIR AND REPORTING THEREOF.  
15 SO I'D LIKE TO SEE SOMETHING BEING DONE ABOUT THAT SO WE  
16 HAVE SOME ACTUAL GOOD MEASUREMENT OF THE PARTICULATE  
17 MATTER THAT'S IN THE AIR.

18 BUT IT HAS A GREAT IMPACT UPON OUR CHILDREN,  
19 OUR LIFESTYLE, OUR HEALTH. THE AIRPORT HAS TREMENDOUS  
20 IMPACT ON THE HEALTH OF THE PEOPLE IN THE SURROUNDING  
21 AREAS. IT SEEMS LIKE THE CITY OF L.A. AND THEIR THRUST  
22 TO TRY TO SATISFY THE BUSINESS ASPECTS HAVE, TO A LARGE  
23 EXTENT, REALLY NOT COME TO FOCUS FULLY ON THIS  
24 PARTICULAR ASPECT. AND I THINK IT'S SOMETHING THAT HAS  
25 TO BE DONE.

1                   RELATIVE TO THE REGIONAL AIRPORT ASPECTS, I  
2                   THINK THAT WE HAVE TO DO MORE THAN JUST CALL OUT FOR  
3                   REGIONAL AIRPORTS.  AND THE FAA SHOULD ALSO BE INVOLVED  
4                   IN TRYING TO SHOW DIFFERENT SCENARIOS, HOW THE AIRLINES  
5                   COULD FIT IN AT SOME OF THESE REGIONAL AIRPORTS.  MAYBE  
6                   THEY SHOULD BE GIVEN A TEN-YEAR EXEMPTION TO OPERATE AT  
7                   THOSE DIFFERENT LOCATIONS.

8                   THE FACILITATOR:  NEXT SPEAKER WILL BE  
9                   MR. ROBERT OLSEN, FOLLOWED BY MR. STEVE MORRIS AND  
10                  MR. PAUL BOLTATORNI.

11                  MR. OLSEN:  MY NAME IS ROBERT OLSEN.  I RAN FOR  
12                  CITY COUNCIL FOR MANHATTAN BEACH IN 1999.  AND ONE OF MY  
13                  MAIN THRUSTS WAS TO STOP LAX EXPANSION.  I'M SORRY TO  
14                  SAY, IT STILL SEEMS TO BE GOING AHEAD AND IT'S INSANE.  
15                  THAT'S THE WORD I WOULD USE FOR IT.  ONLY ONE WORD,  
16                  INSANE.  PEOPLE HAVE TO HAVE MORE BRAINS THAN WHAT'S  
17                  BEING SHOWN.

18                  AND THE EIR MUST NOT MEAN ANYTHING.  IT'S NOT  
19                  REGARDING PEOPLE, HUMAN BEINGS.  IN PLACE OF MACHINES?  
20                  MACHINES BECOME MORE IMPORTANT THAN THE PEOPLE.  AND  
21                  BUSINESS, OF COURSE, ALWAYS WAS.

22                  ANYWAY, I'M PROUD OF BEING AN AMERICAN BECAUSE  
23                  WE HAVE A CHANCE TO SPEAK, AND I THANK YOU VERY MUCH FOR  
24                  THAT.  AND I HOPE IT JUST KEEPS CONTINUING TO BE A  
25                  PRIVILEGE.

1                   MANY PEOPLE LEFT HERE. I DON'T KNOW WHY.  
2                   MAYBE THEY FELT INTIMIDATED. WE SHOULDN'T HAVE HAD  
3                   POLICE HERE AT ALL.

4                   ANYWAY, I DO TAKE THE BUS. I HAVEN'T HAD A CAR  
5                   FOR 20 YEARS. I PRACTICE WHAT I PREACH. I DON'T  
6                   BELIEVE IN POLLUTION. THE AIRPORT IS INCREASING AND  
7                   INCREASING POLLUTION.

8                   I WANT THIS MIKE TO BE LOUD ENOUGH. THERE'S  
9                   TOO MUCH POLLUTION IN THE BASIN. WE LIVE IN MANHATTAN  
10                  BEACH, USED TO BE PRISTINE. NOW IT ISN'T. MANY OF THE  
11                  BEACH CITIES HAVE OVERFLIGHTS OF TURBOPROPS. I'VE  
12                  COMPLAINED. I'VE GOT EVIDENCE OF OVERFLIGHTS BROUGHT TO  
13                  MY ATTENTION BY EVEN LAX OFFICIALS. THEY SENT THESE TO  
14                  ME. THEY'RE PROUD OF IT.

15                  TURBOPROPS FLYING OVER MANHATTAN, HERMOSA, A  
16                  REGULAR PATTERN SHOWING IT. SKYWEST AIRLINES, AMERICAN  
17                  EAGLE AIRLINES. IS THIS MIKE -- OKAY. MAYBE I'M NOT  
18                  TALKING RIGHT INTO IT.

19                  I HOPE YOU UNDERSTAND THAT THE PEOPLE OF THE  
20                  BEACH CITIES WILL NOT STAND FOR UNLIMITED GROWTH OF LAX.  
21                  TWO-THIRDS OF THE TRAFFIC IS, I'M TOLD BY THE DEPUTY  
22                  DIRECTOR OF THE AIRPORT AT LAX THEMSELVES, SAYING  
23                  TWO-THIRDS OF THE TRAFFIC IS FREIGHT. YOU CERTAINLY CAN  
24                  DO SOMETHING ABOUT THAT. WE CAN HAVE A PALMDALE FREIGHT  
25                  CENTER. THAT'S EASY TO DO IF WE WOULD HAVE STARTED



1 YEARS AGO. HARDER NOW.

2 AND AS FAR AS POLLUTION, EVERYTHING HAS BEEN  
3 MENTIONED BEFORE. THERE'S ALSO ONE THING THAT WASN'T  
4 MENTIONED, AND THAT WAS THOSE BUSES FOR THE CAR RENTALS,  
5 THEY GO ONE AFTER ANOTHER. WE'RE AT THE LAX BUS CENTER  
6 AND WE SEE THEM GO BY. THERE MUST BE HUNDREDS OF THESE  
7 THINGS ALL DAY LONG RUNNING MOSTLY EMPTY BECAUSE THEY  
8 HAVE TO MAKE A QUICK, COMPLETE CIRCLE OF THE AIRPORT FOR  
9 HERTZ AND EVERY KIND OF CAR RENTAL AGENCY THERE IS.

10 ANYWAY, THERE'S NO MORE TIME. I HOPE I'VE MADE  
11 SOME KIND OF IMPACT. I BELIEVE IN THE PEOPLE COMING  
12 FIRST.

13 THANK YOU.

14 MR. MORRIS: GOOD AFTERNOON. MY NAME IS STEVE  
15 MORRIS. I RESIDE AT 95 CREST IN MANHATTAN BEACH.

16 TWO ISSUES. MY UNDERSTANDING IS AIRLINES ARE  
17 GOING TO KEEP COMING. WE CONTINUE TO BUY TICKETS. THE  
18 DEMAND IS THERE. THEY MAKE MONEY. THEY'RE GOING TO  
19 CONTINUE TO GROW. THAT'S A GIVEN.

20 I DO BELIEVE WE NEED A REGIONAL SOLUTION, BUT I  
21 DON'T THINK YOU SHOULD COMPROMISE WHAT WE'RE DOING NOW  
22 TO MODERNIZE LAX.

23 I'M A BUSINESS TRAVELER. I UTILIZE LAX  
24 EXTENSIVELY. I AM CONTINUING TO BE INCONVENIENCED BY  
25 DELAYS, WHETHER SITTING ON THE TAXIWAY WAITING FOR

1 CLEARANCE OR THE AIRLINES HAVE INADEQUATE SPACE TO BE  
2 ABLE TO PROCESS ME FOR TRAVEL, PARKING, ENTERING THE  
3 AIRPORT OR LEAVING TO GET HOME IN TIME TO MY FAMILY.

4 I AM PROGRESSIVELY SPENDING SATURDAYS TRAVELING  
5 AND SUNDAYS TRAVELING AND NOT SPENDING WEEKENDS TO BE  
6 ABLE TO BE HOME WITH MY FAMILY. I WANT TO STOP BEING  
7 INCONVENIENCED. I WANT MODERNIZATION TO GO FORWARD. I  
8 THINK THAT A LOT OF THE ISSUES OF ENVIRONMENTAL JUSTICE  
9 AND MITIGATION MEASURES CAN TAKE PLACE.

10 I THINK THAT SAFETY IS A PRIMARY ISSUE TOO AS  
11 WELL AS JUST THE CONVENIENCE FOR THE GENERAL PUBLIC,  
12 MAKING SURE THAT BUSINESS TRAVELERS CAN HAVE LAX TO  
13 FACILITATE BUSINESS. I JUST DON'T THINK WE SHOULD  
14 PENALIZE PEOPLE THAT USE IT RIGHT NOW WHILE WE WAIT FOR  
15 THE REGION TO CATCH UP.

16 I THINK WE SHOULD MOVE FORWARD WITH ALTERNATIVE  
17 C BUT ALSO PRESSURE THE REGION TO STEP UP AND TAKE THEIR  
18 DEMAND OF THE AIR TRAVEL PUBLIC.

19 THANK YOU.

20 THE FACILITATOR: MR. BOLTATORNI?

21 NEXT SPEAKERS WILL BE MR. BILL EISEN,  
22 MR. AUGUST CAMILLE, AND MS. NANCY STEINMAN. ARE THOSE  
23 INDIVIDUALS HERE?

24 THE NEXT SPEAKER WILL BE NELSON BRESTOFF  
25 FOLLOWED BY ADRIENNE COLLINS AND RAWANDA LAHERD.

1 MR. BRESTOFF?

2 MR. BRESTOFF: THANK YOU. MY NAME IS NELSON  
3 BRESTOFF, 4147 BALCONY DRIVE IN CALABASAS, CALIFORNIA.

4 A NUMBER OF PEOPLE HAVE MENTIONED THE SPACING  
5 OF THE PLANES, AND I WANTED TO BRING UP SOMETHING THAT  
6 WOULD REQUIRE YOU TO DO ONE MORE THING IN THE DRAFT  
7 EIR/EIS, AND THAT IS TO DO A COMPREHENSIVE AIR SPACE  
8 STUDY.

9 I HAVE ATTENDED MEETINGS OF THE SOUTHERN  
10 CALIFORNIA ASSOCIATION OF GOVERNMENTS, AND I'M AWARE  
11 THAT THEY HAD MADE AN INITIAL FIRST STEP WITH RESPECT TO  
12 A COMPREHENSIVE AIR SPACE STUDY. BUT IT DID NOT PRETEND  
13 AT ALL TO BE ANYTHING LIKE A COMPREHENSIVE AIR SPACE  
14 STUDY. AND WE DO NOT HAVE THIS IN SOUTHERN CALIFORNIA.

15 WE TEND TO THINK OF THE AIR AND THE GROUND AND  
16 THE WATER. WE DON'T TYPICALLY THINK IN THE THIRD  
17 DIMENSION. BUT JUST AS OUR FREEWAYS HAVE BECOME  
18 CONGESTED, THE SKIES ABOVE US HAVE BECOME CONGESTED.

19 THIS IS A BASELINE STUDY THAT IS NECESSARY IN  
20 ORDER FOR YOUR ENVIRONMENTAL IMPACT REPORT AND STATEMENT  
21 TO BE CONSIDERED AN ADEQUATE DOCUMENT. WITHOUT THAT  
22 BASELINE STUDY, IT WILL NOT BE ADEQUATE. IT WILL BE  
23 INADEQUATE.

24 SOMETIMES IT'S TOO OFTEN THE CASE THAT A PLANE  
25 HAS TO FALL OUT OF THE SKY FOR US TO REALIZE THAT THE

1 AIR SPACE IS NOW QUITE CONGESTED. I HOPE THAT DOESN'T  
2 HAPPEN. THIS DOCUMENT PRESENTS YOU WITH THE OPPORTUNITY  
3 TO DO A COMPREHENSIVE AIR SPACE STUDY, AND I HOPE THAT  
4 WILL BE DONE IN CONNECTION WITH THE FINAL REPORT.

5 THANK YOU.

6 MR. EISEN: MY NAME IS BILL EISEN SPEAKING ON  
7 BEHALF OF MYSELF AND A GROUP CALLED RESIDENTS FOR A  
8 QUALITY CITY, A GROUP OF ABOUT 650 RESIDENTS OF  
9 MANHATTAN BEACH.

10 ONE NOT NEED TO READ PAST PAGE 1 OF THE  
11 EXECUTIVE SUMMARY OF THE DRAFT EIR/EIS TO REALIZE THAT  
12 IT IS FATALLY FLAWED. IN FACT IT SUFFERS FROM THE VERY  
13 SAME FLAWS AS THE RECENTLY COMPLETED EIR FOR THE  
14 AMERICAN AIRLINES EXPANSION PROJECT AT LAX.

15 ACCORDING TO PAGE 1 OF THE DRAFT EIR/EIS, IT  
16 NEED ONLY COMPARE THE POTENTIAL SIGNIFICANT NEGATIVE  
17 IMPACTS OF LAX'S PROPOSED EXPANSION AGAINST A NO-PROJECT  
18 ALTERNATIVE, QUOTE, AS MODIFIED BY WHAT WOULD REASONABLY  
19 BE EXPECTED TO OCCUR IN THE FORESEEABLE FUTURE IF THE  
20 PROJECT WERE NOT APPROVED BASED ON CURRENT PLANS AND  
21 CONSISTENT WITH AVAILABLE INFRASTRUCTURE AND COMMUNITY  
22 STRUCTURES, END QUOTE.

23 IN OTHER WORDS, THE DRAFT EIR/EIS MEASURES  
24 POTENTIAL SIGNIFICANT IMPACTS AGAINST EXISTING  
25 CONDITIONS AS MODIFIED BY CURRENT PLANS. BUT IF SUCH A

1 COMPARISON WERE PERMITTED BY EIR/EIS GUIDELINES, AN  
2 EIR/EIS WOULD NEVER BE REQUIRED BECAUSE A COMPARISON OF  
3 THE PLANS FOR A PROJECT WITH THOSE VERY SAME PLANS WOULD  
4 ALWAYS NECESSARILY RESULT IN A FINDING OF LESS THAN A  
5 SIGNIFICANT IMPACT.

6 IN JULY 1997, WHEN THE NOTICE OF PREPARATION  
7 WAS PUBLISHED, LAX WAS OPERATING AT A LEVEL, ACCORDING  
8 TO FIGURES PROVIDED BY LOS ANGELES WORLD AIRPORT, OF  
9 APPROXIMATELY 60 MILLION ANNUAL PASSENGERS. ACCORDING  
10 TO LAWA, LAX OPERATIONS HAVE SINCE BEEN EXPANDED TO A  
11 LEVEL OF 68 MILLION ANNUAL PASSENGERS.

12 HOWEVER, AS A PERSON WHO LIVES ABOUT TWO MILES  
13 FROM LAX AND WHO USES THE 405 FREEWAY AND SURFACE  
14 STREETS IN THE VICINITY OF LAX ON A DAILY BASIS, I CAN  
15 ASSURE YOU THAT TRAFFIC CONGESTION IN AND AROUND LAX HAS  
16 INCREASED VERY SUBSTANTIALLY DURING THE PAST THREE  
17 YEARS. THIS INCREASE IN TRAFFIC CONGESTION CAN ONLY BE  
18 EXPLAINED BY LAX'S EXPANSION OF ITS PASSENGER AND CARGO  
19 OPERATIONS.

20 LAX'S PURCHASE OF THE MANCHESTER SQUARE AREA  
21 FOR AIR FREIGHT FORWARDING IS PROCEEDING AND WILL RESULT  
22 IN A VERY SUBSTANTIAL INCREASE IN CARGO OPERATIONS AT  
23 LAX. OBVIOUSLY, EIR OR NO EIR, LAX WILL CONTINUE TO  
24 EXPAND UNLESS THE EXPANSION IS CURTAILED EITHER BY THE  
25 LOS ANGELES CITY COUNCIL, THE FEDERAL AVIATION

1 ADMINISTRATION OR BY THE COURTS.

2 THANK YOU.

3 THE FACILITATOR: ADRIENNE COLLIS FOLLOWED BY  
4 RAWANDA LAHERD AND BRIAN CROWLEY.

5 MS. COLLIS: HI. I'M ADRIENNE COLLIS. I LIVE  
6 AT 1501 EAST MAPLE IN EL SEGUNDO. AND I'M AGAINST THE  
7 EXPANSION BECAUSE ALL ALONG LAX HAS BEEN A REALLY BAD  
8 NEIGHBOR. I LIVE IN THE MOST IMPACTED BUILDING IN EL  
9 SEGUNDO AT THE END OF THE RUNWAY.

10 WE'RE LOOKING FORWARD TO SOUNDPROOFING OUR  
11 ENTIRE BUILDING. IT'S SOMETHING THAT LAX CAUSED. WE  
12 DIDN'T CAUSE IT. THEY HAD THE FUNDING AND THEY YANKED  
13 IT BACK. THEY DIDN'T CARE. IT WAS A MATTER OF RIGHT  
14 AND WRONG, BUT THEN YOU GET INTO ALL THESE LEGALITIES  
15 THAT DON'T REALLY MATTER TO PEOPLE.

16 LAX HAS BEEN NOTHING BUT A BIG BULLY. ON TOP  
17 OF THAT, TO GET THE SOUND MITIGATED, WE HAVE TO WAIVE  
18 ALL OUR RIGHTS. EVEN IF YOU SMASH YOUR PLANE INTO OUR  
19 BUILDING, WE CAN'T SUE YOU. THAT'S BULLYING TACTICS.  
20 IT'S NOT RIGHT. IT'S RIDICULOUS. THERE'S NO  
21 ACCOUNTABILITY.

22 WHEN SOMETHING GOES WRONG, LAX POINTS AT THE  
23 FAA, THE FAA POINTS AT THE AIRLINES. NOTHING EVER GETS  
24 RESOLVED. I CALLED FOR NOISE COMPLAINTS, FOR GROUND  
25 NOISE RUN-UP, AND THEY GIVE ME A FLIGHT PATTERN AND SAY

1 NOBODY FLEW OVER YOU. THAT IS ISN'T EVEN WHY I'M  
2 CALLING. THEY CAN'T GET IT TOGETHER NOW AND THEY WANT  
3 TO EXPAND. IT MAKES ME CRAZY.

4 IN ADDITION, THERE ARE NOT ADEQUATE STUDIES. I  
5 HEARD TODAY A MAN FROM THE LENNOX SCHOOL DISTRICT TALK  
6 ABOUT THE IMPACT ON THE SCHOOL DISTRICT THERE. I HAVE  
7 NEVER SEEN ANY STUDIES ON OUR SCHOOL DISTRICT.

8 BUT I HAVE SEEN ONE ON THEIR SCHOOL DISTRICT IN  
9 1980. IT HAD SIGNIFICANT IMPACT ON THEIR DISTRICT IN  
10 COMPARING IT WITH SAN PEDRO, AND THAT WAS IN 1980. HERE  
11 WE ARE 20 YEARS LATER AND THEY HAVEN'T DONE ANYTHING TO  
12 MITIGATE THAT. ON TOP OF IT, WHEN YOU SOUNDPROOF IT 20  
13 YEARS AGO, NOW IT'S 20 YEARS LATER AND THAT  
14 SOUNDPROOFING MIGHT NOT BE WORKING NOW.

15 SO I'M CALLING FOR MORE STUDIES. I'D LIKE TO  
16 CALL FOR SOME SLEEP STUDIES BECAUSE I CAN SEE MY HUSBAND  
17 SLEEPING AND REACTING TO THE PLANES. HE DOESN'T EVEN  
18 REALIZE THE IMPACT OF THE AIRPORT ON HIM.

19 I WOULD LIKE TO VOLUNTEER MY FAMILY AS THE  
20 FIRST FAMILY IN THAT STUDY TO SEE HOW THAT IS DEALING  
21 WITH THE JET NOISE AND THE ENGINE RUN-UP. AND IT'S JUST  
22 NOT PEOPLE FLYING OVER. IT'S THE OTHER THINGS THAT THE  
23 AIRPORT DOES. AND NOBODY ADDRESSES IT AND NOBODY IS  
24 ACCOUNTABLE. AND WE HAVE LAWS THAT HAVE NO PENALTIES.

25 THANK YOU.

1 THE FACILITATOR: RAWANDA LAHERD? MR. BRIAN  
2 CROWLEY? FOLLOWING MR. CROWLEY WILL BE DORA POCK AND  
3 OLGA BEAL.

4 MR. CROWLEY: GOOD AFTERNOON. I'M BRIAN  
5 CROWLEY, 501 CALIFORNIA STREET, EL SEGUNDO.

6 I'M AN AEROSPACE ENGINEER BY TRADE, BUT I'M  
7 ALSO CHAIRMAN OF THE PLANNING COMMISSION OF THE CITY OF  
8 EL SEGUNDO. BUT I'M HERE IN A PRIVATE CAPACITY.

9 THIS EIR FAILS TO CONSIDER ALTERNATIVES. AND  
10 AS A PLANNER, I LOOK AT IT FOREMOST AS A PLANNER, AND  
11 YOU HAVE TO STEP BACK AND LOOK AT THE FOREST BECAUSE  
12 WE'RE EMBEDDED IN THE TREES HERE WHEN WE'RE LOOKING AT  
13 THE DETAILS. WHAT WE HAVE HERE IS VERY BAD PLANNING.

14 THE PRINCIPLES ON HOW YOU OUGHT TO BUILD CITIES  
15 THE WAY WE USED TO BUILD THEM SAY THAT YOU HAVE TO  
16 DISTRIBUTE THE NEEDED SERVICES AMONG THE USERS WHO NEED  
17 IT. WE DON'T DO THAT WITH THIS IDEA. THE AIRPORT  
18 ITSELF IS LOCATED ON THE EDGE OF THE BASIN; SO IT CAN  
19 ONLY ACCOMMODATE TRAFFIC IN A 180 DEGREE SECTOR.  
20 THEY'RE ONLY ONE-HALF THE WAY OUT THAT THEY ARE AT OTHER  
21 AIRPORTS.

22 ALSO, QUITE SIMPLY, YOU HEARD IT BEFORE, WE  
23 HAVE TOO SMALL A FOOTPRINT FOR A MAJOR AIRPORT AND  
24 THERE'S NO MORE ROOM FOR EXPANSION. AND AS I STOOD  
25 THERE PULLING OUT WEEDS IN MY GARDEN -- AND I LIVE IN



1 THE FAR END OF EL SEGUNDO FROM THE LADY THAT JUST SPOKE,  
2 A QUIET PART -- BUT I LOOKED UP STRAIGHT FROM MY WEEDS  
3 TO THE NOISE OF A 767 ABOUT 400 FEET ABOVE MY HEAD JUST  
4 A COUPLE OF WEEKS AGO BECAUSE THEY'RE LANDING THEM  
5 NOSE-TO-TAIL.

6 AND THERE WAS NO MORE ROOM ON THE RUNWAY FOR  
7 THAT PLANE TO COME DOWN. THEY HAD TO DO A SHARP LEFT  
8 AND THEY FLEW OVER ME. AND I'M VERY FAR FROM WHERE THAT  
9 AIRPORT OUGHT TO HAVE AIRPLANES.

10 WE HAVE A LOT OF FLAWED ASSUMPTIONS THAT THIS  
11 WHOLE CONCEPT IS BASED ON. ONE, IT ASSUMES THE MARKET  
12 CAN'T OR WON'T ADJUST TO CHANGES IN WHERE THE AIRPORT IS  
13 LOCATED. THAT'S A TAUTOLOGICAL ARGUMENT. THEY SAY,  
14 GEE, PEOPLE THAT USE THE AIRPORT ARE LOCATED NEAR THE  
15 AIRPORT. BUT THEY WILL MOVE IF IT PAYS THEM TO DO SO.

16 THIS IS A MARKET-MANIPULATED SITUATION. READ  
17 THE L.A. TIMES TOMORROW. LOOK AT THE TRAVEL SECTION IN  
18 THE TIMES. THE NEXT-TO-LAST PAGE SHOWS YOU THE PRICES  
19 OF FLIGHTS OUT OF THE VARIOUS AIRPORTS TO CITIES IN THE  
20 UNITED STATES. YOU WILL FIND THAT THE OTHER AIRPORTS IN  
21 THE L.A. AREA ARE TWO TO FIVE TIMES AS MUCH TO GO TO  
22 CITIES. WHY WOULD ANYBODY WANT TO GO TO ANOTHER  
23 AIRPORT?

24 IT ASSUMES THERE HAS TO BE ONE AIRPORT. WE'VE  
25 GOT LOTS OF CITIES WITH MULTIPLE AIRPORTS.

1                   ONE THING I WANT TO POINT OUT, IT MENTIONS THE  
2 GREEN LINE EXTENSION IS GOING TO BE CONSIDERED AS A  
3 MITIGATION FOR THIS MASTER PLAN. THEY OWE THAT TO US  
4 ALREADY. THAT PLACE OPERATES UNDER A C.U.P. WITH A  
5 VARIANCE, AND THEY OWE US THAT ALREADY. THIS SHOULD NOT  
6 COUNT AS AN ADDITION TO HELP THEM OUT. THEY OWE US THIS  
7 ALREADY.

8                   AND I HAVE RIDDEN THAT GREEN LINE SINCE IT'S  
9 OPENED. WE'RE NOT HYPOCRITICAL IN EL SEGUNDO. BUT THE  
10 EXPANDED AIRPORT DOESN'T DO ANYTHING FOR US THAT THE  
11 CURRENT AIRPORT DOESN'T DO. WE DON'T DEPEND ON IT THAT  
12 MUCH. AND WE WERE THERE FIRST. THE CITY OF EL SEGUNDO  
13 HAS BEEN THERE BEFORE THE AIRPORT WAS THERE.

14                   SO YOU CANNOT APPROVE THIS KIND OF THING UNLESS  
15 THE IMPACT TO THE NEIGHBORHOOD OF THE HARMS CAN BE  
16 MITIGATED TO A NEGLIGIBLE LEVEL. AND YOU CAN'T DO IT  
17 WITH THIS EIR. YOU CAN'T CERTIFY THIS EIR.

18                   THAT'S ALL I HAVE TO SAY. THANK YOU.

19                   MS. POLK: THE NAME IS DORA POLK. I REFER YOU  
20 TO PRESIDENT JAMES K. POLK, WHO BROUGHT CALIFORNIA INTO  
21 THE UNION.

22                   I HAVE JUST A FEW SCATTERED THOUGHTS. I WANT  
23 TO CONCUR IN ALL THAT BRILLIANT AND SPLENDID ANALYSIS  
24 PUT OUT BY THE SUPPORTERS OF EL SEGUNDO'S POSITION: THE  
25 HEALTH PROBLEMS, THE POLLUTION, THE CIRCULATION OF

1 TRAFFIC PROBLEMS, AND ALL THE REST THAT I DO NOT NEED TO  
2 REPEAT IN THIS SHORT TIME I HAVE AVAILABLE.

3 I CONCUR TOO IN THE CRITICISM OF THE BAD FAITH  
4 GESTURE OF SCHEDULING A NUMBER OF MEETINGS AT THE SAME  
5 TIME AND THE LOGORRHEA WORDS, MILLIONS OF WHICH HAVE  
6 BEEN CHURNED OUT IN THIS PROCESS BY THE LEVIATHAN, AND  
7 MAKES IT EXTREMELY DIFFICULT, IF NOT IMPOSSIBLE, FOR  
8 MOST PEOPLE WITH JOBS AND FAMILY TO GO TO THE LIBRARY  
9 AND READ THAT AMOUNT OF MATERIAL.

10 THOSE ARE ACTS OF BAD FAITH IN MY JUDGMENT.  
11 AND THE LEVIATHAN TOO, THE LARGE NUMBERS OF PEOPLE  
12 EMPLOYED OUTSIDE ON THE DESKS, THE LARGE AMOUNT OF  
13 MATERIALS DISPLAYED, ALL WITH US IN A VERY REDUCED  
14 POSITION.

15 NOW I WANT TO SAY TOO THAT THIS IS NOT NIMBY.  
16 I HAVE BEEN HERE FOR FOUR DECADES. AND WE HAVE WITH  
17 GREAT PATIENCE AND TOLERANCE SEEN THE GROWTH OF THIS  
18 AIRPORT. AND IN EVERYTHING THERE WILL BE A SATURATION  
19 FOR IT THAT IS REACHED. AND THIS IS IT.

20 I CAN ONLY ANALOGIZE TO A NEIGHBOR WHO COMES  
21 IN, BUYS A BUSINESS NEXT DOOR TO YOU, FILLS THE FIRST  
22 TOOL SHED, ADDS THE FIRST ADDITION, THEN THE NEXT STORY,  
23 THEN THE NEXT LEVEL, CUTS OUT MY SUN, MAKES OF MY  
24 TOLERANCE OVER THE YEARS SOMETHING THAT IS UNFORGIVABLE.

25 NOW, THE LAST TUG IS WHAT BREAKS THE CORD,

1 BREAKS THE FRAYED CORD. THE LAST STRAW BREAKS THE  
2 CAMEL'S BACK. AND THIS IS IT. THE LAST GALLON OF RIVER  
3 WATER BREAKS THE LEVY. THIS IS IT.

4 AND I HAVE BROUGHT YOU AS A FEAST IN SUPPORT OF  
5 THAT GENTLEMAN WHO BROUGHT THE PIECE OF PAPER FROM HIS  
6 WIFE'S VACUUM CLEANER. TWO DAYS AGO I CLEANED MY WINDOW  
7 SILL WITH A LITTLE GADGET I HAD TO WORK OUT. I WIPED IT  
8 DOWN TODAY AND THIS IS THE RESULT OF ONE DAY'S  
9 POLLUTION.

10 THANK YOU.

11 THE FACILITATOR: OLGA BEAL OR RITA BEAL, JACK  
12 KENTON AND JESS MONEY.

13 MR. KENTON: I'M JACK KENTON AND I LIVE ON DUNE  
14 STREET IN EL SEGUNDO. I TRIED READING YOUR EIR/EIS.  
15 YOU'VE GOT SEVERAL THOUSAND PAGES THERE, AND I THINK I  
16 GOT THROUGH A COUPLE OF HUNDRED AND GAVE UP. IT'S  
17 INFORMATION OVERLOAD AS THEY SAY IN THIS DAY AND AGE.

18 SOMETHING I COULDN'T FIND OUT IS WHAT IS GOING  
19 TO HAPPEN TO MY ACCESS TO EL SEGUNDO FROM THE NORTH WITH  
20 THE PLANS FOR EXPANDING THE 105 HIGHWAY AND RUNNING INTO  
21 IMPERIAL HIGHWAY. THERE'S DISCUSSION THAT PERSHING WILL  
22 NOT BE AVAILABLE TO GET FROM EL SEGUNDO TO THE PLAYA DEL  
23 REY-WESTCHESTER AREA BECAUSE THAT WILL JUST BE FOR THE  
24 NEW WEST TERMINAL, IF THAT'S BUILT.

25 THE NOISE ISSUE. THEY SAY IT WILL NOT GET

1       WORSE.  WE'RE GOING TO MAKE QUIETER AIRPLANES SO WE  
2       WON'T GET MORE NOISE.  BUT, YOU KNOW, YOU CAN TAKE A LOT  
3       OF NOISE FOR A BRIEF MOMENT IF YOU HAVE AN HOUR BETWEEN  
4       THE NEXT TIME IT HAPPENS.  BUT WHEN IT COMES ONE AFTER  
5       ANOTHER AND THEY SEEM TO NEVER STOP UNTIL YOU GET TO  
6       SOMETIME AFTER MIDNIGHT, AND THEN YOU ONLY HAVE TO WORRY  
7       ABOUT THE CARGO FLIGHTS, IT GETS TO BE A BIT MUCH.

8                 THE BIG ISSUE THAT SEEMS TO KEEP COMING UP WITH  
9       THE AIRPORT IS WHENEVER YOU TALK TO ANYONE ABOUT THE  
10       NUMBER OF FLIGHTS COMING IN, THEY SAY WE'VE DEREGULATED  
11       THE AIRLINES.  WE CANNOT STOP THEM.  CONGRESS MANDATED  
12       THAT THE AIRPLANES CAN GO ANYPLACE THEY WANT TO.

13                WELL, CHICAGO, I THINK WASHINGTON NATIONAL,  
14       REAGAN NATIONAL, NEW YORK AREA STILL HAVE SLOT  
15       REQUIREMENTS BASED ON CONGRESS.  IF WE CAN'T DO ANYTHING  
16       ELSE TO CONTROL THE LARGE VOLUME OF NOSE-TO-TAIL  
17       AIRCRAFT COMING AND GOING FROM THE AIRPORT, I THINK  
18       PERHAPS IT'S TIME TO TALK TO CONGRESS AND REREGULATE THE  
19       ACCESS TO THE AIRPORTS.

20                AS IT NOW STANDS, I DO NOT CARE TO SEE THE  
21       EXPANSION OF THE AIRPORT GO ON.  I THINK SAFETY FACTORS  
22       COULD, WOULD BE BENEFICIAL TO INCREASE SOME OF THE WORK  
23       THERE AT THE AIRPORT.  BUT RATHER THAN HAVE INCREASED  
24       SAFETY BY EXPANSION, I'D RATHER SEE NOTHING HAPPEN TO  
25       TRY TO FORCE THE AIRPORT NOT TO BRING MORE AIRCRAFT IN.

1                   THANK YOU.

2                   THE FACILITATOR:   JESS MONEY?   MAURICE, AND I'M  
3                   GOING TO MISPRONOUNCE THIS BECAUSE I CAN'T READ IT.  IT  
4                   LOOKS LIKE ALCUDO.  AND TERESA HILL.

5                   MR. MONEY:   THIS HEARING IS A CHARADE.  IT'S  
6                   BEING HELD ONLY BECAUSE THE LAW REQUIRES.  YOU KNOW THAT  
7                   LITIGATION IS INEVITABLE AND YOU HAVE NO INTENTION OF  
8                   ADDRESSING ANY OF OUR OBJECTIONS OR DROPPING THIS PLAN  
9                   EXCEPT AS REQUIRED BY THE COURTS.

10                  THIS EIR IS 12,000 PAGES OF DISTORTIONS,  
11                  OMISSIONS, FALLACIOUS ASSUMPTIONS, FICTIONAL CONCLUSIONS  
12                  AND OUTRIGHT LIES.  YOU HAVE LIED TO US FROM THE  
13                  BEGINNING AND YOU ARE LYING TO US NOW.  WE KNOW YOU'RE  
14                  LYING.  YOU KNOW YOU'RE LYING.

15                  HERE'S A FEW THINGS YOU DON'T KNOW.  ONE, YOU  
16                  DON'T KNOW WHAT THE MEANING OF "JIHAD" IS.  YOU DON'T  
17                  LIVE IN THE SOUTH BAY, SO YOU DON'T KNOW WHAT A  
18                  WONDERFUL PLACE IT IS TO LIVE, RAISE CHILDREN AND  
19                  RETIRE.  THERE WILL BE A HOLY WAR BEFORE WE WILL LET YOU  
20                  RUIN WHAT SO MANY OF US AND OUR PARENTS WORKED SO HARD  
21                  FOR SO LONG TO ACHIEVE.

22                  YOU DON'T KNOW WHERE AND HOW THIS BATTLE IS  
23                  GOING TO BE FOUGHT.  THIS IS PAINFUL AND PERSONAL FOR  
24                  US.  SO WE'RE GOING TO MAKE IT EVEN MORE PAINFUL AND  
25                  PERSONAL FOR YOU AND FOR THE PEOPLE YOU ANSWER TO.

1           THE PROTESTS AND DEMONSTRATIONS WON'T JUST BE  
2    AROUND LAX.  THEY'RE GOING TO BE IN YOUR NEIGHBORHOODS,  
3    AROUND YOUR HOUSES, AROUND THE SCHOOLS WHERE YOUR KIDS,  
4    YOUR GRANDKIDS AND YOUR NEIGHBORS' KIDS ATTEND SCHOOL.  
5    WHEN WE'RE DONE, YOU'RE GOING TO BE PERSONA NON GRATA IN  
6    YOUR OWN COMMUNITIES.

7           THIS ISN'T ABOUT SAFETY OR JOBS OR THE REGIONAL  
8    ECONOMY.  IT'S ABOUT KEEP A VICE GRIP ON TAX REVENUES  
9    FOR THE CITY OF L.A.  THAT IS WHY THERE WILL ALSO BE  
10   PLENTY OF CIVIL DISOBEDIENCE AROUND THE HOMES OF CORRUPT  
11   AIRLINE SHILLS ON THE L.A. COUNCIL WHO FAVOR THIS  
12   EXPANSION.  WE'LL GET THE LOBBYISTS AND THEIR FAMILIES  
13   TOO.

14           THIS EXPANSION IS GOING TO VISIT HELL ON OUR  
15   NEIGHBORHOODS.  WE'RE GOING TO VISIT HELL ON YOUR  
16   NEIGHBORHOODS FIRST.  AND THE BIG THING YOU DON'T KNOW  
17   IS WHAT LAX IS GOING TO BE LIKE WHEN THIS IS OVER.

18           YOU'RE ABOUT TO FALL VICTIM TO THE LAW OF  
19   UNINTENDED CONSEQUENCES.  WHEN WE'RE DONE WITH THE  
20   LAWYERS, THE CIVIL, RICO AND CLASS ACTION SUITS, THE  
21   PROTESTS AND SIT-INS, THE DISRUPTIONS, YOU'RE NOT GOING  
22   TO GET TO EXPAND LAX.  YOU'RE GOING TO BEG FOR THE  
23   CHANCE TO CONTRACT IT, REDUCE AND CAP OPERATIONS AT 60  
24   MILLION PASSENGERS A YEAR, AND SCALE BACK CARGO  
25   OPERATIONS COMMENSURATELY.

1           YOU'RE GOING TO BE FORCED TO DIVEST OWNERSHIP  
2           OF PALMDALE AND ONTARIO, AND YOU'RE GOING TO BE FORCED  
3           TO TRANSFER CONTROL OF LAX TO A COUNTY-WIDE BOARD HAVING  
4           REPRESENTATIVES FROM EVERY CITY IN THE COUNTY. WE ARE  
5           GOING TO STOP THIS EXPANSION. WE'RE GOING TO SHOOT IT  
6           WITH A SILVER BULLET AND PUT A STAKE IN ITS HEART.  
7           THERE WILL BE SMOKE ON THE WATER AND BLOOD ON THE MOON,  
8           BUT THERE WILL NOT BE ANY EXPANSION OF LAX.

9           WHEN WE GET DONE, AFTER YOU GUYS HAVE SUFFERED  
10          THE HEART ATTACKS, INSOMNIA, DEPRESSION, DIVORCES AND  
11          NERVOUS BREAKDOWNS, THE CLOSEST ANY OF YOU IS GOING TO  
12          COME TO OPERATING AN AIRPORT IS RUNNING A CROP DUSTING  
13          SERVICE IN MODESTO.

14          THE FACILITATOR: NEXT IS MAURICE ALCUDO  
15          FOLLOWED BY TERESA HILL AND LILLIE LEE.

16          MR. ACEVEDO: I'M MAURICE ACEVEDO. I LIVE IN  
17          EL SEGUNDO, AND I PREFACE MY STATEMENTS WITH THE FACT  
18          THAT I WORK FOR A VERY MAJOR WORLDWIDE CARGO FREIGHT  
19          COMPANY. I'LL LEAVE IT AT THAT. BUT I'VE LIVED IN EL  
20          SEGUNDO FOR OVER 30 YEARS.

21          FIRST QUESTION. HOW ARE YOU GOING TO MITIGATE  
22          MRS. POLK'S SOOT? YOU CAN MITIGATE SOUND BY IMPROVING  
23          THE WINDOW INSULATION. YOU CAN MITIGATE TRAFFIC BY  
24          LIGHT RAIL. HOW ARE YOU GOING TO MITIGATE THE SOOT?  
25          INCREASED AIRLINE ACTIVITY, INCREASED FLIGHT ACTIVITY,



1 YOU DON'T ADDRESS THAT. OKAY.

2 SECOND POINT. HAVE ANY OF YOU BEEN TO EL TORO  
3 DOWN THE 405 WHERE THE 5 INTERSECTS? HAS ANYONE LOOKED  
4 AT THE POPULATION EXPLOSION OF RANCHO SANTA MARGARITA?

5 MY FREIGHT COMPANY BRINGS 30 TRACTOR-TRAILERS  
6 OF FREIGHT FROM ORANGE COUNTY TO LAX EVERY DAY. WE'RE  
7 BEGGING FOR EL TORO TO OPEN UP. WE COULDN'T WAIT. WE  
8 NEEDED IT FIVE YEARS AGO. BUT, NO, NOT IN MY BACKYARD.  
9 L.A.'S BACKYARD. WHY NOT? THEY GOT THE SOOT. THEY GOT  
10 THE TRAFFIC. THEY GOT THE POLLUTION. BESIDES, THEY'RE  
11 GREEDY. THEY LIKE THE REVENUE.

12 AND THAT'S WHAT IT'S ABOUT. IT'S ALL ABOUT  
13 MONEY. L.A. WANTS THE REVENUE.

14 MEANTIME, THOSE TRUCKS THAT COME UP THE 405,  
15 JUST LIKE THOSE TRUCKS THAT GO FROM THE HARBOR TO  
16 DOWNTOWN L.A. DOWN THE 710, BUT GEE, L.A. GOT SMART.  
17 THEY SUNK SOME MONEY IN THE ALAMEDA CORRIDOR. WELL, WHY  
18 DON'T YOU GET SMART? WHY DON'T YOU HOOK UP WITH ORANGE  
19 COUNTY AND SAY, YOU KNOW WHAT, WE'RE GOING TO CAP OUR  
20 CAPACITY AND YOU NEED TO BUILD OUT EL TORO.

21 OR EVEN BETTER YET, WHY DON'T YOU GO TO SAN  
22 BERNARDINO AND SAY WE'RE GOING TO CAP OUR CAPACITY. YOU  
23 NEED TO BUILD OUT MARCH AIR FORCE BASE. THERE'S ALL  
24 KINDS OF ALTERNATIVES. YOU'RE JUST NOT LOOKING AT THEM.

25 LAST AND FINAL POINT. I DON'T KNOW WHAT YOU'RE

1 GOING TO DO WITH THAT GOLF COURSE ON THE NORTH SIDE, BUT  
2 I'D SURE LIKE TO SEE THAT GO THE LIGHT RAIL. PUT ALL  
3 YOUR CAR RENTAL PLACES AND YOUR TERMINALS OVER THERE.  
4 WHY DO YOU NEED A GOLF COURSE? GEE, I FORGOT. IT'S  
5 ABOUT REVENUE, HUH? THANK YOU.

6 MS. LEE: LILLIE LEE, MANHATTAN BEACH,  
7 CALIFORNIA.

8 MY WHOLE POINT WITH ALL OF YOU IS WHY FURTHER  
9 EXPANSION? YOU DON'T KEEP THE COMMITMENT WHEN YOU  
10 EXPANDED LAST TIME. YOU LIE TO US. YOU DON'T TAKE CARE  
11 OF THE PROBLEMS. AND I WANT TO KNOW HOW MUCH MORE OF  
12 THE SOUTH BAY THAT YOU WANT TO CLAIM WITH NOISE AND  
13 POLLUTION SO THAT YOU CAN PUSH UP THE BUCK IN YOUR  
14 POCKETS, BECAUSE THAT'S WHAT THIS IS ALL ABOUT.

15 I MOVED 27 YEARS AGO FROM EL SEGUNDO TO  
16 MANHATTAN TO GET AWAY FROM THE NOISE FROM THE AIRPORT  
17 BECAUSE IT MAKES ME VERY ILL. NOW I HAVE TO LISTEN TO  
18 CARGO BOOMING OFF THE RUNWAY EVERY NIGHT, WARMING UP THE  
19 RUNWAY. AND I GET THESE HORRIBLE THINGS FROM THE  
20 AIRPORT THAT HAS NOTHING TO DO WITH WHAT I HAVE  
21 COMPLAINED ABOUT. AND THE NOISE IS THERE AND THE PLANES  
22 FLYING OVER.

23 LIKE THE LITTLE LADY WITH THE DUST, WE NOW HAVE  
24 DUST ALL OVER OUR PROPERTY. AND I'M APPROXIMATELY FOUR  
25 MILES FROM THE AIRPORT. HOW MUCH OF THE SKIES OVER OUR

1 HOMES AND AROUND OUR PROPERTIES ARE YOU GOING TO CLAIM  
2 TO FLY ONE MORE PLANE IN AND OUT OF THAT AIRPORT? IT'S  
3 RIDICULOUS.

4 THEY HAD THE TRANSPORTATION SECRETARY ON  
5 TELEVISION LAST WEEK. THEY ASKED HER IF THE SKIES ARE  
6 GRIDLOCKED. SHE SAYS, WELL, NOT TOTALLY BUT ALMOST.

7 COME ON. GIVE US A BREAK. WE HAVE A BEAUTIFUL  
8 COMMUNITY. YOU ALREADY, ON JANUARY 1ST OF 2000, STARTED  
9 DESTROYING PALOS VERDES, MANHATTAN, REDONDO AND HERMOSA  
10 WITH FLY-OVERS AND THE NOISE COMING FROM THE GROUND AND  
11 THE AIRPORT FROM THE CARGO. WE GET NO SLEEP THREE OR  
12 FOUR NIGHTS OUT OF THE WEEK BECAUSE OF THIS. AND WE  
13 KNOW THAT NOISE AT TAKE-OFF IS LOUDER THAN LANDING.

14 I'M OPPOSED TO THIS. YOU GUYS LIE. MY GREAT  
15 GRANDFATHER USED TO SAY, A BEAUTIFUL GERMAN MAN, HE  
16 WOULD SAY, "YOU CAN LOCK FROM A THIEF BUT YOU CANNOT  
17 LOCK FROM A LIAR." AND ALL YOU PEOPLE WANT TO DO IS  
18 STEAL THE SKIES OVER OUR PROPERTIES AND AROUND US AND  
19 MAKE OUR LIVES MISERABLE SO YOU CAN MAKE ANOTHER BUCK.

20 COME ON, LAX. YOU ARE NOT THE ONLY PLAYER IN  
21 THIS COMMUNITY AND YOU DO NOT DESERVE OR HAVE NOT  
22 DESERVED TO BE DOING WHAT YOU ARE DOING.

23 MS. HILL: HI. MY NAME IS TERESA HILL AND I  
24 LIVE IN EL SEGUNDO. NOTHING I'M GOING TO SAY HASN'T  
25 BEEN SAID BY SOMEONE BEFORE, BUT THEY SAY REPETITION IS

1 THE BEST WAY TO LEARN.

2 ONE OF THE SPEAKERS HAD SAID A LOT OF LAWSUITS  
3 AND STUFF. I HAVE TO SAY, WHEN I THINK AT NIGHT OF THE  
4 L.A. EXPANSION, I THINK OF PG&E. AND IF I WAS LAX, I  
5 DON'T KNOW IF I WOULD WANT TO BE THE NEXT PG&E. PACIFIC  
6 GAS AND ELECTRIC, WE ALL KNOW THE STORY.

7 I LIVE IN EL SEGUNDO. ONE OF THE THINGS THE  
8 EIR REPORT DOES NOT ADDRESS IS THE DURATION OF THE  
9 NOISE. AGAIN, NONE OF THIS HASN'T ALREADY BEEN SPOKE  
10 ABOUT, BUT TODAY I CAN'T HOLD A CONVERSATION WITH MY  
11 NEIGHBORS WITHOUT PAUSING INTERMITTENTLY FOR PLANES TO  
12 GO BY. AND THEY GO BY EVERY FIVE MINUTES OR LESS.

13 ALSO, I SPEND MANY SLEEPLESS NIGHTS BECAUSE OF  
14 THE AIRPLANE NOISE AND THE DURATION OF THIS NOISE. WE  
15 HAVE AIR CARGO PLANES THAT TAKE OFF ALL NIGHT LONG. I  
16 CALL MANY TIMES AND I GET THE SAME FORM LETTER EVERYBODY  
17 ELSE PROBABLY GETS WHEN THEY CALL.

18 AGAIN, AIR QUALITY WAS ADDRESSED PREVIOUSLY AND  
19 I THINK IT WAS VERY WELL COVERED. BUT WE HAVE TO  
20 UNDERSTAND THAT THE PROXIMITY OF THE AIRPORT TO HEAVILY  
21 POPULATED AREAS DOES NOT PROVIDE FOR RESPONSIBLE  
22 EXPANSION. EAST WINDS DRIVE THE POLLUTANTS THAT COME  
23 OUT OF THOSE PLANES RIGHT BACK INTO OUR COMMUNITIES.

24 ONE OF THE THINGS THE EIR TAKES CREDIT FOR IS  
25 NOISE LEVEL REDUCTION, BUT THIS IS REALLY NOT SOMETHING

1 THAT AIRPORT EXPANSION IS ACCOMMODATING. IT'S REALLY A  
2 SOCIAL AND POLITICAL PRESSURE THAT HAS CAUSED THE  
3 PHASE-OUT OF SOME OF THESE PLANES. IT SHOULD NOT BE PUT  
4 AS PART OF THE BENEFIT TO EXPANSION.

5 WE ALSO TALK ABOUT VEHICLES AND HOW THE  
6 POLLUTANTS WILL BE REDUCED AS A RESULT OF THE EXPANSION.  
7 AGAIN, THIS IS JUST COMMON BUSINESS RESPONSIBILITY AND  
8 SHOULD NOT BE TAKEN AS A BENEFIT.

9 AS HAS ALREADY BEEN STATED, THE LOCATION AND  
10 LAND MASS AT LAX DOES NOT FACILITATE EXPANSION. THERE  
11 WAS ONE INDIVIDUAL WHO TALKED ABOUT MOVING FORWARD AND  
12 HOW WE HAVE TO EXPAND HERE. ALL THAT'S GOING TO DO IS  
13 PROLONG A REGIONAL APPROACH. IF YOU'RE AN AIRLINE AND  
14 YOU CAN PLAN ALL YOUR FLIGHTS OUT OF LAX, WHERE ARE YOU  
15 GOING TO PLAN THEM? WE'RE NOT FACILITATING LONG-RANGE  
16 PLANNING HERE.

17 IT'S PRETTY MUCH ALL I HAVE TO SAY. THANK YOU.

18 THE FACILITATOR: THE NEXT SPEAKER IS RICHARD  
19 MULLIGAN FOLLOWED BY LINDA MEYERS.

20 MR. MULLIGAN: THANK YOU. THE HANDOUTS YOU'VE  
21 GIVEN TO US, ONE ENTITLED LAX AND GROUND TRANSPORTATION,  
22 YOU HAVE A NUMBER OF ITEMS AND I WONDER WHY ONE OF THE  
23 ITEMS YOU DID NOT PUT ON HERE IS THE EXPANSION OF  
24 AVIATION BOULEVARD AND THE NUMBER OF LANES FOR AVIATION  
25 BOULEVARD.

1                   ONE OF THE PRIMARY REASONS FOR THAT IS TO  
2 ACCOMMODATE A LARGER AMOUNT OF TRAFFIC. ANOTHER REASON  
3 FOR IT, ALTHOUGH PROBABLY NOT STATED, IS TO ACCOMMODATE  
4 THE LARGE NUMBER OF TRUCK TRAFFIC THAT IS NOW TRAVELING  
5 ALONG AVIATION BOULEVARD TO REACH THE CARGO TERMINALS AT  
6 THE AIRPORT.

7                   THERE IS A TREMENDOUS NUMBER OF FREIGHT  
8 FORWARDERS LOCATED IN OUR COMMUNITY, AND THEY ARE USING  
9 SURFACE STREETS TO GET ACCESS TO THE AIRPORT. I'M  
10 RAISING A SAFETY ISSUE NOW BECAUSE ON AVIATION BOULEVARD  
11 IS A SCHOOL CALLED DANA MIDDLE SCHOOL, AND A NUMBER OF  
12 THE CHILDREN TRAVEL TO THE MIDDLE SCHOOL BY WALKING  
13 ALONG AVIATION BOULEVARD.

14                   SO NOW WE'RE GOING TO HAVE AN EXPANDED NUMBER  
15 OF LANES. AND WITH AN EXPANDED NUMBER OF LANES WILL BE  
16 AN INCREASED NUMBER OF TRAFFIC AND TRUCKS AND ALSO AN  
17 INCREASED SPEED OF THOSE CARS AND TRUCKS. SO I HAVE NOT  
18 SEEN ANYTHING ANYWHERE IN THIS REPORT THAT ADDRESSES THE  
19 SAFETY ISSUE OF OUR CHILDREN THAT ARE GOING TO BE  
20 TRAVELING DAILY, MORNING AND AFTERNOON, TO THE SCHOOL.

21                   ANOTHER THING IS ON ANOTHER HANDOUT, THE 2-1-A  
22 FOR THE MASTER PLAN, "WHAT WILL BE THE IMPACTS OF  
23 TRAFFIC PROBLEMS IN THE AIRPORT AREA?" QUOTE, THE  
24 MASTER PLAN INCLUDES MASSIVE CONGESTION RELIEF  
25 COMPONENTS AND THE DRAFT EIS/EIR STUDIES SHOW THAT THESE

1 MEASURES CAN ELIMINATE ALL OF THE SURFACE STREET AND  
2 FREEWAY IMPACT OF MEETING LOCAL FUTURE AVIATION SERVICES  
3 DEMAND.

4 DO YOU EXPECT ME TO BELIEVE THAT? THAT IS JUST  
5 BALONEY. AND PLEASE DON'T INSULT OUR INTELLIGENCE BY  
6 WRITING SOMETHING TO THAT EFFECT. TELL THE TRUTH. TELL  
7 US WHAT YOU REALLY MEAN WHEN YOU SAY, "IMPACT TO THE  
8 LOCAL COMMUNITY BY THE EXPANSION OF THE AIRPORT UPON OUR  
9 LOCAL TRANSPORTATION INFRASTRUCTURE," AND DON'T TELL US  
10 THAT YOU CAN MITIGATE ALL OF THE INCREASED TRAFFIC THAT  
11 WE'RE GOING TO EXPECT FROM AN EXPANDED AIRPORT.

12 TELL THE TRUTH, PLEASE, AND DON'T INSULT OUR  
13 INTELLIGENCE. THANK YOU.

14 THE FACILITATOR: LINDA MEYERS WILL BE NEXT.

15 MS. MYERS: I'M LINDA MEYERS AT 815 MAIN STREET  
16 IN EL SEGUNDO. THAT'S LIKE ABOUT THREE BLOCKS FROM THE  
17 RUNWAY. AND I'M NOT USED TO GETTING UP AND SPEAKING  
18 PUBLICLY, BUT THIS BOTHERED ME SO MUCH I HAVE TO SAY  
19 SOMETHING.

20 I'M VERY GLAD EVERYBODY IS TALKING ABOUT THE  
21 POLLUTION. THAT'S THE THING THAT BOTHERS ME THE MOST.  
22 I HAD MY PLACE CARPETED NOT TOO LONG AGO, WHICH MEANS  
23 YOU HAVE TO MOVE ALL YOUR FURNITURE OUTSIDE. IT WAS OUT  
24 THERE ABOUT FOUR HOURS. I WIPED EVERYTHING OFF AND  
25 CLEANED IT UP BECAUSE I WAS LOOKING FORWARD TO GETTING

1 NEW CARPET.

2           WHEN I BROUGHT IT BACK IN, I HAD TO WIPE  
3 EVERYTHING OFF. THE SPONGE WAS BLACK WITH ALL THE BLACK  
4 FUEL THAT WAS ON THE FURNITURE. I HAD TO VACUUM  
5 EVERYTHING. THAT'S WHAT WE'RE BREATHING. THAT'S POISON  
6 THAT WE'RE BREATHING. I HAVE TO WIPE UP MY KITCHEN  
7 FLOOR EVERY DAY WITH THIS BLACK SOOT.

8           I WOULD LIKE TO INVITE YOU SUPPORTERS OF THE  
9 LAX EXPANSION. WE HAVE A GREEN BELT ALONG IMPERIAL  
10 AVENUE. I'D LIKE YOU TO COME, CAMP OUT FOR ABOUT TWO  
11 WEEKS THERE. EAT YOUR FOOD THERE. BRING YOUR ELDERLY  
12 PARENTS. BRING YOUR CHILDREN AND BREATHE DEEPLY THIS  
13 BLACK SOOT THAT COMES OFF THE AIRPORT EVERY DAY,  
14 ESPECIALLY IN SANTA ANA WINDS WOULD BE BETTER FOR YOU TO  
15 COME DOWN BECAUSE THAT BRINGS IT RIGHT THROUGH. YOU CAN  
16 SMELL THE FUEL PERMEATING THROUGH EL SEGUNDO WHEN WE  
17 HAVE SANTA ANA WINDS.

18           I THINK MAYOR GORDON WILL PROBABLY ALLOW YOU TO  
19 COME AND CAMP OUT IN THAT GREEN BELT. I'D LIKE YOU TO  
20 STAY THERE ABOUT TWO WEEKS AND BREATHE DEEPLY. LEAVE  
21 YOUR FOOD OUT AND THEN EAT YOUR FOOD. SEE WHAT IT'S  
22 LIKE LIVING WITH THAT EVERY DAY. TRY TO SLEEP AND  
23 LISTEN TO THE CARGO PLANES GO BY. YOU WILL SEE WHAT  
24 WE'RE GOING THROUGH. MAYBE GET THAT TOUCH OF WHAT IT'S  
25 LIKE.



1                   THANK YOU.

2                   MS. PALMER:   GOOD AFTERNOON.   MY NAME IS STACY  
3 PALMER AND I LIVE AT 808 MARYLAND STREET IN EL SEGUNDO,  
4 WHICH IS PROBABLY ABOUT A BLOCK AWAY FROM IMPERIAL WITH  
5 RESPECT TO ITS NORTHERN BOUNDARY.   AND, YES, THERE IS AN  
6 INCREDIBLE PROBLEM WITH AIRPLANE TRAFFIC ALREADY.

7                   I CAME DOWN HERE TODAY KNOWING THAT IT WAS  
8 IMPORTANT TO SPEAK UP, AND I THOUGHT PROBABLY THE  
9 EASIEST THING TO DO WOULD BE JUST TO WRITE THIS OUT AND  
10 PUT IT IN A BOX.   BUT THE WHOLE THING IS RIDICULOUS.  
11 IT'S CUMBERSOME.   IT'S NOT FAIR.   IT'S INAPPROPRIATE AND  
12 SO FORTH.   SO I BROUGHT MY PUBLIC COMMENTS WITH ME.   I  
13 PLAN TO READ FROM THEM PRETTY MUCH.

14                   MY INITIAL THOUGHT IS YOU HAVE BEEN  
15 NONRESPONSIVE AND NONACCOUNTABLE WITH RESPECT TO CURRENT  
16 OPERATIONS.   I DON'T KNOW HOW MANY TIMES I HAVE SPECIFIC  
17 OVERFLIGHT INCIDENTS.   AND, YES, I TOOK IT SERIOUS  
18 INITIALLY THAT I OUGHT TO RESPOND TO THOSE WHEN THEY  
19 HAPPENED.

20                   AFTER A FEW SITUATIONS WITH PEOPLE EITHER SORT  
21 OF DISCOUNTING TOTALLY WHAT YOU HAD TO SAY, OR WHEN YOU  
22 ASKED FOR A LETTER, YOU CAME BACK WITH SOME STUPID FORM  
23 LETTER RESPONSE THAT HAD NOTHING TO DO WITH ANSWERING  
24 THE ISSUES AND CONCERNS, THAT'S NUMBER ONE UNDER THE  
25 CATEGORY OF YOU BEING NONRESPONSIVE AND NONACCOUNTABLE.

1           A SECOND SITUATION IS THAT I UNDERSTAND THE  
2           CURRENT PASSENGERS SERVED IS SOMEWHERE AROUND 70  
3           MILLION, AND APPARENTLY THE ORIGINAL SENSE WAS THAT THAT  
4           WAS TO HAVE BEEN 40 MILLION. DOESN'T TAKE A ROCKET  
5           SCIENTIST TO UNDERSTAND THAT YOU'VE NOW PROPOSED 98  
6           MILLION. THEREFORE, IT'S PROBABLY CLOSER TO BEING 170  
7           MILLION.

8           AND IF MY VOICE SOUNDS A LITTLE BIT EXERCISED,  
9           IT'S BECAUSE I'M A LITTLE BIT ANGRY ABOUT THIS ISSUE.  
10          AND IF IT WAS TRUE THAT YOU COULD TRUST POLITICIANS,  
11          THEN THE FACT THAT ALL OF THE PREVIOUS LAX MAYORAL  
12          CANDIDATES SAYING WE'RE AGAINST IT WOULD BE ENOUGH FOR  
13          US TO JUST SAY, OH, OKAY, THEY'RE AGAINST IT. WE DON'T  
14          NEED TO COME SPEAK UP. IT'S NOT GOING TO HAPPEN.

15          BUT I DON'T TRUST THE POLITICIANS. I DON'T  
16          TRUST WHAT THEY SAID. AND I THINK IT'S IMPORTANT TO  
17          STAND UP AND SPEAK UP, AND THAT'S WHY I'M HERE.

18          I BELIEVE THAT YOUR EIR IS LIKEWISE IN SERIOUS  
19          RESPECTS NONACCOUNTABLE. IT SEEMS ACCEPTABLE TO YOU  
20          APPARENTLY TO TRIPLE THE NITROUS OXIDE EMISSIONS WHILE  
21          THEN PROPOSING TO MITIGATE ONLY 30 PERCENT OF THE AMOUNT  
22          YOU TRIPLED. AGAIN, IT DOES NOT TAKE A ROCKET SCIENTIST  
23          BASICALLY TO UNDERSTAND YOU'RE TALKING ABOUT DOUBLING  
24          THE EXISTING NITROUS OXIDE EMISSION, THANK YOU VERY  
25          MUCH.

1           THE PLAN NEEDS TO BE REJECTED FOR MANY REASONS.  
2           AND I DIDN'T TRY TO WAX VERBOSE. I PROBABLY COULD HAVE  
3           FILLED OUT SEVERAL MORE SHEETS. BUT I SUSPECT THAT EVEN  
4           THOUGH I'VE BEEN HERE A SHORT AMOUNT OF TIME, THE  
5           COMMENTS I'VE HEARD HAVE BEEN RESPONSIVE TO WHAT YOU  
6           ALREADY HEARD.

7           THE PLAN NEEDS TO BE REJECTED FOR MANY REASONS.  
8           IT'S INAPPROPRIATE TO TAX THIS CITY AND AREA OF THE  
9           POPULATION TO TAKE CARE OF THE TRAVEL NEEDS FOR MULTIPLE  
10          OTHER REGIONS AS IN ORANGE, RIVERSIDE, SAN BERNARDINO.  
11          THIS PLAN IS AN OUTRAGE. IT'S A FRAUD AND YOUR ATTEMPT  
12          TO PERPETUATE IT BOARDS ON FORCED AGGRESSION.

13          THE FACILITATOR: NEXT IS ANDREW DUPREE.

14          MR. DUPREE: HI. THANK YOU. I DID NOT COME  
15          PREPARED WITH A SPEECH LIKE THIS WONDERFUL LADY JUST  
16          PREPARED. BUT THE THOUGHTS THAT GO THROUGH MY MIND  
17          ABOUT WHAT LAX AND THE FAA AND THE ATA IS TRYING TO DO  
18          HERE I FIND OUTRAGEOUS.

19          I WOULD LIKE TO KNOW HOW THE FAA AND THE ATA  
20          HAD HEARINGS DOWN IN SEAL BEACH TO ASK THOSE PEOPLE IF  
21          IT WAS OKAY TO HAVE FLIGHTS FLY OVER THE PALOS VERDES  
22          PENINSULA. WHY WEREN'T THERE HEARINGS IN PALOS VERDES?

23          I'D ALSO LIKE TO EXPRESS THAT, JUST FOR THE  
24          SHORT TIME THAT I'VE BEEN HERE, EVERYONE DOES NOT WANT  
25          THIS EXPANSION. WE DON'T WANT AIRPLANES AND JETS FLYING

1 OVER OUR HOMES AT 2:00 A.M. IN THE MORNING.

2 YOU TRY TO HARVARDIZE THIS THING BY PUBLISHING  
3 BOOKS TWO TO THREE HUNDRED PAGES LONG THAT NO ONE IS  
4 GOING TO READ. WHY CAN'T WE AS CITIZENS SAY, LOOK, WE  
5 JUST DON'T WANT IT? WHATEVER HAPPENED TO CITIZENS  
6 GETTING RESPECT FROM GOVERNMENTS AND AGENCIES? WE JUST  
7 DON'T WANT IT, PLAIN OUT AND SIMPLE.

8 THANK YOU.

9 MS. POLK: DELLA BEAL HAS FILLED IN A FORM.  
10 SHE HAS A CHRONIC CHEST CONDITION. SHE ASKED ME TO READ  
11 THIS.

12 THERE HAS BEEN LITTLE SAID ON THIS POINT AND I  
13 WISH TO BE SURE IT IS EXPRESSED BEFORE WE LEAVE. WHAT  
14 YOU HAVE DONE IS FORCE US INTO BAD-MOUTHING OUR OWN  
15 BEAUTIFUL CITY. YOU HAVE FORCED US IN EFFECT TO  
16 DEPRECIATE OUR OWN PROPERTY BY POINTING OUT ITS DEFECTS.

17 YOU HAVE HEARD AN OUTPOURING OF THESE  
18 NEGATIVES. YOU HAVE HEARD US BAD-MOUTHING OUR OWN  
19 PROPERTY WHEN WE SHOULD BE SINGING ITS PRAISES FOR IT  
20 HAS MANY BEAUTIES TO BE PRAISED. IT IS A DESPERATE  
21 ENDEAVOR WE ARE IN WHEN WE ARE FORCED TO PUT OUR WORST  
22 FOOT FORWARD.

23 THE FACILITATOR: ARE THERE ANY OTHER SPEAKERS  
24 WHO WOULD LIKE TO SPEAK AT THIS TIME? IF NOT, WE'LL  
25 TAKE A TEN-MINUTE BREAK AND RECONVENE THE PUBLIC

1 HEARING.

2 LET'S TAKE OUR BREAK AND WE'LL HAVE YOU AS THE  
3 FIRST SPEAKER IF YOU COMPLETE A CARD AT THE INFORMATION  
4 DESK.

5 (WHEREUPON, THERE WAS A CHANGE OF REPORTERS  
6 AT 5:35 P.M.)

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1 (PROCEEDINGS RESUMED AT 4:45 P.M.)

2 THE FACILITATOR: LADIES AND GENTLEMEN,  
3 IT'S 4:45, SO WE WILL NOW RECONVENE OUR TESTIMONY.  
4 OUR FIRST SPEAKER WILL BE EDNA FREEMAN.

5 MS. EDNA FREEMAN: THERE'S NO ONE HERE TO  
6 LISTEN TO ME NOW.

7 THE FACILITATOR: WE'RE HERE TO LISTEN,  
8 MA'AM.

9 MS. EDNA FREEMAN: I'M EDNA FREEMAN AND I  
10 LIVE IN EL SEGUNDO. I'VE LIVED IN EL SEGUNDO EVER  
11 SINCE I MOVED TO AMERICA IN ABOUT SINCE 1957.

12 WHEN WE CAME HERE, FIRST THE AIRPORT WAS  
13 EAST OF SEPULVEDA, IT WAS JUST A LITTLE SHACK, BUT I  
14 WANT TO TALK ABOUT PRIOR TO 1975, MY HUSBAND AND I  
15 HAD APARTMENTS ON ARBOR VITAE. WE HAD TO CHANGE THE  
16 CARPETS CONSTANTLY THERE AND BUY NEW DRAPES BECAUSE  
17 OF THE POLLUTION. IT WAS ON THE WALKWAYS, IT WAS  
18 JUST GREASE AND SOOT. NOW, THAT WAS BEFORE 1975.  
19 YOU KNOW NOW IT'S EVEN WORSE. IF THE AIRPORT  
20 EXPANDS, IT'S GOING TO BE EVEN WORSE. AT THAT TIME  
21 IT WAS DREADFUL. THAT'S ALL I'VE GOT TO SAY.

22 THE FACILITATOR: THANK YOU, MA'AM. DO  
23 WE HAVE ANY OTHER SPEAKER CARDS AT THIS TIME? WE'RE  
24 GOING TO GO OUT TO THE DESK AND SEE IF WE CAN PICK  
25 UP ANY MORE SPEAKER CARDS.

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( PAUSE IN PROCEEDINGS. )

THE FACILITATOR: GOOD DAY, LADIES.  
THANKS FOR COMING.

THE NEXT SPEAKER WILL BE LINDA MEYERS.

MS. LINDA MEYERS: HI, LINDA MEYERS FROM  
815 MAIN STREET. I JUST WANTED TO MENTION ONE OTHER  
THING THAT IS A BIG CONCERN. OF COURSE, THE  
POLLUTION, AS I MENTIONED, WAS ONE OF MY BIGGEST  
CONCERNS, BUT ANOTHER THING, THE MORE CROWDED THE  
AIRPORT IS, EVEN NOW WHAT WORRIES ME, THE PLANES  
GOING OVER, THEY MAKE THE EARLY TURNS. THEY'RE  
SUPPOSED TO GO STRAIGHT UP, THEY ALL MAKE EARLY  
TURNS. THEY'RE FLYING DIRECTLY OVER THE HYPERION  
PLANT. IF ONE OF THOSE PLANES WAS TO CRASH INTO THE  
HYPERION PLANT, CAN YOU EVEN IMAGINE WHAT WOULD  
HAPPEN TO THE L.A. COUNTY SEWAGE? AND THAT KIND OF  
THING IS WHAT REALLY WORRIES ME.

WE HAVE ELECTRICAL, WE HAVE EDISON, WE  
HAVE ALL KINDS OF MAJOR INDUSTRIAL TYPE THINGS ALONG  
THE SHORE THERE THAT THE AIRPLANES FLY OVER. SO I'M  
WANTING TO KNOW, WHAT TYPE OF THING ARE YOU TAKING  
INTO CONSIDERATION IF YOU EXPAND THE SAFETY OF THAT  
AREA, IF YOU'RE MAKING SURE THAT THERE WOULD BE NO  
EARLY TURNS? THAT NOW SHOULD BE SOMETHING YOU'RE  
CONSIDERING AS IN NO EARLY TURNS. THANKS.



1 THE FACILITATOR: THANK YOU, MA'AM.  
2 MS. EDNA FREEMAN: CAN I SAY SOMETHING  
3 ELSE?  
4 THE FACILITATOR: YES, MA'AM, I'LL ADD  
5 THAT TO THE CARD.  
6 MS. EDNA FREEMAN: THIS HAS JUST BEEN  
7 BROUGHT TO MY ATTENTION, IF SOMEBODY CAN SUE THE  
8 TOBACCO COMPANIES FOR \$3 BILLION, WHY CAN'T WE SUE  
9 THE AIRPORT FOR WHAT THEY'VE DONE TO US WITH OUR  
10 LUNGS AND EVERYTHING AND HEALTH?  
11 THE REPORTER: CAN I GET A NAME? I  
12 DIDN'T GET A NAME.  
13 THE FACILITATOR: THAT'S MRS. BEALE, OLGA  
14 BEALE.  
15 MS. EDNA FREEMAN: NO, EDNA FREEMAN.  
16 THE FACILITATOR: I'M SORRY, EDNA  
17 FREEMAN. DO WE HAVE ANY OTHER PUBLIC TESTIMONY?  
18 ANYONE WHO WOULD LIKE TO SPEAK AT THIS POINT? WE  
19 WILL REMAIN OPEN UNTIL 7:00.  
20 (PAUSE IN PROCEEDINGS.)  
21 THE FACILITATOR: I'D LIKE TO CALL HELEN  
22 SABIN AND FAITH WOMACK, PLEASE. LADIES, JUST FOR  
23 YOUR INFORMATION, WE HAVE THREE MINUTES. THIS IS  
24 THE FEDERAL AVIATION ADMINISTRATION HEARING. YOUR  
25 TESTIMONY WILL BE TAPED. WE ALSO HAVE A COURT

1 REPORTER THAT WILL RECORD THAT, SO IF YOU WOULD  
2 STATE YOUR NAME AND ADDRESS.

3 MS. HELEN SABIN: MY NAME IS HELEN SABIN,  
4 I LIVE AT 28402 QUAIL HILL DRIVE, Q-U-A-I-L H-I-L-L  
5 DRIVE, RANCHO PALOS VERDES. I WANTED TO SHOW UP  
6 TODAY TO STATE THAT I AM AGAINST THE EXPANSION OF  
7 THE AIRPORT. I AM VERY UNHAPPY ABOUT THE FLIGHTS  
8 THAT COME OVER THE PALOS VERDES PENINSULA. I THINK  
9 THAT IT WILL CAUSE A TREMENDOUS DECLINE IN PROPERTY  
10 VALUES IF THE AIRPORT IS ALLOWED TO EXPAND. IF  
11 YOU'RE GOING TO EXPAND AND YOU HAVE TO MEET THE NEED  
12 AND THE DEMAND, THEN I SUPPORT THE REGIONAL PROJECT  
13 AS I SEE IT PROPOSED OUTSIDE AS I HAVE BEEN READING  
14 ABOUT IT. THAT'S MY COMMENTS.

15 THE FACILITATOR: THANK YOU, MA'AM. NEXT  
16 WILL BE FAITH WOMACK.

17 MS. FAITH WOMACK: HELLO, MY NAME IS  
18 FAITH WOMACK AND I'M LIVING AT 935 MAIN STREET IN EL  
19 SEGUNDO. I LIVE VERY CLOSE TO THE AIRPORT, RIGHT  
20 NEAR THE IMPERIAL HIGHWAY, AND I WANT TO SAY THAT  
21 THE VERY FIRST NIGHT I SLEPT IN EL SEGUNDO, I WOKE  
22 UP IN THE MIDDLE OF THE NIGHT AND I ACTUALLY THOUGHT  
23 I WAS SLEEPING ON THE RUNWAY AND THAT A SPACESHIP  
24 WAS TAKING OFF RIGHT OVER ME. THAT'S HOW LOUD IT  
25 WAS, AND OVER TIME, I KNOW MY HEARING MUST BE

1       DEADENING BECAUSE I HARDLY HEAR SOME OF THESE  
2       SOUNDS, BUT I'M NOT SURE WHAT FLIGHT PATTERN IS  
3       GOING ON AT NIGHTTIME.

4                   IT SEEMS LIKE WE'RE NOT HAVING THE VERY  
5       BIGGEST PLANES FLYING ON THE SOUTHERN SIDE OF THE  
6       AIRPORT AT NIGHT, BUT EVERY ONCE IN A WHILE YOU HEAR  
7       A REALLY BIG ONE TAKING OFF, AND I JUST SHUDDER TO  
8       THINK THAT THEY MIGHT INCREASE THAT OR MAYBE HAVE  
9       MORE OF THE BIGGER PLANES TAKING OFF ON OUR SIDE AT  
10      NIGHT, BECAUSE IT'S VERY DISTURBING TO TRY TO SLEEP  
11      WHEN THERE'S A PLANE TAKING OFF EVERY FIVE MINUTES.  
12      IT SEEMS LIKE EVERY THREE TO FIVE MINUTES A PLANE IS  
13      TAKING OFF.

14                   AND ANOTHER THING IS THAT I ALSO WORK IN  
15      EL SEGUNDO AT THE LOS ANGELES AIR FORCE BASE AND MY  
16      CAR IS CONSTANTLY COVERED WITH THIS JUNKY STUFF.  
17      EVERY WEEK THE CAR HAS TO BE WASHED AND WAXED, IT'S  
18      JUST REALLY DISGUSTING, AND I THINK, WHAT CAN MY  
19      LUNGS BE LIKE? I'VE BEEN IN AND OUT OF THIS,  
20      WALKING AROUND BREATHING THAT AIR, AND IT'S  
21      TERRIBLE.

22                   I WOULD SUPPORT THE EXPANSION OF OTHER  
23      AIRPORTS TO SHARE THE LOAD. I UNDERSTAND THAT IT'S  
24      A SERIOUS ISSUE, THAT PEOPLE NEED TO FLY, I KNOW I  
25      FLY. I APPRECIATE BEING ABLE TO GO OVER THERE AND

1 TAKE AN AIRPLANE, BUT I JUST REALLY DON'T LIKE THE  
2 IDEA THAT THE L.A. AIRPORT WILL BE THE ONLY ONE  
3 EXPANDED. THAT'S ALL.

4 THE FACILITATOR: THANK YOU, MA'AM.  
5 THAT'S ALL THE PUBLIC COMMENTS WE HAVE AT THIS  
6 POINT. WE'LL WAIT UNTIL OTHERS ARRIVE.

7 (PAUSE IN PROCEEDINGS.)

8 THE FACILITATOR: WE WILL ADJOURN FOR A  
9 FIVE-MINUTE BREAK.

10 (WHEREUPON, A RECESS WAS TAKEN FROM  
11 5:58 P.M. UNTIL 6:29 P.M.)

12 THE FACILITATOR: WE HAVE A SPEAKER,  
13 MR. DAVID PRICE. AND, SIR, JUST TO REMIND YOU, THIS  
14 IS THE FEDERAL AVIATION ADMINISTRATION PUBLIC  
15 HEARING. YOU'LL HAVE THREE MINUTES FROM THE TIME  
16 THE CLOCK STARTS, AND THE FLOOR IS YOURS.

17 MR. DAVID PRICE: MY NAME IS DAVID PRICE,  
18 I'M A HOMEOWNER, RESIDENT HERE IN MANHATTAN BEACH.  
19 JUST FOR THE RECORD, I HAPPEN TO LIVE JUST SOUTH OF  
20 ROSECRANS AVENUE, JUST WEST OF SEPULVEDA, AND  
21 GENERALLY YOU'RE GOING TO HEAR THAT I'M OPPOSED TO  
22 THE EXPANSION OF THE AIRPORT.

23 I'M NOT AGAINST THE AIRPORT, I DON'T DENY  
24 ITS RIGHT TO EXIST, I THINK IT'S A WONDERFUL THING  
25 TO HAVE IN THE COMMUNITY AND IT SERVES IT WELL, BUT

1 MY PERSONAL EXPERIENCE HAS BEEN THAT THE PLANES DO  
2 FLY OFF PATH, THEY MAKE A LOT OF NOISE. DESPITE THE  
3 FACT THAT I LIVE RIGHT NEXT TO A REFINERY, I STILL  
4 HEAR THE AIRPORT MORE THAN I HEAR THE REFINERY.

5 CERTAIN TIMES OF THE YEAR, THE ODORS THAT  
6 I EXPERIENCE FROM MY FRONT DOOR ARE GENERALLY WHAT I  
7 WOULD CALL KEROSENE TYPE SMELL WHICH I WOULD EQUATE  
8 WITH THE EXHAUST FROM THE JETS, AND I'M JUST  
9 CONCERNED THAT ANY MORE FLIGHTS COMING IN AND OUT OF  
10 THERE IS JUST GOING TO ADD TO WHAT'S ALREADY GOING  
11 ON AND I WOULD LIKE TO SEE THAT THESE BE MAINTAINED,  
12 IF NOT REDUCED.

13 I'VE WRITTEN TO REPRESENTATIVE HARMAN AND  
14 ASKED THAT SHE CONTINUE HER EFFORTS TO PUSH FOR A  
15 MORE REGIONAL APPROACH WHICH WOULD INCLUDE NOT JUST  
16 THE THREE AIRPORTS SUBJECT TO, YOU CALL YOURSELVES  
17 LAWA, BUT ALSO MAYBE TO INCLUDE THE AIRPORTS IN THE  
18 ORANGE COUNTY AREA, SAN BERNARDINO AREA, IF  
19 POSSIBLE, AND JUST TO LOOK AT THIS OVERALL STRUCTURE  
20 HERE, WHAT WE CALL GREATER L.A., WHICH SERVES A  
21 QUAIN T COASTAL COMMUNITY OF ABOUT 13 MILLION PEOPLE  
22 AND THINK OF IT IN THE BIGGER TERMS THAN JUST WHAT  
23 CAN WE DO FOR LAX. AND I KNOW YOU'D LIKE TO MAKE IT  
24 A BIGGER, BETTER PLACE, BUT IT DOESN'T REALLY HELP.

25 SO THERE'S A LOT OF TECHNICAL ISSUES IN

1 THE EIR. I HAVE THE GREAT PLEASURE OF DEVELOPING  
2 EIR'S MYSELF FOR MY COMPANY, I'M NOT USED TO DEALING  
3 WITH THEM ON A BUSINESS END SUCH AS WHAT YOU'RE  
4 DOING HERE. I KNOW A LOT OF PEOPLE SPOKE ABOUT THAT  
5 EIR/EIS, I GUESS IT'S CALLED ALSO, AS BEING  
6 INSUFFICIENT, AND I'M SURE I'LL PROBABLY PERUSE IT  
7 MYSELF, AND I WANT TO SEE WHAT TYPES OF DEFICIENCIES  
8 THEY'RE TALKING ABOUT, SEE IF THERE'S ANY MERIT.

9 I REALLY HOPE THAT THIS WHOLE PROCEEDING  
10 ISN'T A SHAM, THAT YOU'RE SITTING HERE GOING, "YES,  
11 WE HEAR YOUR CONCERNS," AND THEN WALKING OUT OF THE  
12 ROOM AND DOING WHAT YOU ALREADY HAD YOUR MINDS MADE  
13 UP TO DO; THAT THE COMMENTS EXPRESSED HERE AND IN  
14 THE OTHER TWO MEETINGS THAT ARE GOING ON  
15 SIMULTANEOUSLY AREN'T IGNORED AND ARE LISTENED TO  
16 WITH GREAT AND SERIOUS INTEREST. I APPRECIATE THE  
17 TIME TAKEN HERE AND FOR EVERYBODY ELSE LISTENING.  
18 THANK YOU.

19 THE FACILITATOR: THANK YOU, SIR.

20 MR. ARMSTRONG: JUST TO MAKE SURE YOU  
21 UNDERSTAND, THE COMMENT PERIOD CLOSSES JULY 25TH.

22 (PAUSE IN PROCEEDINGS.)

23 THE FACILITATOR: WE WILL RECONVENE THE  
24 FEDERAL AVIATION ADMINISTRATION HEARING. WE HAVE  
25 ONE LADY WHO WOULD LIKE TO MAKE SOME COMMENTS. IF I

1 CAN ASK PAT BEITING TO PLEASE COME TO THE  
2 MICROPHONE. MA'AM, YOU WILL HAVE THREE MINUTES FROM  
3 THE TIME I START THE CLOCK, AND PLEASE STATE YOUR  
4 NAME AND ADDRESS AND SPEAK CLEARLY AND SLOWLY SO  
5 THAT OUR COURT REPORTER WHO IS RECORDING YOUR  
6 TESTIMONY CAN GET IT DOWN ACCURATELY.

7 MS. PAT BEITING: SURE, THANK YOU.

8 THE FACILITATOR: YES, MA'AM.

9 MS. PAT BEITING: MY NAME IS PAT  
10 BEITING. I LIVE IN MANHATTAN VILLAGE, WHICH IS IN  
11 MANHATTAN BEACH, AND I'M ALSO A MEMBER OF THE BOARD  
12 OF DIRECTORS THERE OF THAT HOMEOWNER ASSOCIATION.  
13 AND I DIDN'T REALLY COME PREPARED TO SPEAK, BUT  
14 SINCE YOU ASKED FOR MY OPINION, IT CERTAINLY IS MY  
15 OPINION THAT IN A GREAT METROPOLITAN AREA LIKE  
16 LOS ANGELES, WE NEED AREAS WHICH ARE REALLY  
17 HOMEOWNER FRIENDLY AND WONDERFUL RESIDENCES THAT  
18 PEOPLE CAN LIVE IN AND MAKE THEIR HOMES WHILE THEY  
19 WORK IN L.A. OR OTHER AREAS NEARBY.

20 AND IT'S JUST SO IMPORTANT TO KEEP THE  
21 QUALITY OF LIFE UP; THAT WE DON'T WANT TO JUST HAVE  
22 A SITUATION WHERE ONLY IN THE SUBURBS ARE PEOPLE  
23 ABLE TO FIND GREAT HOUSING AND A WONDERFUL  
24 LIFE-STYLE AND ALL OF THE THINGS THAT WE ALL JUST  
25 YEARN TO HAVE IN OUR DAILY ENVIRONMENT.

1                   SO IT ALSO STRIKES ME THAT IT WOULD BE  
2           ADVANTAGEOUS TO PEOPLE WHO LIVE IN AREAS LIKE POMONA  
3           AND 29 PALMS AND THAT SORT OF THING TO HAVE SERVICE  
4           ENHANCED. SO IT SEEMS TO ME THAT IF WE DON'T  
5           CONGREGATE EVERYTHING IN JUST ONE AREA LIKE THE  
6           LOS ANGELES INTERNATIONAL AIRPORT, IT SERVES A LOT  
7           OF PEOPLE BETTER AND IN DIFFERENT RESPECTS.

8                   I GUESS I -- I HAD ONE MORE IDEA THAT  
9           WAS JUST ON THE TIP OF MY TONGUE, I FORGOT IT JUST  
10          NOW, BUT I THINK WE WILL -- I THINK WE WILL -- I  
11          THINK WE'LL -- I DON'T THINK, YOU KNOW, THAT  
12          THERE'S ANY -- WE'RE ALL SORT OF IN THE SAME BOAT  
13          IN WANTING WONDERFUL RESIDENTIAL AREAS AND ALL OF  
14          THE THINGS THAT WE ALL LOVE AND TAKE FOR GRANTED,  
15          AND WE ARE JUST HERE TO ASK YOU TO CONSIDER THAT.  
16          THANK YOU.

17                   THE FACILITATOR: THANK, YOU MA'AM. ARE  
18          THERE ANY OTHER SPEAKERS TO BE HEARD? SEEING NONE,  
19          IT'S ABOUT -- IT'S EXACTLY 7:00. I'LL TURN THE  
20          PROCEEDING AND THE HEARING OVER TO OUR FEDERAL  
21          AVIATION ADMINISTRATION REPRESENTATIVE, MR. BRIAN  
22          ARMSTRONG.

23                   MR. ARMSTRONG: IS THERE ANYONE ELSE WHO  
24          HAS NOT HAD AN OPPORTUNITY TO SPEAK CONCERNING THE  
25          INFORMATION IN THE DRAFT EIS/EIR? NOT SEEING ANYONE



1        ELSE, I WILL REMIND EVERYONE THAT IF YOU FEEL YOU  
2        ARE UNABLE TO PROVIDE US WITH VERBAL COMMENTS TODAY,  
3        WE WILL BE ACCEPTING WRITTEN COMMENTS UNTIL  
4        JULY 25TH, 2001. YOU CAN MAIL THEM EITHER TO DAVID  
5        KESSLER AT THE FAA OR TO JIM RITCHIE WITH THE CITY  
6        OF LOS ANGELES. THE ADDRESSES ARE LISTED ON THE  
7        COVER OF THE DRAFT EIS/EIR.

8                        I WANT TO THANK EVERYONE FOR YOUR  
9        COMMENTS TODAY. THIS PUBLIC HEARING FOR THE DRAFT  
10       EIS/EIR AT THE LOS ANGELES INTERNATIONAL AIRPORT IS  
11       NOW CONCLUDED. THANK YOU.

12                        (WHEREUPON, THE PROCEEDINGS WERE  
13                        CONCLUDED AT 7:01 P.M.)

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I, MARGARET C. LESH, CSR NO. 7417, DO  
HEREBY CERTIFY:

THAT THE FOREGOING PUBLIC HEARING  
PROCEEDINGS WERE TAKEN DOWN BY ME IN SHORTHAND AT  
THE TIME AND PLACE STATED HEREIN, AND REPRESENT A  
TRUE AND CORRECT TRANSCRIPT OF THE PROCEEDINGS.

I FURTHER CERTIFY THAT I AM IN NO WAY  
RELATED TO THE PARTIES IN THIS MEETING, NOR  
INTERESTED IN THE OUTCOME THEREOF.

IN WITNESS WHEREOF, I HAVE SUBSCRIBED  
MY NAME ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2001.

\_\_\_\_\_  
MARGARET C. LESH, CSR NO. 7417

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CERTIFICATE

I, RANDY D. GARRETT, CSR NO. 8931, DO  
HEREBY CERTIFY:

THAT THE FOREGOING PUBLIC HEARING  
PROCEEDINGS WERE TAKEN DOWN BY ME IN SHORTHAND AT  
THE TIME AND PLACE STATED HEREIN, AND REPRESENT A  
TRUE AND CORRECT TRANSCRIPT OF THE PROCEEDINGS.

I FURTHER CERTIFY THAT I AM IN NO WAY  
RELATED TO THE PARTIES IN THIS MEETING, NOR  
INTERESTED IN THE OUTCOME THEREOF.

IN WITNESS WHEREOF, I HAVE SUBSCRIBED  
MY NAME ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2001.

\_\_\_\_\_  
RANDY D. GARRETT, CSR NO. 8931

**Official Hearing Transcript  
Pavilion at Hollywood Park  
Inglewood, California  
Saturday June 9, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHP00001	Yvonne Brathwaite Burke	County of Los Angeles, Board of Supervisors
PHP00002	James Chon	County of Los Angeles, Department of Public Works
PHP00003	Dominic Lazzaretto	County of Los Angeles, Board of Supervisors
PHP00004	Tim Lester	African-American Chamber of Commerce
PHP00005	Charles Dickerson, Esq.	City of Inglewood
PHP00006	Dontre Conerly	None Provided
PHP00007	Jerry Jeffe	Los Angeles Area Chamber of Commerce
PHP00008	Eric Jackson	None Provided
PHP00009	Swinton Scott	None Provided
PHP00010	Dawn Miller	None Provided
PHP00011	Tamara Hill	Lennox School District
PHP00012	Curren Price	City of Los Angeles
PHP00013	Joel Kirschenstein	None Provided
PHP00014	Claudia Marshall	None Provided
PHP00015	Theola Gardner	None Provided
PHP00016	Aldene Sligh	None Provided
PHP00017	Clara Warr	None Provided
PHP00018	Mike Stevens	LAX Expansion No!
PHP00019	Walter Cole	Congresswoman Maxine Water's Office
PHP00020	Josephine Berardi	None Provided
PHP00021	Velma Slaughter	None Provided
PHP00022	Ada Chan Wong	Chinese Chamber of Commerce
PHP00023	Stephen Price	None Provided
PHP00024	Marcus Hough	None Provided
PHP00025	Judy Dunlap	City of Inglewood
PHP00026	John Gaines	City of El Segundo
PHP00027	Cecil Smith	None Provided
PHP00028	Joyce Hayward	None Provided
PHP00029	Nancy Johnson	None Provided
PHP00030	Elizabeth Khoury	LAXEN
PHP00031	David Honda	Asian Business Association of Los Angeles
PHP00032	Tom Moxley	None Provided
PHP00033	Jim Adams	LA/O Counties Building & Construction Trades Council

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHP00034	Betty Phillips Thompson	None Provided
PHP00035	Theodore Smith, III	None Provided
PHP00036	Effie Hetrick	None Provided
PHP00037	Doris Baker	None Provided
PHP00038	Maria Verduzco	Lennox Coordinating Council
PHP00039	Patt Saunders	None Provided
PHP00040	Diane Sambrano	None Provided
PHP00041	Cecil Caprio	None Provided
PHP00042	Lawrence Kirkley	City of Inglewood
PHP00043	Lawrence Springs	None Provided
PHP00044	Nancy Motan	LAX No Expansion Committee
PHP00045	Hilda Stanford	None Provided
PHP00046	Jean Jarvis	None Provided
PHP00047	Bobby White	None Provided
PHP00048	Mario Bello	None Provided
PHP00049	Gordon Mego	None Provided
PHP00050	Sandra Delahoussaye- Bonds	None Provided
PHP00051	Tyrone Clay	None Provided
PHP00052	Denny Schneider	LAX Community Noise Roundtable
PHP00053	Joyce Smith	None Provided
PHP00054	Tessie Crowder	None Provided
PHP00055	Opal Smith	None Provided
PHP00056	Betty Phillips Thompson	None Provided
PHP00057	Nick Koza	None Provided

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.

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FEDERAL AVIATION ADMINISTRATION  
LOS ANGELES DEPARTMENT OF AIRPORTS

FEDERAL AVIATION ADMINISTRATION, )  
LOS ANGELES DEPARTMENT OF AIRPORTS )  
PUBLIC HEARINGS FOR THE LAX MASTER )  
PLAN PROJECT )  
-----)

PUBLIC MEETING HELD ON  
SATURDAY, JUNE 9, 2001,  
AT THE PAVILION AT HOLLYWOOD PARK  
INGLEWOOD, CALIFORNIA  
AT 2:30 P.M.

REPORTED BY:  
CATHY A. REECE, CSR. NO. 5546  
LINDSAY PINKHAM, CSR NO. 3716

1 PUBLIC MEETING FOR THE LAX MASTER PLAN, TAKEN ON  
2 SATURDAY, JUNE 9, 2001, AT 2:30 P.M., AT THE PAVILION AT  
3 HOLLYWOOD PARK, 3883 WEST CENTURY BOULEVARD, INGLEWOOD,  
4 CALIFORNIA, 90303, BEFORE CATHY A. REECE, CSR NO. 5546  
5 AND LINDSAY PINKHAM, CSR NO. 3716.

6

7 APPEARANCES:

8

9 FOR THE FEDERAL AVIATION ADMINISTRATION:

10 MR. DAVID B. KESSLER, AICP  
11 P.O. BOX 92007  
12 WORLD WAY POSTAL CENTER  
13 LOS ANGELES, CALIFORNIA 90009-2007

14

15 FOR THE CITY OF LOS ANGELES DEPARTMENT OF AIRPORTS:

16 ROGER JOHNSON  
17 ONE WORLD WAY  
18 P.O. BOX 92216  
19 LOS ANGELES, CALIFORNIA 90009

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21 THE FACILITATOR:

22 SHAUNA BAIN

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I N D E X

INTRODUCTORY STATEMENTS

PAGE

MR. KESSLER

4

AUDIENCE COMMENTS

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INGLEWOOD, CALIFORNIA  
SATURDAY, JUNE 9, 2001  
2:30 P.M.

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MR. KESSLER: GOOD AFTERNOON, LADIES AND GENTLEMEN. MY NAME IS DAVID KESSLER, AND I AM AN AIRPORT PLANNER FROM THE FEDERAL AVIATION ADMINISTRATION, WESTERN-PACIFIC REGION.

I WOULD LIKE TO WELCOME YOU TO ONE OF THE THREE PUBLIC HEARINGS THAT THE FAA AND THE CITY OF LOS ANGELES ARE CONDUCTING TODAY FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL REPORT, OR EIS/EIR, FOR THE PROPOSED MASTER PLAN AT LOS ANGELES INTERNATIONAL AIRPORT. TWO OTHER PUBLIC HEARINGS ON THIS TOPIC ARE BEING CONDUCTED AT THIS TIME, ONE IN MANHATTAN BEACH AND ONE IN WESTCHESTER.

THE PURPOSE OF THESE HEARINGS IS TO COLLECT COMMENTS FROM THE GENERAL PUBLIC CONCERNING THE ADEQUACY OF THE INFORMATION DISCLOSED IN THE DRAFT EIS/EIR. THE FAA AND THE CITY OF LOS ANGELES, ALONG WITH THE FEDERAL HIGHWAY ADMINISTRATION, AS A COOPERATING AGENCY HAVE PREPARED THE DRAFT EIS/EIR.

I WOULD LIKE TO TAKE THIS OPPORTUNITY TO MAKE SURE THAT EVERYONE UNDERSTANDS THAT NO DECISIONS WILL BE MADE TODAY REGARDING THE PROPOSED PROJECT.

1                   TODAY'S HEARING IS NOT A QUESTION AND ANSWER  
2                   TYPE OF FORUM. OUR JOB IS TO LISTEN TO WHAT YOU HAVE TO  
3                   SAY ABOUT THE ADEQUACY OF THE INFORMATION IN THE DRAFT  
4                   EIS/EIR. IN OTHER WORDS, IT'S YOUR TURN TO TALK TO US.  
5                   SINCE WE ARE HERE TO LISTEN, WE ARE NOT GOING TO RESPOND  
6                   TO QUESTIONS REGARDING THE PRO'S AND CON'S OF THE  
7                   PROPOSED PROJECT.

8                   SINCE 12:00 NOON TODAY, THE CITY HAS HELD A  
9                   PUBLIC WORKSHOP JUST OUTSIDE OF THIS ROOM FOR ANYONE TO  
10                  ASK QUESTIONS ABOUT THE MASTER PLAN, THE ENVIRONMENTAL  
11                  PROCESS AND THE VARIOUS PROPOSED PROJECTS.

12                  FOLLOWING PUBLICATION OF THE DRAFT EIS/EIR  
13                  FOR COMMENT, THE NEXT STEP IN THE JOINT FEDERAL AND  
14                  STATE ENVIRONMENTAL DISCLOSURE PROCESS IS HOLDING THIS  
15                  AND THE OTHER TWO PUBLIC HEARINGS TODAY.

16                  THIS PROCESS BEGAN IN 1997 WITH THE  
17                  PUBLICATION OF A NOTICE OF INTENT TO PREPARE THE JOINT  
18                  EIS/EIR IN THE FEDERAL REGISTER. IN JULY OF 1997, WE  
19                  HELD A SERIES OF MEETINGS WITH MEMBERS OF THE PUBLIC AND  
20                  GOVERNMENTAL AGENCIES TO RECEIVE COMMENTS ON THE SCOPE  
21                  OF THE DRAFT EIS/EIR.

22                  FOLLOWING THOSE MEETINGS, THE DRAFT EIS/EIR  
23                  WAS PREPARED CONSIDERING THE COMMENTS RECEIVED DURING  
24                  THE SCOPING MEETINGS AND THOSE SUBMITTED IN RESPONSE TO  
25                  THE NOTICE OF INTENT. THE DOCUMENT HAS ALSO BEEN

1 PREPARED PURSUANT TO THE NATIONAL ENVIRONMENTAL POLICY  
2 ACT OF 1969, OR NEPA, THE COUNCIL ON ENVIRONMENTAL  
3 QUALITY REGULATIONS, WHICH ARE THE IMPLEMENTING  
4 REGULATIONS FOR NEPA, THE CALIFORNIA ENVIRONMENTAL  
5 QUALITY ACT OF 1970, OR CEQA, AND THE AIRPORT AND AIRWAY  
6 IMPROVEMENT ACT OF 1982, AS AMENDED.

7 FOLLOWING TODAY'S HEARINGS AND THE CLOSE OF  
8 THE COMMENT PERIOD, WE WILL THEN CORRECT AND REVISE THE  
9 EIS/EIR AS NECESSARY BASED ON THE COMMENTS RECEIVED. WE  
10 WILL ALSO PREPARE RESPONSES TO THE COMMENTS WE RECEIVE  
11 AND INCLUDE THOSE RESPONSES IN THE FINAL EIS/EIR.

12 BEFORE WE BEGIN RECEIVING VERBAL COMMENTS, WE  
13 WOULD LIKE TO LET YOU KNOW THE GROUND RULES OF THIS  
14 HEARING.

15 FIRST, AS I SAID EARLIER, WE ARE NOT HERE TO  
16 RESPOND TO QUESTIONS ABOUT THIS PROJECT. WE ARE ONLY  
17 HERE TO LISTEN AND TAKE NOTES. WE ALSO HAVE A COURT  
18 REPORTER PRESENT TO INSURE THAT WE HAVE AN ACCURATE  
19 TRANSCRIPT OF THIS HEARING.

20 FOR ANYONE WHO WOULD LIKE TO SPEAK, WE ASK  
21 YOU TO FILL OUT A SPEAKER CARD, LIKE THIS ONE, AND GIVE  
22 IT TO THE PERSON AT THE SIGN-IN DESK. THAT PERSON WILL  
23 BRING THE SPEAKER CARDS UP TO OUR FACILITATOR, WHO WILL  
24 CALL THE NAMES OF EACH SPEAKER SO WE CAN PROCEED IN AN  
25 ORDERLY FASHION. SO THAT EVERYONE GETS AN OPPORTUNITY

1 TO PROVIDE VERBAL COMMENTS, EVERYONE WILL GET THREE  
2 MINUTES TO SPEAK.

3 TO BE FAIR TO EVERYONE, WE ARE NOT GOING TO  
4 ALLOW PEOPLE TO TRANSFER THEIR ALLOTTED TIME TO SOMEONE  
5 ELSE.

6 I ASK THAT WHEN YOU SPEAK, YOU GIVE US YOUR  
7 NAME AND ADDRESS FOR THE RECORD.

8 WE ALSO HAVE A SPANISH LANGUAGE TRANSLATOR  
9 FOR ANYONE WISHING TO PROVIDE COMMENTS IN SPANISH.

10 IF THERE IS ANYONE WHO FEELS UNCOMFORTABLE  
11 SPEAKING IN FRONT OF A GROUP OR IF YOU NEED MORE THAN  
12 THREE MINUTES TO PROVIDE YOUR COMMENTS, WE ASK THAT YOU  
13 PROVIDE YOUR COMMENTS IN WRITING. WE HAVE COMMENT  
14 SHEETS, LIKE THIS ONE, AVAILABLE FOR YOUR USE AT THE  
15 SIGN-IN DESK. YOU CAN LEAVE YOUR COMMENTS IN THE LARGE  
16 BOX IN THE BACK OF THE ROOM, OR YOU CAN MAIL YOUR  
17 WRITTEN COMMENTS USING THE COMMENT SHEET OR A LETTER TO  
18 EITHER ADDRESS LISTED AT THE TOP OF THE SHEET.

19 I WOULD LIKE YOU TO -- THIS IS A COMMENT  
20 SHEET -- EXCUSE ME. I WOULD LIKE YOU TO UNDERSTAND THAT  
21 A VERBAL COMMENT IS JUST AS IMPORTANT AS A WRITTEN  
22 COMMENT SO PLEASE FEEL FREE TO PROVIDE ANY COMMENTS ON  
23 THE DOCUMENT YOU MAY HAVE TO US EITHER VERBALLY TODAY  
24 FOR IN WRITING. COMMENTS ARE DUE BY 5:00 P.M., PACIFIC  
25 DAYLIGHT TIME, ON WEDNESDAY, JULY 25, 2001.

1                   LASTLY, I WOULD LIKE EVERYONE TO KNOW THAT  
2                   EVEN THOUGH WE HAVE THIS HEARING SCHEDULED UNTIL 7:00  
3                   THIS EVENING, WE WILL STAY HERE AS LONG AS NECESSARY TO  
4                   GIVE EVERYONE A CHANCE TO PROVIDE VERBAL COMMENTS ON THE  
5                   DRAFT EIS/EIR. AS I SAID EARLIER, OUR JOB HERE IS TO  
6                   LISTEN TO WHAT YOU HAVE TO SAY.

7                   NOW I WILL TURN THIS HEARING OVER TO YOUR  
8                   FACILITATOR, SHAUNA BAIN, WHO WILL COLLECT THE SPEAKER  
9                   CARDS AND CALL THE NAME OF OUR FIRST SPEAKER.

10                   THANK YOU.

11                   THE FACILITATOR: AS DAVE JUST TOLD YOU, MY  
12                   NAME IS SHAUNA BAIN. I WILL BE YOUR FACILITATOR THIS  
13                   AFTERNOON.

14                   ONE OF THE -- JUST TO REITERATE SOME OF THE  
15                   THINGS THAT DAVE WAS TELLING YOU ABOUT OUR PROCEDURES, I  
16                   HAVE THE COMMENT CARDS GIVEN TO US IN THE ORDER  
17                   RECEIVED, AND I WILL CALL FOUR NAMES AT A TIME. I ASK  
18                   THAT YOU GO TO WHATEVER PODIUM IS CLOSEST TO YOU.

19                   AS DAVE SAID, SPEAK YOUR NAME CLEARLY INTO  
20                   THE MICROPHONE BECAUSE OUR COURT REPORTER NEEDS TO  
21                   REPORT THAT, AND YOUR ADDRESS AS WELL.

22                   YOU WILL HAVE THREE MINUTES TO GIVE YOUR  
23                   COMMENTS. THE REASON WE HAVE A THREE-MINUTE TIME IS  
24                   THAT WE WANT TO ALLOW EVERYONE TO HAVE AN OPPORTUNITY TO  
25                   GET THEIR COMMENTS IN.

1                   ONCE YOU GET DOWN TO ONE MINUTE, THE TIMER  
2                   WILL START BLINKING HERE, AND YOU WILL SEE A YELLOW  
3                   LIGHT. YOU CAN REFER TO THIS CLOCK IN FRONT OF YOU TO  
4                   KNOW HOW MUCH TIME YOU HAVE.

5                   WHEN YOUR THREE MINUTES IS UP, THERE WILL BE  
6                   A TONE LIKE A BEEPING SOUND, AND I MAY WAVE TO LET YOU  
7                   KNOW, AND YOU SHOULD START CONCLUDING AT ABOUT THE  
8                   ONE-MINUTE TIME AND GIVE YOUR CONCLUSION SO YOU DON'T  
9                   RUN OVER.

10                  I WOULD APPRECIATE IF EVERYONE COOPERATES  
11                  WITH THAT. WE WILL BE HERE AS LONG AS NECESSARY TO GET  
12                  EVERYONE'S COMMENTS, BUT KNOW THAT NOBODY WANTS TO BE  
13                  HERE ALL NIGHT -- WHATEVER IT TAKES.

14                  I WILL START BY CALLING MY FIRST SPEAKERS.  
15                  AND IF YOU HAVE ANOTHER QUESTION OR COMMENT  
16                  YOU WOULD LIKE TO REGISTER, YOU CAN FILL OUT ANOTHER  
17                  SPEAKER CARD, TURN IT IN AND DO THAT.

18                  THE FIRST FOUR SPEAKERS I WOULD LIKE TO COME  
19                  TO THE PODIUM ARE COUNTY SUPERVISOR YVONNE BRAITHWAITE  
20                  BURKE, PLEASE, JAMES CHON, DOMINIC LAZZARETTO, FELICIA  
21                  BRADFIELD.

22                  YVONNE BURKE: MY NAME IS YVONNE BRAITHWAITE  
23                  BURKE, AND I AM A MEMBER OF THE BOARD OF SUPERVISORS. I  
24                  LIVE WITHIN THE AREA, WITHIN ABOUT SIX MINUTES OF THE  
25                  AIRPORT.

1 WE ACKNOWLEDGE THAT THE AIRPORT IS VITAL TO  
2 THE ECONOMY OF SOUTHERN CALIFORNIA. HOWEVER, WE BELIEVE  
3 THAT THE AIRPORT NEEDS TO ACKNOWLEDGE THAT THEY HAVE  
4 VERY SERIOUS, IF NOT DEVASTATING, IMPACTS ON THE  
5 COMMUNITIES THAT SURROUND IT, AND WHAT REALLY MUST BE  
6 DONE IS TO CORRECT SOME OF THOSE PROBLEMS THAT HAVE NOT  
7 BEEN ADDRESSED.

8 WE HAVE LAZZARETTO & ASSOCIATES, WHO YOU WILL  
9 HEAR FROM, WHO HAVE BEEN RETAINED TO IDENTIFY THE  
10 CONCERNS AND ALSO POSITIVE ASPECTS OF THIS PLAN, BUT I  
11 WOULD LIKE TO PASS TO -- PASS ON TO YOU SOME OF THOSE  
12 CONCERNS THAT WE HAVE IDENTIFIED.

13 ENVIRONMENTAL EXPERTS IN THE AREA OF TRAFFIC,  
14 AIR QUALITY, NOISE, ENVIRONMENTAL JUSTICE AND THE NEPA  
15 AND CEQA PROCESSES HIRED BY THE COUNTY OF LOS ANGELES  
16 HAVE FOUND THAT THE DRAFT EIS/EIR IS FATALLY FLAWED AND  
17 THAT THE PROBLEMS WITH THE DOCUMENT ARE SO PERVASIVE AND  
18 SYSTEMIC THAT THE ONLY PRACTICAL REMEDY IS TO START THIS  
19 PROCESS OVER AGAIN.

20 SPECIFICALLY, ONE OF OUR CONSULTANTS SAID  
21 THERE WAS REALLY NO ADDRESSING OF THOSE ENVIRONMENTAL  
22 JUSTICE ISSUES THAT ARE NECESSARY AND REQUIRED BY THE  
23 FEDERAL PROCESS; THAT THERE ARE A NUMBER OF VERY  
24 SPECIFIC DEFICIENCIES.

25 HOW CAN AN EIS/EIR FOR A PROJECT OF THIS

1 MAGNITUDE IGNORE THE CUMULATIVE IMPACT OF AIR POLLUTANTS  
2 ON THE HEALTH OF THE RESIDENTS BY SAYING THERE IS NO  
3 DATA AVAILABLE?

4 THIS IS TRUE ALSO IN TERMS OF THOSE ISSUES OF  
5 WHETHER OR NOT IT IMPACTS MINORITY COMMUNITIES. THE  
6 STATEMENT IS SIMPLY MADE: THE DATA AND INFORMATION IS  
7 NOT AVAILABLE. THERE IS A BODY OF INFORMATION THAT IS  
8 AVAILABLE THAT SHOULD HAVE BEEN PART OF THIS ENTIRE  
9 PROCESS.

10 WHY IS IT THAT ONLY A LIMITED NUMBER OF  
11 INTERSECTIONS OF AN UNINCORPORATED AREA OF THE COUNTY OF  
12 LOS ANGELES HAVE BEEN ANALYZED WHEN THERE ARE AT LEAST  
13 SEVEN AREAS WITHIN ONE MILE OF THE AIRPORT, ALL OF WHICH  
14 WILL HAVE AND -- WILL BE IMPACTED BY THIS PROCESS.

15 WHY DID THE SCOPING INFORMATION RELEASED IN  
16 1996 INCLUDE SIX ALTERNATIVES FOR STUDY AND THE DRAFT  
17 EIS/EIR RELEASED IN JANUARY 2001 RECOMMENDED A PREFERRED  
18 ALTERNATIVE THAT WAS NOT EVEN MENTIONED IN THE ORIGINAL  
19 SCOPE OF THE EIR AND EIS?

20 WHY DOES THE PHASING OF THE PROJECT APPEAR TO  
21 MAKE ACCESS CIRCULATION IMPROVEMENTS IN PHASE II AND DO  
22 THE ACTUAL DEVELOPMENT IN PHASE I, WHEN REALLY WHAT  
23 SHOULD HAVE HAPPENED IS SOME OF -- SOME OF THIS SHOULD  
24 HAVE BEEN HAPPENING OVER A PERIOD OF YEARS, AND  
25 CERTAINLY THE ACCESS AREAS SHOULD BE INSTALLED PRIOR TO



1 THE TIME OF ACTUALLY PUTTING THOSE TERMINALS IN AND ALL  
2 OF THOSE REQUIREMENTS WHERE PEOPLE WILL HAVE TO COME IN  
3 AND OUT OF THE AIRPORT.

4 I KNOW THAT MY TIME IS EXPIRING, BUT I WOULD  
5 LIKE TO SAY THIS PROCESS SHOULD START AGAIN. THANK YOU  
6 VERY MUCH.

7 THE FACILITATOR: JAMES CHON.

8 JAMES CHON: MY NAME IS JIM CHON, C-H-O-N.  
9 MAILING ADDRESS: P.O. BOX 1460, ALHAMBRA, CALIFORNIA,  
10 91802-1460.

11 I REPRESENT THE LOS ANGELES COUNTY DEPARTMENT  
12 OF PUBLIC WORKS. I AM A TRANSPORTATION ENGINEER FOR THE  
13 DEPARTMENT AND ADDRESS MY COMMENTS TO THE TRAFFIC  
14 INFORMATION PORTION OF THE EIS AND EIR.

15 THANK YOU FOR THE OPPORTUNITY FOR THIS  
16 HEARING TO EXPRESS OUR COMMENTS.

17 FIRST OF ALL, THE L.A. EXPANSION PROJECT  
18 COMES WITH COMPREHENSIVE TRANSPORTATION IMPROVEMENTS  
19 THAT WILL PROVIDE DIRECT ACCESS TO THE AIRPORT BY  
20 THE PROPOSED LAX EXPRESSWAY. GENERALLY, WE BELIEVE THAT  
21 SUCH SYSTEM WILL PROVIDE DIRECT ACCESS FROM THE FREEWAYS  
22 TO THE AIRPORT AND WILL BE BENEFICIAL IN TERMS OF  
23 TRAFFIC CIRCULATION.

24 HOWEVER, THE PROBLEM IS THAT THIS SYSTEM WAS  
25 NEEDED TEN YEARS AGO AND IS OBVIOUSLY MUCH NEEDED FOR

1 TODAY'S CONDITIONS.

2 AS FAR AS THE DOCUMENT IS CONCERNED, WE FEEL  
3 THAT THE DOCUMENT IS TOTALLY INCOMPLETE AND INADEQUATE.  
4 WE HAVE MAJOR CONCERNS WITH IT, AND I HAVE SOME SPECIFIC  
5 COMMENTS ON IT.

6 FIRST OF ALL, ONLY ONE COUNTY INTERSECTION  
7 THAT IS TOTALLY WITHIN COUNTY JURISDICTION WAS ANALYZED  
8 AND THERE WERE 11 OTHER COUNTY/CITY INTERSECTIONS  
9 ANALYZED. WE FEEL THAT IS NOT SUFFICIENT TO ADDRESS THE  
10 IMPACT OF THE COUNTY ON EQUAL AREAS, AS SUPERVISOR BURKE  
11 ALREADY MENTIONED, OF THOSE EIGHT UNEQUAL AREAS IN THE  
12 AREA.

13 JUST TO GIVE YOU A PERSPECTIVE, PLAYA  
14 VISTA, WHICH IS LESS THAN HALF OF THE PROJECT IN TERMS  
15 OF TRIP GENERATION, COVERED A MUCH BROADER AREA IN  
16 TERMS OF STUDY AND ANALYSIS OF THE PROJECT IMPACT AND  
17 MANY MORE INTERSECTIONS.

18 THEY ANALYZED 220 -- 220 INTERSECTIONS FOR  
19 THEIR IN-DEPTH ANALYSIS, AND THE LAX TRAFFIC STUDY  
20 ANALYZED 75, THAT BEING 12 -- ONE COUNTY INTERSECTION  
21 AND 11 THAT ARE SHARED COUNTY/CITY INTERSECTIONS.  
22 OBVIOUSLY, THAT IS NOT ENOUGH, AND IT IS DEFICIENT.

23 COUNTY GUIDELINES WERE NOT USED TO ANALYZE  
24 COUNTY INTERSECTIONS. DATA USED IN THE TRAFFIC STUDY  
25 WERE OLD, OUTDATED. IT WAS DONE IN 1996. THINGS HAVE

1 SINCE CHANGED. THAT IS FOUR YEARS. WE FEEL THAT NEEDS  
2 TO BE UPDATED.

3 ALSO, THE TRAFFIC MODEL THAT WAS USED TO  
4 ANALYZE THE STUDY IS PARTIALLY VALIDATED, AND WE FEEL  
5 THAT IS NOT GOOD, IT MAY RESULT IN PUBLIC ASSISTANCE,  
6 AND WE FOUND INCONSISTENCY IN THE TRIP GENERATION INSIDE  
7 THE PROJECT AS OPPOSED TO OUTSIDE.

8 MY TIME IS RUNNING OUT, SO I AM GOING TO  
9 COVER THE HIGHLIGHTS. WE ALSO HAVE CONCERNS ABOUT THE  
10 SURFACE STREETS NORTH OF THE EXPRESSWAY, L.A.  
11 EXPRESSWAY, AND ALSO SOUTH OF THE AIRPORT, AND THE  
12 COMMUNITIES AROUND THE AREAS HAVE EXPRESSED THAT. I  
13 WOULD LIKE THAT TO BE ADDRESSED IN THE EIS/EIR.

14 I HAVE OTHER COMMENTS, BUT OBVIOUSLY MY TIME  
15 IS OUT.

16 THANK YOU.

17 THE FACILITATOR: THANK YOU, MR. CHON.  
18 DOMINIC LAZZARETTO, PLEASE.

19 DOMINIC LAZZARETTO: MY NAME IS DOMINIC  
20 LAZZARETTO. I AM A RESIDENT OF BURBANK. MY ADDRESS IS  
21 550 EAST SANTA ANITA AVENUE. I AM HERE TO REPRESENT THE  
22 L.A. COUNTY BOARD OF SUPERVISORS.

23 AFTER CAREFUL REVIEW OF THE DRAFT EIS/EIR WE  
24 HAVE CONCLUDED THAT THE ERRORS, OMISSIONS AND INACCURATE  
25 ASSUMPTIONS IN THE DOCUMENT ARE SO PERVASIVE THAT ITS

1 VALIDITY IS WHOLLY COMPROMISED. AS A RESULT, THE ONLY  
2 APPROPRIATE ACTION IS TO SUBSTANTIALLY REVISE AND  
3 RECIRCULATE THE DOCUMENT.

4 WE BASE THESE CONCLUSIONS ON THE FOLLOWING  
5 FACTORS:

6 CONSIDERING ONLY THREE ALTERNATIVES FOR A  
7 PROJECT OF SUCH MAGNITUDE IS UNUSUALLY LIMITED.

8 THE PREFERRED ALTERNATIVE CONTAINS THE MOST  
9 SIGNIFICANT IMPACTS YET MEETS THE LEAST NUMBER OF  
10 OBJECTIVES SET FORTH IN THE EIS/EIR.

11 THE DOCUMENT REPEATEDLY ACKNOWLEDGES THAT  
12 LAX IS A PART OF A REGIONAL SYSTEM, BUT THE SCOPING  
13 OUTREACH DID NOT REACH A SINGLE AGENCY WITHIN SAN DIEGO,  
14 ORANGE, RIVERSIDE OR VENTURA COUNTY, AND NONE OF THE  
15 ALTERNATIVES CONSIDERED ANY FORM OF A REGIONAL SOLUTION.

16 THE BASELINES THAT WERE USED WERE  
17 INCONSISTENT AND OUTDATED, WHICH SIGNIFICANTLY REDUCES  
18 THE IMPACTS OF THE PROJECT.

19 THE PROJECT HORIZON YEAR IS 2015, YET THE  
20 PROJECT CANNOT BE COMPLETED BEFORE THAT DATE. THIS ALSO  
21 SKEWS THE POTENTIAL IMPACTS OF THE PROJECT.

22 AIR QUALITY IS KNOWN TO BE A SIGNIFICANT  
23 IMPACT BOTH BEFORE AND AFTER MITIGATION; THEREFORE, THE  
24 MITIGATION DOES NOT APPEAR TO BE SUFFICIENT.

25 THE POPULATION THAT IS SHOWN WITHIN THE 65

1 CNEL NOISE CONTOUR IS HALF OF WHAT LAWA REPORTED IN THE  
2 SAME PERIOD, FOURTH QUARTER 1996. THIS UNDERMINES THE  
3 VALIDITY OF THE DOCUMENT AND MISREPRESENTS THE IMPACTS  
4 OF THE PROJECT.

5 THERE ARE NO NOISE MITIGATION MEASURES IN THE  
6 DOCUMENT EVEN THOUGH THE NOISE WAS DETERMINED TO HAVE  
7 SIGNIFICANT IMPACTS. THIS GOES AGAINST CEQA  
8 REQUIREMENTS.

9 THE ENVIRONMENTAL JUSTICE SECTION FAILS TO  
10 MEET NEPA REQUIREMENTS. AS A RESULT, VALID REVIEW IS  
11 NOT POSSIBLE.

12 AND, FINALLY, THE EIS/EIR SOMEHOW CONCLUDED  
13 THAT SHORT DISTANCE FLIGHTS WOULD GO TO OUTLYING  
14 AIRPORTS, BUT THERE IS NO COMMITMENT TO INSURE THAT IT  
15 HAPPENS. THE DOCUMENT EITHER NEEDS TO EXPLORE THE  
16 IMPACTS OF THESE FLIGHTS STAYING AT LAX OR NEEDS TO  
17 INCLUDE AN ALTERNATIVE THAT PROPERLY IDENTIFIES A PLAN  
18 FOR A REGIONAL SOLUTION.

19 WE WOULD LIKE TO SUBMIT OUR PRELIMINARY  
20 COMMENTS AND FINDINGS INTO THE RECORD OF THIS HEARING,  
21 AND WE WILL STATE OUR FINAL WRITTEN COMMENTS PRIOR TO  
22 THE JULY 25TH DEADLINE.

23 THANK YOU.

24 THE FACILITATOR: TIM LETTER, PLEASE,  
25 CHARLES DICKERSON, DONTRE L. CONERLY, AND JERRY JEFFE.

1 WE WILL START WITH MR. LETTER.

2 TIM LESTER: LESTER. TIM LESTER.

3 I AM EXECUTIVE DIRECTOR OF THE  
4 AFRICAN-AMERICAN CHAMBER OF COMMERCE, AND I HAVE A  
5 STATEMENT FROM MY BOARD, WHICH READS: OUR ORGANIZATION,  
6 WITH A MEMBERSHIP OF 500 INDIVIDUALS, WAS ESTABLISHED TO  
7 PROMOTE BUSINESS OPPORTUNITIES BY AFRICAN-AMERICANS AND  
8 TO EXPAND THESE AFRICAN-AMERICAN OWNED BUSINESSES INTO  
9 THE INTERNATIONAL ARENA.

10 OUR BUSINESS PROGRAMS WERE DESIGNED TO HELP  
11 SMALL BUSINESSES TO GROW AND PROSPER. WE SUPPORT THE  
12 RECOMMENDATIONS OF THE PLAN, ALTHOUGH IT IS FLAWED. WE  
13 REALIZE THAT AT SOME POINT EXPANSION WILL HAVE TO TAKE  
14 PLACE IN L.A. IF THE CITY IS GOING TO CONTINUE TO GROW  
15 AND PROSPER AND IF BUSINESS IS GOING TO CONTINUE TO  
16 GROW.

17 AS ANYONE WHO USES LAX KNOWS, THE SITUATION  
18 IS GETTING WORSE EVERY DAY. DELAYS ARE CAUSING  
19 BUSINESSES MILLIONS OF DOLLARS, NOT JUST HERE IN LOS  
20 ANGELES, BUT IN THE OTHER CITIES AS WELL, SINCE DELAYS  
21 CAUSE RIPPLE EFFECTS.

22 THE PLAN IS ABSOLUTELY GREAT, BUT RIGHT AT  
23 THE MOMENT THAT PLAN IS SO FAR AWAY AND, AS WE ALREADY  
24 HEARD, ALL THE PLANS SO FAR HAVE BEEN FLAWED.

25 IN THE MEANTIME THE PROPOSAL TO MODERNIZE LAX

1 WE BELIEVE SHOULD BE SUPPORTED, AND WE ARE IN SUPPORT OF  
2 THAT MODERNIZATION PROGRAM.

3 THE FACILITATOR: THANK YOU, MR. LESTER.  
4 CHARLES DICKERSON.

5 CHARLES DICKERSON: I AM AN ATTORNEY FOR THE  
6 CITY OF INGLEWOOD, CALIFORNIA. I AM HERE TODAY IN MY  
7 OFFICIAL CAPACITY AS ITS COUNSEL AND ON BEHALF OF ONE OF  
8 OUR COUNCILMEMBERS, JUDY DUNLAP. SHE HAD COMMENTS FOR  
9 YOU AS WELL. I HAVE BEEN ASKED TO CONVEY THE COMMENTS  
10 ON BEHALF OF THE CITY, AS WELL AS THOSE OF ASSEMBLYMAN  
11 JEROME HORTON, WHO ALSO REPRESENTS THE CITY OF INGLEWOOD  
12 IN THE STATE ASSEMBLY. THEY ASKED TO BE ASSOCIATED WITH  
13 MY COMMENTS TODAY.

14 INGLEWOOD IS THE JURISDICTION IMMEDIATELY  
15 EAST TO LOS ANGELES AIRPORT. ALL FLIGHTS THAT GO INTO  
16 LAX HAVE TO PASS DIRECTLY OVER AT VARYING HEIGHTS OF  
17 ANYWHERE FROM 3,000 FEET TO 300 FEET. INGLEWOOD IS MOST  
18 SEVERELY IMPACTED -- IT IS THE MOST SEVERELY IMPACTED  
19 JURISDICTION BY OPERATIONS AT LAX, BOTH PRESENTLY AND IN  
20 THE FUTURE, BECAUSE THE FLIGHT PATHS THAT GO INTO LAX  
21 DIRECTLY PASS OVER THE CITY OF INGLEWOOD.

22 AS AN INITIAL POINT, AS CITY RESIDENTS OF THE  
23 CITY AND OFFICIALS OF INGLEWOOD, WE WOULD LIKE TO STATE  
24 WE ALL OPPOSE EXPANSION OF LAX. WE WANT THAT TO BE  
25 UNEQUIVOCAL. WE HAVE INCREASED AIR TRAFFIC OVER

1 INGLEWOOD -- INCREASED GROUND TRAFFIC THROUGH INGLEWOOD  
2 AND INCREASED AIR TRAFFIC AND POLLUTION IN THE CITY OF  
3 INGLEWOOD.

4 INGLEWOOD SEEKS TO BE A RESPONSIBLE NEIGHBOR  
5 WHO RECOGNIZES THAT WE ARE AN INSEPARABLE PART OF THE  
6 FABRIC, THE ECONOMIC FABRIC OF SOUTHERN CALIFORNIA THAT  
7 WILL FLOW INTO THE REGION AS A RESULT OF INCREASED  
8 BUSINESS FLOWING THROUGH OUR LOCAL AIRPORTS.

9 WE ALSO RECOGNIZE THAT THE ECONOMIC BENEFITS  
10 WILL AFFECT AND IMPACT POSITIVELY THE ENTIRE REGION AND,  
11 THEREFORE, WE BELIEVE THAT THE ENTIRE REGION SHOULD BEAR  
12 THE BURDENS THAT WILL BE IMPOSED BY THE INCREASE OF AIR  
13 FLIGHTS.

14 TO THE EXTENT THAT INGLEWOOD WILL RECEIVE  
15 BENEFIT, WE ARE WILLING TO TAKE ON A PORTION OF THE  
16 BURDEN. BUT WE BELIEVE IN VIEW OF THE FACT THAT MOST OF  
17 THE BURDEN WILL-- MOST OF THE BENEFIT WILL BE RECEIVED  
18 BY OTHERS, THOSE OTHER JURISDICTIONS SHOULD ALSO ACCEPT  
19 THE BURDENS OF INCREASED FLIGHTS AT LOS ANGELES -- LAX.

20 MY TIME IS VERY SHORT. I WANT YOU TO KNOW  
21 THE CITY OF INGLEWOOD HAS PREPARED A LONG RESPONSE TO  
22 THE EIS/EIR, AND IT IS ACCOMPANIED BY TWO OR THREE  
23 HUNDRED PAGES OF EXHIBITS.

24 BUT THERE ARE SEVERAL POINTS I WANT TO  
25 GIVE YOU VERY QUICKLY.



1 THE EIS FAILS TO SATISFY ENVIRONMENTAL  
2 JUSTICE REQUIREMENTS.

3 IT FAILS TO ADEQUATELY CONSIDER ALTERNATIVES  
4 TO THE EXPANSION OF LAX.

5 IT FAILS TO MEASURE SOOT IMPACTS.

6 IT FAILS TO CONFORM TO OTHER RELEVANT PLANS.

7 IT FAILS TO ADEQUATELY ADDRESS THE IMPACT OF  
8 AIR POLLUTION, OF TRAFFIC, IMPACTS OF NOISE INCREASES.

9 IT FAILS TO CONFORM TO LOCAL TRAFFIC PLANS.

10 IT FAILS TO PROPERLY ANALYZE THE HEALTH  
11 EFFECT OF AIRCRAFT NOISE TO OUR CHILDREN PARTICULARLY.

12 ALL OF THESE ISSUES WILL BE ADDRESSED IN OUR  
13 WRITTEN COMMENTS, AND WE THANK YOU FOR THE OPPORTUNITY  
14 TO PROVIDE ORAL COMMENTS TO YOU TODAY.

15 THE FACILITATOR: THANK YOU, MR. LESTER.

16 DONTRE CONERLY: DONTRE CONERLY.

17 DONTRE, D-O-N-T-R-E, LAST NAME C-O-N-E-R-L-Y, 4455 WEST  
18 126TH STREET IN THE CITY OF HAWTHORNE, CALIFORNIA.

19 WHILE I THINK THAT MOST UNDERSTAND THAT THERE  
20 IS A NEED FOR EXPANSION OR POSSIBLE MODIFICATION OF THE  
21 LOS ANGELES INTERNATIONAL AIRPORT, IT IS SOMEWHAT  
22 UNCLEAR THAT THERE WERE CERTAIN THINGS OVERLOOKED AND  
23 NOT CLEARLY EXPLAINED IN REVIEWING THE WORKSHOP TODAY.  
24 I NOTICED THAT ALL OF THE PRESENTERS WERE A LITTLE BIT  
25 VAGUE ON THEIR DETAILS.

1                   NO ONE WAS ABLE TO OFFER CERTAIN SPECIFICS AS  
2 TO WHETHER OR NOT TRAFFIC WOULD BE DECREASED AND WHETHER  
3 OR NOT AIR POLLUTION WOULD BE DECREASED BY CERTAIN  
4 PERCENTAGES. THOSE NUMBERS WERE NOT OFFERED BY THOSE  
5 THAT ATTENDED THE WORKSHOPS. THEY WERE BRUSHED OFF, AS  
6 I AM SURE IT WOULD HAPPEN, AS TO A CERTAIN PLAN OR  
7 WHEREAS CERTAIN NUMBERS AND CERTAIN PERCENTAGES WERE NOT  
8 GIVEN.

9                   ADDITIONALLY, ALL OF THESE PRESENT POSED  
10 METHODS THAT WERE THERE TO OFFSET THE INCREASE OF  
11 TRAFFIC THAT WAS OPEN TO THE EXPANSION OF LOS ANGELES  
12 INTERNATIONAL AIRPORT, AND THERE ARE TRAFFIC DECREASES  
13 AND TRAFFIC DELAYS THAT WE ARE CURRENTLY FACING, AND  
14 INSTEAD OF IMPLEMENTING THESE PARTICULAR PLANS AS AN  
15 OFFSET OF INCREASED EXPANSION OF LOS ANGELES, WHY NOT  
16 IMPLEMENT THESE PLANS TO HELP OFFSET THE TRAFFIC  
17 PROBLEMS THAT WE ARE CURRENTLY FACING ON OUR COMMUTE TO  
18 LOS ANGELES INTERNATIONAL AIRPORT?

19                   I THINK THERE IS SOMETHING ELSE OVERLOOKED,  
20 AND IT MAY NOT BE PRIMARILY A MAJORITY RULE. THE BLUE  
21 BUTTERFLY HABITAT THAT LIES DIRECTLY WEST OF THE  
22 INTERNATIONAL AIRPORT, LOS ANGELES INTERNATIONAL  
23 AIRPORT, WAS BARELY MENTIONED. THE EXPANDED LOS ANGELES  
24 AIRPORT WILL BE SHIFTED TO THE WEST. IN SHIFTING THOSE  
25 EMISSIONS TO THE WEST, THAT WOULD BE DIRECTLY OVER THE

1 HABITAT FOR THIS ENDANGERED SPECIES.

2 NOW IT IS CLEARLY KNOWN THAT LOS ANGELES WILL  
3 NOT BE ALLOWED TO BUILD IN THAT PARTICULAR AREA.  
4 HOWEVER, THERE WILL BE SOMEWHAT OF ADVERSE EFFECTS FROM  
5 THE EXPANSION OF LOS ANGELES AIRPORT TO THE HABITAT OF  
6 THE ENDANGERED BUTTERFLY SPECIES THAT PRETTY MUCH KIND  
7 OF THROWS OUT THE FACT THAT WE ARE ENDANGERING AN  
8 ENDANGERED SPECIES; THAT IF WE ARE GOING TO HAVE  
9 EXPANSION, THAT THREATENS THEIR VERY HABITAT.

10 I WOULD LIKE TO SAY AS A REPRESENTATIVE OF  
11 THE CITY OF HAWTHORNE AND AS A RESIDENT OF THE CITY OF  
12 HAWTHORNE, I THINK THIS EXPANSION HAS NOT BEEN  
13 WELL-THOUGHT-OUT AND HAS NOT TAKEN INTO CONSIDERATION  
14 THE NEEDS OF THE COMMUNITY AND HAS NOT BEEN SENSITIVE  
15 TO THE DEMANDS OF THE COMMUNITY, NOR THOSE THAT WERE  
16 PREPARED BY COUNTY SUPERVISORS OR OTHER PERSONS, AND I  
17 THINK IT SHOULD BE REDONE AND REVISED.

18 THANK YOU.

19 THE FACILITATOR: THANK YOU. JERRY JEFFE.

20 JERRY JEFFE: I REPRESENT THE LOS ANGELES  
21 AREA CHAMBER OF COMMERCE, WHICH REPRESENTS FIVE COUNTIES  
22 IN SOUTHERN CALIFORNIA, WITH THE EXCEPTION OF SAN DIEGO  
23 AND IMPERIAL COUNTIES, SO WE ARE THE ONLY CHAMBER OF  
24 COMMERCE IN THE REGION THAT HAS A REGIONAL APPROACH.

25 THE SPELLING IS J-E-F-F-E AND THE ADDRESS IS

1 350 SOUTH BIXEL STREET, LOS ANGELES, 90017.

2 THE LOS ANGELES AREA CHAMBER OF COMMERCE  
3 COMPLIMENTS LOS ANGELES WORLD AIRPORTS ON THEIR  
4 INITIATIVE IN DEVELOPING VARIOUS ENHANCEMENT PLANS FOR  
5 LAX. THIS SHOWS PROGRESSION TOWARD A SOLUTION THAT WILL  
6 KEEP OUR REGION ECONOMICALLY IN THE NEW MILLENIUM.

7 LOS ANGELES IS THE MAIN ENTRYWAY FOR GOODS  
8 SENT FROM THE PACIFIC RIM NATIONS. WITHOUT A STRONG  
9 EPA INFRASTRUCTURE HERE, THE ENTIRE NATION SUFFERS.

10 SOUTHERN CALIFORNIA IS THE HOME TO NEARLY  
11 6,000 EXPORT AND IMPORT BUSINESSES, WHICH EXPORT NEARLY  
12 110 BILLION DOLLARS IN MANUFACTURED GOODS. THE MAJORITY  
13 OF THOSE EXPORTERS AND IMPORTERS ARE SMALL BUSINESSES --  
14 THE HEART BLOOD OF OUR ECONOMY. WITHOUT WORLD-CLASS  
15 AIRPORTS IN THE LOS ANGELES REGION, MANY OF THESE SMALL  
16 BUSINESSES WILL NOT BE ABLE TO COMPETE ON A WORLD-CLASS  
17 LEVEL.

18 THE CHAMBER PIONEERED AVIATION IMPROVEMENT  
19 EFFORTS THROUGHOUT THE 21ST CENTURY. IN FACT, THE  
20 CHAMBER CHAMPIONED PALMDALE AS A SITE FOR AEROSPACE AND  
21 AVIATION IMMEDIATELY AFTER WORLD WAR II. FOX FIELD IN  
22 THE ANTELOPE VALLEY WAS NAMED AFTER THE CHAMBER MEMBER  
23 WHO LEAD THE EFFORT TO OPEN UP PALMDALE TO AVIATION.

24 WE LOOK FORWARD TO LOS ANGELES WORLD  
25 AIRPORT'S FUTURE MASTER PLAN STUDIES FOR ONTARIO AND

1 PALMDALE AIRPORTS TO CREATE A REGIONAL, 21ST CENTURY  
2 SOLUTION TO SOUTHERN CALIFORNIA'S AIR TRANSPORTATION  
3 DEFICIENCIES.

4 WE ALSO RECOGNIZE THAT IF LAX IS THE CROWN  
5 JEWEL OF AIRPORTS IN SOUTHERN CALIFORNIA, IT MUST BE  
6 MODERNIZED WITH REAL GROWTH IN POPULATION AND ECONOMIC  
7 ACTIVITY.

8 THE FACILITATOR: THE NEXT FOUR SPEAKERS ARE  
9 ERIC JACKSON, SWINTON SCOTT, DAWN MILLER, TAMARA HILL.

10 WE WILL START WITH MR. JACKSON. THAT IS  
11 YOU? WHEN HE GETS TO THE PODIUM.

12 ERIC JACKSON: GOOD AFTERNOON. MY NAME IS  
13 ERIC JACKSON. I WOULD LIKE TO READ A LETTER.

14 "WE ARE SENDING THIS LETTER TO  
15 EXPRESS OUR SUPPORT FOR THE PROPOSED  
16 LAX MODERNIZATION. WE HIGHLY ENDORSE  
17 THE RECOMMENDED MASTER PLAN FOR LAX  
18 AIRPORT, INCLUDING ALTERNATIVES A, B,  
19 OR C.

20 "WE ARE A BUILDING TRADES UNION  
21 OF 4,500 MEMBERS FROM THE PLUMBING AND  
22 PIPING INDUSTRY. THIS MEMBERSHIP AND  
23 OUR FAMILIES ARE A PROUD PART OF THIS  
24 COMMUNITY AND ITS ECONOMY. WE ARE NOT  
25 ONLY EXCITED ABOUT THE POSSIBILITY OF

1                   86,000 JOBS, CONSTRUCTION JOBS, BUT  
2                   ALSO THE COMMERCE IT WILL BRING TO OUR  
3                   CITY.  
4                   "AS HIGHLY TRAINED CRAFTSPEOPLE,  
5                   WE ARE LOOKING FORWARD TO A POSITIVE  
6                   AND REWARDING PARTNERSHIP. WE WILL NOW  
7                   HAVE THE OPPORTUNITY TO SHOW YOU WHY WE  
8                   SAY 'WE DO IT RIGHT THE FIRST TIME.'  
9                   WE LOOK FORWARD TO HELPING WITH THE  
10                  MODERNIZATION OF LAX.  
11                  "HOWEVER, IT SHOULD BE NOTED THAT  
12                  WE DO OPPOSE THE 'NO ACTION/NO PROJECT'  
13                  ALTERNATIVE. WE BELIEVE THIS APPROACH  
14                  WOULD TURN LAX AIRPORT INTO AN AIRPORT  
15                  LIKE NEW YORK, BOSTON, SAN FRANCISCO  
16                  AND WASHINGTON, D.C. THESE AIRPORTS  
17                  ARE ALREADY AT THEIR MAXIMUM CAPABILITY  
18                  AND SOME ARE PLAGUED WITH GRIDLOCK IN  
19                  THEIR SURROUNDING COMMUNITIES.  
20                  "IN CLOSING, WE WOULD LIKE YOU TO  
21                  KNOW THAT WE ARE NOT JUST EXCITED FOR  
22                  OURSELVES, BUT FOR ALL OF LOS ANGELES  
23                  AND BEYOND. THE FLYING PUBLIC AS WELL  
24                  THE BUSINESSES OF THE WORLD, SHIPPING  
25                  CARGO THROUGH LAX, WILL ALSO GAIN

1 GREATLY FROM THE PROPOSED  
2 MODERNIZATION."

3 THE FACILITATOR: THANK YOU, MR. JACKSON.  
4 MR. SCOTT.

5 SWINTON SCOTT: MY NAME IS SWINTON SCOTT.  
6 S-W-I-N-T-O-N, AND SCOTT. I LIVE AT 516 EAST ELLIS  
7 AVENUE, NO.3. IN INGLEWOOD.

8 I AM OPPOSED TO THE THREE ALTERNATIVES.

9 THE ARBOR VITAE INTERCHANGE IS A LINKAGE TO  
10 THE AIRPORT FROM THE SAN DIEGO FREEWAY AND RATHER THAN  
11 SOLVE ANY PROBLEMS FOR AIR TRAVELERS, AS THEY SAID, IT  
12 HAS CAUSED ONLY OVERCROWDING AND POLLUTION.

13 AFTER THE OVERCROWDING AND POLLUTION ON THE  
14 FREEWAY AND ON THE SURFACE STREETS, I DO NOT THINK  
15 ALTERNATIVES A, B OR C ARE ACCEPTABLE, AND I FIND IT  
16 UNACCEPTABLE TO SOLVE THE AIR TRAFFIC PROBLEMS IN THE  
17 AREA WITHOUT CAUSING A CLEAR AND PRESENT DANGER TO  
18 OURSELVES AND TO OUR QUALITY OF LIFE.

19 A REGIONAL AIRPORT SYSTEM IN AN OUTLYING AREA  
20 IS TO OUR BEST ADVANTAGE FOR A SAFE AND, IN THE FINAL  
21 ANALYSIS, A MORE BALANCED APPROACH TO AIR TRAVEL  
22 RESOURCES AND THE ENVIRONMENT.

23 THANK YOU.

24 THE FACILITATOR: THANK YOU, MR. SWINTON.

25 I WANT TO LET EVERYONE KNOW THAT WHEN THE

1 COURT REPORTER ASKS YOU TO SPEAK UP, SHE IS ONLY TRYING  
2 TO RECORD EVERYTHING YOU ARE SAYING FOR OUR  
3 PURPOSES. IT IS NOT TO INTERRUPT YOU. SO IF YOU WOULD  
4 SPEAK AS LOUDLY AS POSSIBLE, I WOULD APPRECIATE IT.

5 MS. MILLER: MY NAME IS DAWN MILLER. I LIVE  
6 AT 516 EAST ELLIS AVENUE, NO. 3 IN INGLEWOOD.

7 AFTER READING THE DIFFERENT ANALYSIS  
8 AVAILABLE TO THE PUBLIC OF THE EIR/EIS, LEARNING WHAT I  
9 COULD ABOUT HOW THE ALTERNATIVE PLANS WOULD OPERATE AND  
10 REVIEWING WHAT YOU HAVE UP HERE, I AM OPPOSED TO THE LAX  
11 EXPANSION, FIRSTLY, BECAUSE THE VIABLE ALTERNATIVES OF  
12 EL TORO AND PALMDALE AND OTHER SITES EXIST TO TAKE CARE  
13 OF THE EXPANDING NEED IN THIS REGION AND BECAUSE OF THE  
14 OUTLINED EXPANSION EASTWARD INTO INGLEWOOD.

15 EACH OF THE ALTERNATIVES MAY BE ABOUT  
16 EXPANSION TO YOU, BUT TO THOSE OF US WHO LIVE IN  
17 INGLEWOOD, IT IS ALL ABOUT POLLUTION, POLLUTION IN THE  
18 FORM OF JETS FLYING OVER US FROM ALL DIRECTIONS,  
19 POLLUTION IN THE FORM OF DIESEL TRUCKS TRAVERSING  
20 INGLEWOOD STREETS TO BRING IN CARGO, AND POLLUTION FROM  
21 THE ADDED AUTOMOBILE TRAFFIC BRINGING MANY MORE  
22 PASSENGERS BY WAY OF THE ARBOR VITAE INTERCHANGE AND THE  
23 EXPRESSWAY.

24 OTHER THAN THESE TYPES OF EXTRA POLLUTION, IF  
25 THEY WERE NOT ENOUGH, THESE ALTERNATIVES WILL ALLOW



1 RUNWAYS TO BE ADDED OR LENGTHENED TO SEPULVEDA  
2 BOULEVARD AND THE AIRPORT EXTENDING ALL THE WAY TO THE  
3 405 FREEWAY. THAT MEANS, IN ADDITION TO ALL THE ADDED  
4 POLLUTION FROM JETS, TRUCKS AND CARS THAT WOULD BE  
5 SPEWING POLLUTION INTO INGLEWOOD, JETS WOULD BE TAKING  
6 OFF AND LANDING LOWER AND LOWER TO OUR HOMES AND  
7 CREATING NOISE POLLUTION.

8 IS THIS EXPANSION ALL SO NECESSARY THAT WE  
9 MUST DESTROY A PERFECTLY WONDERFUL CITY, FURTHER  
10 DETERIORATING THE AIR WE BREATHE, ENDANGERING OUR  
11 CHILDREN, QUITE POSSIBLY OUR LIVES?

12 THERE IS AN ALTERNATIVE. I WOULD LIKE TO  
13 SUGGEST ALTERNATIVE D, WHICH IS WHERE LOS ANGELES WORLD  
14 AIRPORTS GOES INTO A JOINT VENTURE WITH THE CONTROLLING  
15 BODIES OF ORANGE COUNTY AND DEVELOPS EL TORO.

16 MS. HILL: GOOD AFTERNOON. MY NAME IS TAMARA  
17 HILL. T-A-M-A-R-A, LAST NAME HILL, H-I-L-L. I AM THE  
18 PRESIDENT OF THE LENNOX SCHOOL DISTRICT BOARD OF  
19 EDUCATION.

20 OUR DISTRICT HAS 7,000 STUDENTS. THE LENNOX  
21 SCHOOL DISTRICT AND THE LENNOX COMMUNITY IS DEFINED BY  
22 CENTURY BOULEVARD TO THE NORTH, IMPERIAL BOULEVARD TO  
23 THE SOUTH AND PRAIRIE AVENUE TO THE EAST AND LA CIENEGA  
24 TO THE WEST. THE TOWN OF LENNOX IS DIRECTLY ADJACENT TO  
25 LAX.

1 WE ARE YOUR IMMEDIATE NEIGHBORS, AND WE ARE  
2 DIRECTLY UNDERNEATH THE FLIGHT PATH OF LANDING PLANES.  
3 WE KNOW THERE ARE MANY SURROUNDING CITIES THAT WILL BE  
4 AFFECTED BY THE LAX EXPANSION, AND NO OTHER SCHOOL  
5 DISTRICT IN THE COUNTY IS TRULY EXPOSED TO A GREATER  
6 LEVEL OF NOISE AND AIR POLLUTION THAN THE CHILDREN OF  
7 LENNOX.

8 NO OTHER SCHOOL DISTRICT IN THE LAX AREA  
9 WOULD BE MORE ADVERSELY AFFECTED BY THE EXPANSION OF LAX  
10 THAN LENNOX SCHOOL DISTRICT.

11 NEEDLESS TO SAY, OUR DISTRICT AND OUR  
12 COMMUNITY AT LARGE CONTINUALLY HEAR THE PLANS AND FEAR  
13 POLLUTING THE MOST DUE TO OUR PROXIMITY TO LAX.

14 THIS HAS AFFECTED THE LENNOX SCHOOL CHILDREN.  
15 THE UCLA SCHOOL OF MEDICINE HAS CONDUCTED HEALTH CARE  
16 SCREENING, SCREENING MORE THAN 3,500 STUDENTS AND  
17 ADULTS. IT SHOULDN'T BE A SURPRISE WHEN I TELL YOU THAT  
18 THE UCLA MEDICAL PROFESSIONALS FOUND A HIGH AMOUNT OF  
19 ASTHMA AND ALLERGY SYMPTOMS IN OUR COMMUNITY.

20 OUR CHILDREN BEING EXPOSED TO THE TERRIBLE  
21 NOISE OF AIR POLLUTION IS UNACCEPTABLE, AND WHAT IS EVEN  
22 MORE UNACCEPTABLE IS HOW THE LOS ANGELES COMMUNITY  
23 OVERLOOKS THE LENNOX COMMUNITY. WE WANT OUR VOICE TO BE  
24 HEARD AT THE HEARINGS, AND THE THREE MINUTES I AM GIVEN  
25 TO SPEAK IS NOT ENOUGH TIME TO COMPARE CONCERNS AND TO

1 TELL YOU HOW PASSIONATE WE FEEL ABOUT THIS ISSUE.

2 ON BEHALF OF THE SCHOOL BOARD AND THE LENNOX  
3 COMMUNITY, I WOULD LIKE TO INVITE YOU TO VISIT LENNOX,  
4 COME AND SEE HOW OUR CHILDREN LIVE AND ARE AFFECTED BY  
5 THE ALREADY WELL OVER 65 DECIBEL CNEL MEASUREMENT OF  
6 NOISE POLLUTION. COME AND SEE. WE WOULD LIKE TO  
7 PROTECT OUR STUDENTS FROM THE NOISE OF THE DESCENDING  
8 PLANES SO THEY CAN LEARN.

9 LENNOX IS EXPOSED TO THE PLANS FOR  
10 EXPANSION. IF YOU INSIST ON DOING SO, COME TO OUR  
11 COMMUNITY AND SIT DOWN WITH US AND ADDRESS OUR CONCERNS  
12 AND OUR NEEDS.

13 LENNOX IS SMALL, BUT MIGHTY, AND WE ARE  
14 PASSIONATE ABOUT PROTECTING OUR CHILDREN FROM THE AIR  
15 AND NOISE POLLUTION. WE WILL NOT BE DISMISSED OR  
16 OVERLOOKED.

17 THANK YOU.

18 THE FACILITATOR: THE NEXT FOUR SPEAKERS ARE  
19 CURREN PRICE, JOEL KIRSCHENSTEIN, CLAUDIA MARSHALL, AND  
20 SALOMON ZAMORA.

21 CURREN PRICE: CURREN PRICE, COUNCILMAN OF  
22 CITY COUNCIL DISTRICT 1. I REPRESENT AN AREA THAT IS  
23 DIRECTLY IMPACTED AND AFFECTED BY THE AIRPORT, ROUGHLY  
24 THE AREA BOUNDED BY VAN NESS ON THE EAST, LA BREA ON THE  
25 WEST, 76TH STREET ON THE NORTH

1 AND IMPERIAL ON THE SOUTH. THOSE AREAS, AS I MENTIONED  
2 BEFORE, ARE AFFECTED BY TRAFFIC AND ACTIVITY ASSOCIATED  
3 WITH LAX.

4 I SHARE THE CONCERNS THAT HAVE BEEN EXPRESSED  
5 REGARDING THE FAILURE OF THE PLAN TO ADDRESS EXPANSION  
6 SCENARIOS IN SOME OF THE OUTLYING AREAS. I CERTAINLY  
7 BELIEVE THAT THE EXPANSION HAS TO BE A REGIONAL  
8 APPROACH, AND THAT IS SORELY MISSING FROM THE EIR.

9 FOR MOST OF THE CITIZENS I REPRESENT, AND I  
10 HEAR COMPLAINTS ON A WEEKLY BASIS, THEY ARE ABOUT  
11 TRAFFIC OR NOISE OR EXPANSION OR SOMETHING NEW WITH THE  
12 PROJECT. FOR MOST, THE CURRENT LEVEL OF TAKEOFFS AND  
13 LANDINGS IS DISRUPTIVE.

14 WE HAVE HAD ISSUES PREVIOUSLY REGARDING THE  
15 HEIGHT, THE NOISE. THEY ARE BURDENSOME TO MANY WHO LIVE  
16 IN THIS IMMEDIATE AREA. THE PROSPECT OF 40 OR 50 MORE  
17 FLIGHTS A DAY, AS PROJECTED IN THE EIR, IS -- I THINK  
18 MOST OF US FIND THIS TOTALLY UNACCEPTABLE.

19 THE MAJOR TRAFFIC ARTERIES OF THE 405 AND  
20 SEPULVEDA ARE ALREADY CLOGGED DURING RUSH HOUR BECAUSE  
21 OF TRAFFIC, AND AGAIN THE PROSPECTS OF ADDING ADDITIONAL  
22 TRAFFIC ON THESE ARTERIES IS GOING TO BE TOTALLY  
23 BURDENSOME.

24 IN ADDITION TO NOISE AND TRAFFIC, OF COURSE,  
25 THERE ARE ISSUES OF POLLUTION, AND THAT HAS BEEN

1 REFERRED TO BY MANY SPEAKERS AND, AGAIN, IS AN  
2 ADDITIONAL CONCERN FOR THOSE WHO LIVE IN OUR COMMUNITY.

3 SO WHILE WE UNDERSTAND EXPANSION IS A  
4 NECESSARY EVIL, WE FEEL THAT THERE SHOULD BE A MORE  
5 BALANCED APPROACH.

6 THE IDEA OF THE THREE SCENARIOS BEING LAID  
7 OUT WITHIN THE EIR, MEMBERS OF MY COMMUNITY FIND IT  
8 UNACCEPTABLE, AND I AM CONFIDENT IF WE WORK TOGETHER, WE  
9 CAN FIND AN ALTERNATIVE PLAN.

10 BUT I THINK WE NEED TO START OVER, GET  
11 EVERYBODY TO THE TABLE AND THEN ROLL UP OUR SLEEVES TO  
12 MAKE THAT HAPPEN.

13 THANK YOU.

14 THE FACILITATOR: THANK YOU, MR. PRICE.

15 JOEL KIRSCHENSTEIN.

16 JOEL KIRSCHENSTEIN: MY NAME IS JOEL  
17 KIRSCHENSTEIN. I AM SPECIAL CONSULTANT TO THE SCHOOL  
18 DISTRICT AND COUNSEL FOR THE DISTRICT.

19 OUR COMMENTS ARE SPECIFICALLY TO ADDRESS THE  
20 EIS AND EIR, AND I THINK IT IS IMPORTANT FOR US TO  
21 KNOW -- BY THE WAY, WE HAVE HAD MEETINGS WITH STAFF, AND  
22 WE APPRECIATE THE MEETINGS WE HAVE HAD WITH THE LAX  
23 STAFF ON SOME OF THESE ISSUES.

24 WE THINK THAT THE SECTION ON SCHOOLS IS MORE  
25 THAN FLAWED, IT IS NONEXISTENT, AS FAR AS AN

1 INTERPRETATION OF IMPACTS AND MITIGATION ON THE  
2 INGLEWOOD SCHOOL DISTRICT.

3 FOR SOME REASON THE REPORT ADDRESSES LA-USC  
4 AND GOES INTO KIND OF A RAMBLING ANALYSIS OF SOME TYPE  
5 OF IMPACTS THAT THE AIRPORT WOULD HAVE ON THE L.A.  
6 UNIFIED SCHOOL DISTRICT, AND IT DOESN'T REALLY ADDRESS  
7 THE IMPACTS AND MITIGATION.

8 WE WILL BE SUBMITTING A WRITTEN RESPONSE.  
9 IT MAKES IT VERY DIFFICULT TO RESPOND, FOR THE DISTRICT  
10 TO RESPOND, WHEN WE DON'T HAVE THE TECHNICAL IMPACT  
11 SECTION IN THE REPORT TO ADDRESS. WE WANT TO MAKE NOTE  
12 OF THAT.

13 WE WOULD HAVE TO NOW RESPOND FROM THE  
14 STANDPOINT OF WHAT THE OMISSIONS ARE IN THE REPORT,  
15 WHAT IS NOT THERE.

16 WHAT WE WILL BE FOCUSING ON, OUR RESPONSE  
17 WILL BE PRIMARILY IN THREE AREAS. WE WILL HAVE TO  
18 DESCRIBE WHAT THE EXISTING FACTS ARE OF LAX, AND WE  
19 REALIZE THAT LAX IS GOING TO BE HERE. IT IS NOT GOING  
20 TO GO AWAY. SO THERE WILL ALWAYS BE IMPACTS.

21 THEN WE WILL DISCUSS THE IMPACTS OF THE  
22 FLIGHT PATHS ON THE EXPANSION AND THE DIFFERENT  
23 EXPANSION SCENARIOS UP TO A CERTAIN DEGREE. AGAIN, WE  
24 DO NOT HAVE A FULL DETAILED TECHNICAL IMPACT ON THE  
25 HEALTH, SAFETY AND WELFARE ISSUES, WHICH SHOULD HAVE

1 BEEN ADDRESSED IN THE REPORT OF THE STUDENT POPULATIONS.

2 THEN THE THIRD PART WILL BE THE GROWTH  
3 INDUCING IMPACTS IN AND AROUND INGLEWOOD SCHOOLS THAT  
4 WILL OCCUR FROM THE LAX EXPANSION THEMSELVES. AGAIN,  
5 THERE IS NO PARTICULAR FOCUS.

6 BY WAY OF EXAMPLE, THERE IS A SCHOOL CALLED  
7 OAK STREET SCHOOL IN WHICH THE ARBOR VITAE OFFRAMP IS  
8 JUST PART OF THE EXPRESSWAY EXPANSION. IT BASICALLY  
9 DOES AWAY WITH -- WE HAVE ALREADY RESPONDED THAT THAT IS  
10 GOING TO HAVE TO BE RELOCATED, AND THAT IS NOT ADDRESSED  
11 IN THE REPORT EITHER.

12 SO THOSE ARE SOME OF THE ISSUES WE WANTED TO  
13 BRING TO YOUR ATTENTION TODAY. WE WANT TO BE ON RECORD  
14 AND LET YOU KNOW THAT WE HAVE SPECIFIC DETAILS ABOUT THE  
15 OMISSIONS IN THE REPORT.

16 THANK YOU.

17 THE FACILITATOR: THANK YOU,  
18 MR. KIRSCHENSTEIN.

19 CLAUDIA MARSHALL.

20 CLAUDIA MARSHALL: MY NAME IS CLAUDIA  
21 MARSHALL, CLAUDIA M-A-R-S-H-A-L-L, 2118 WEST 81ST  
22 STREET, LOS ANGELES, 90047.

23 I AM NOT HERE TO SPEAK ON POLITICAL PURPOSES,  
24 JUST AS A HOUSE OWNER, HOMEOWNER, LIVING IN SOUTH  
25 CENTRAL L.A.

1                   NO ONE SEEMED TO HAVE THOUGHT OF US, HOW THE  
2                   INCREASE OF AIR FLOW WILL AFFECT US. THE PLANES TRAVEL  
3                   DIRECTLY OVER MY HOME NOW: COMING IN, LANDING. THEY  
4                   ARE SO LOW AT THIS POINT THAT YOU CAN READ THE LOGOS ON  
5                   THE AIRPLANES.

6                   I WAS TOLD WITH THE PROPOSALS, THAT AIR  
7                   TRAFFIC IS GOING TO INCREASE, AND IT WILL BE -- AND THE  
8                   PLANES WILL BECOME LARGER. THAT IS NOT ACCEPTABLE  
9                   BECAUSE AT THIS POINT WE ARE HAVING MAJOR PROBLEMS WITH  
10                  HEARING. YOU CANNOT TALK ON THE TELEPHONE IF A PLANE,  
11                  ONE OF THE BIG JUMBO JETS OR CARGO PLANES, ARE PASSING  
12                  OVER. YOU HAVE TO WAIT UNTIL THEY FINISH, AND THEN YOU  
13                  CAN CONTINUE YOUR CONVERSATION.

14                  I WAS BLESSED WITH A GRANDCHILD, AND  
15                  SOMETIMES I JUST GO TO BED, AND THE PLANES COME OVER,  
16                  AND THEY WAKE HER. THIS MIGHT NOT BE SIGNIFICANT TO  
17                  SOME OF YOU, BUT IT IS VERY IMPORTANT TO US.

18                  THEREFORE, I AM HERE TO JUST SPEAK TO YOU  
19                  ABOUT THE COMMON EVERYDAY PROBLEMS THAT WE ENCOUNTER.

20                  I HAVE BEEN LIVING HERE SINCE 1963 SO I HAVE  
21                  BECOME ACCUSTOMED TO THE AIRPLANE NOISE. IF I HAVE  
22                  OUT-OF-TOWN GUESTS HERE, AND THEY ASK ME: HOW CAN YOU  
23                  DEAL WITH IT, YOU SAY YOU JUST BECOME ACCUSTOMED TO IT.

24                  AND ESPECIALLY DURING THE PEAK HOURS, MORNING  
25                  AND EVENING, THIS IS BECOMING UNBEARABLE IF YOU ARE



1 OUTSIDE IN YOUR YARD OR IN THE BACK PORTION OF YOUR  
2 HOUSE.

3 TO BE SPECIFIC, I LIVE, I GUESS YOU WOULD  
4 SAY, ON THE NORTHEAST PART OF SOUTH CENTRAL, JUST AT THE  
5 DIVIDING LINE OF VAN NESS AND INGLEWOOD. EVERYTHING I  
6 HEAR IS INGLEWOOD, INGLEWOOD. WE ARE THE FORGOTTEN  
7 NEIGHBORS. THE PLANES HAVE TO GET TO INGLEWOOD. IN  
8 ORDER TO GET TO INGLEWOOD, THEY HAVE TO FLY OVER SOUTH  
9 CENTRAL L.A.

10 I WOULD LIKE FOR US TO BE CONSIDERED AND  
11 THOUGHT ABOUT, AND WHEN YOU -- OKAY. SOME OF THE HOMES  
12 IN THE AREA, IN THE ADJACENT AREA, DID GET, I THINK,  
13 SOME WINDOWS OR SOMETHING -- WE WASN'T EVEN CONSIDERED  
14 FOR THAT.

15 SO I WOULD APPRECIATE THAT BEFORE YOU PROCEED  
16 ANY FURTHER, THINK ABOUT THE OTHER PEOPLE IN THE  
17 NEIGHBORHOOD, AND I THANK YOU VERY MUCH.

18 THE FACILITATOR: THANK YOU, MS. MARSHALL.

19 IS SALOMON ZAMORA HERE? SALOMON ZAMORA?

20 FOR YOUR INFORMATION, IF I CALL THE NAME AND  
21 THE PERSON DOES NOT COME UP, I PUT IT IN A PILE, AND IT  
22 GOES TO THE BOTTOM, AND I WILL -- I RE-CALL THEM AS WE  
23 GO FORWARD.

24 THE NEXT FOUR NAMES ARE DR. DOUROUX, THEOLA  
25 GARDNER, ALDENE SLIGH, CLARA WARR.

1 ARE ANY OF THOSE INDIVIDUALS HERE? NO.

2 OKAY.

3 CAN YOU COME UP TO THE PODIUM IN THE ORDER

4 NEAR WHERE YOU WERE CALLED, PLEASE.

5 DR. DOUROUX? DR. DOUROUX IS NOT HERE.

6 THEOLA GARDNER, IS THAT YOU, MA'AM?

7 THEOLA GARDNER: THAT IS ME.

8 THE FACILITATOR: THANK YOU.

9 THEOLA GARDNER: GOOD AFTERNOON. I AM THEOLA

10 GARDENER. I AM A LONG-TIME RESIDENT OF INGLEWOOD. I

11 HAVE BEEN IN MY HOME FOR 40 YEARS AT 9426 FOURTH

12 AVENUE. BEING A LONG-TIME RESIDENT OF INGLEWOOD, I HAVE

13 SEEN MANY CHANGES TAKE PLACE.

14 NOW THAT I AM HEARING ABOUT THE BIG CHANGES

15 THAT ARE SUPPOSED TO TAKE PLACE WITH LAX, IT HAS REALLY

16 BEEN TERRIFYING, AND IT HAS CHANGED, SO TO SPEAK, MY

17 LIFESTYLE OF PEACE AND COMFORT IN MY HOME.

18 YOU SPEAK OF L.A. -- LAX SPEAKS OF PURPOSE

19 AND NEED, AND THESE PURPOSES AND NEEDS ARE SATISFYING TO

20 LAX ONLY. THE NEEDS FOR THE RESIDENTS OF INGLEWOOD ARE

21 COMPLETELY IGNORED IN ALL RESPECTS.

22 YOU SPEAK OF ALTERNATIVE CONCEPTS, CONCEPT A,

23 CONCEPT B, CONCEPT C. ALL CONCEPTS WILL ONLY SUPPORT

24 LAX'S NEEDS AND CAUSE FURTHER DETERIORATION OF

25 SURROUNDING COMMUNITIES WITH THE LOUD NOISE, BEING

1 HAZARDOUS TO YOUR HEALTH AND CAUSING STRUCTURAL DAMAGE  
2 TO THE STRUCTURES OF OUR HOMES, NOT TO MENTION THE  
3 CONGESTION OF TRAFFIC.

4 I FEEL THAT LAX NEEDS TO THINK VERY CAREFULLY  
5 AND GIVE SOME CONSIDERATION TO THE RESIDENTS OF  
6 INGLEWOOD AND SURROUNDING AREAS. THESE PLACES ARE OUR  
7 HOMES.

8 THIS IS YOUR BUSINESS, AND THIS BUSINESS  
9 SERVES THE COMMUNITIES OF MANY PERSONS OTHER THAN JUST  
10 INGLEWOOD, AND I FEEL THAT PERSONS THAT ALSO ARE  
11 RECIPIENTS OF THE SERVICES OF LAX SHOULD TAKE A  
12 RESPONSIBLE SHARE.

13 THANK YOU.

14 THE FACILITATOR: THANK YOU, MS. GARDENER.  
15 ALDENE SLIGH.

16 MS. SLIGH: ALDENE SLIGH, A-L-D-E-N-E, S LIKE  
17 SAM, L-I-G-H. I LIVE AT 9500 FOURTH AVENUE IN  
18 INGLEWOOD.

19 AND I WOULD LIKE TO FIRST SPEAK ON  
20 ENVIRONMENTAL JUSTICE, WHICH I CONSIDER LAX'S MASTER  
21 PLAN AS ENVIRONMENTAL INJUSTICE. FROM EVERYTHING I  
22 OBSERVED HERE AND AT ONE OF THE WORKSHOPS, WHICH WAS  
23 POORLY ADVERTISED, BECAUSE VERY FEW CITIZENS SHOWED  
24 UP -- THAT LAX HAS NOT EVEN CONSIDERED THE CITIZENS OF  
25 THE SURROUNDING -- INGLEWOOD OR THE SURROUNDING AREAS.

1 LAX CANNOT HAVE AN EXPANSION BECAUSE THEY  
2 CANNOT MITIGATE THE PROBLEMS THAT ALREADY EXIST WITHOUT  
3 THE EXPANSION.

4 WE ARE VERY IMPACTED. IT IS AFFECTING OUR  
5 HEALTH. IT IS AFFECTING OUR LIFESTYLE. AND WE ARE NOT  
6 IN AN AREA OF LEAST RESISTANCE, AND I WOULD LIKE  
7 MS. KENNARD TO KNOW THAT. SHE WROTE IN AN ARTICLE THAT  
8 THEY WEREN'T GOING TO GO SOUTH BECAUSE THEY WOULD IMPACT  
9 WELL-DEVELOPED COMMUNITIES. I WOULD LIKE HER TO KNOW  
10 THAT INGLEWOOD IS A BEAUTIFUL, WELL-DEVELOPED COMMUNITY,  
11 AND WE TAKE GREAT PRIDE IN WHERE WE LIVE.

12 THE NEXT AREA IS THE AREA OF TRANSPORTATION.  
13 THE PROPOSED RING ROAD WILL MAKE MORE TRAFFIC AND WILL  
14 ONLY SERVE TO MAKE IT MORE CONVENIENT FOR THE 20 PERCENT  
15 COMING FROM ORANGE COUNTY AND OUTLYING AREAS. THIS WILL  
16 INVOLVE THE DESTRUCTION OF AN ELEMENTARY SCHOOL AND MANY  
17 OF THE HOMES. THAT MEANS THAT IT WILL BE THE TOTAL  
18 DESTRUCTION OF A NEIGHBORHOOD AS WE KNOW IT TODAY.

19 RATHER THAN FOLLOWING THE DICTATES OF THE EIR  
20 AND EIS AS IT IS PRESENTED TO US IN THE  
21 SURROUNDING AREAS IN LAX, WE DEMAND THAT THE PRESENT  
22 PROBLEMS BE MITIGATED IN ALL SURROUNDING AREAS,  
23 PRESENTLY, BEFORE YOU EVEN BEGIN TO THINK EXPANSION.

24 THIS PLAN SEEMS TO BE FRAUDULENT TO ME  
25 BECAUSE IT DOES NOT HAVE A SATISFACTORY AIR QUALITY

1 COMPONENT TO IT. I DON'T EVEN THINK YOU CAN CONSIDER IT  
2 A REAL AIR QUALITY COMPONENT.

3 SO I AM NOT IN FAVOR OF THIS EXPANSION.  
4 THANK YOU VERY MUCH.

5 THE FACILITATOR: THANK YOU, MS. SLIGH.  
6 CLARA WARR.

7 CLARA WARR: CLARA WARR. I LIVE AT 9207  
8 SOUTH THIRD AVENUE IN INGLEWOOD.

9 MY NAME IS CLARA WARR.

10 FIRST OF ALL, I WAS SURPRISED THAT LAWA WOULD  
11 EVEN GIVE THIS 12:00 TO 2:30 TIME FOR A WORKSHOP. I  
12 HAVE NEVER EXPERIENCED SUCH A WORKSHOP BEFORE IN MY  
13 LIFE.

14 AS I LOOK THROUGH THE VOLUME ON THE TABLE,  
15 THE EIR/EIS, I CAME TO PAGE 1040, AND ON THAT PAGE IT  
16 STATED THAT THE POLLUTANTS WOULD PRIMARILY GO EASTWARD.  
17 POLLUTANTS FROM THE AIRPORT WILL PRIMARILY GO EASTWARD  
18 TO INGLEWOOD AND TO COMMUNITIES EAST OF INGLEWOOD.

19 AND AN EXCERPT FROM AN ARTICLE THAT I READ IS  
20 CALLED "EXPOSING AIRPORTS POISON CIRCLES," THAT SAYS IF  
21 YOU LIVE WITHIN SIX MILES OF AN AIRPORT, YOU ARE AT  
22 HEIGHTENED RISK OF DYING PREMATURELY FROM  
23 ENVIRONMENTALLY INDUCED CANCER FROM JET AIRCRAFT, GROUND  
24 VEHICLES AND AIRPORT MAINTENANCE OPERATIONS.

25 I TRIED TO RAPIDLY PERUSE THAT EIR/EIS TODAY

1 TO SEE IF I COULD RECOGNIZE OR FIND THE STUDY THAT WAS  
2 DONE AT -- BY THE WASHINGTON HEALTH DEPARTMENT CENSUS  
3 INVOLVING THE SEATTLE/TACOMA AIRPORT. I COULDN'T FIND  
4 IT. BUT THERE WERE A LOT OF OTHERS THAT REALLY  
5 DOWNPLAYED POLLUTION AND NOISE.

6 BUT I WANT TO CITE WHAT IS SAID IN THIS  
7 ARTICLE, AN EXCERPT FROM THAT WASHINGTON HEALTH  
8 DEPARTMENT CENSUS STUDY AT THE SEA-TAC AREA.

9 BY MOUNTING -- A MOUNTING NUMBER OF STUDIES  
10 CLEARLY SUGGEST THAT AIRPORT POLLUTANTS HAVE BECOME  
11 CHEMICAL GRIM REAPERS GRADUALLY SICKENING AND KILLING  
12 NEARBY RESIDENTS.

13 DATA FROM THE WASHINGTON HEALTH DEPARTMENT  
14 CENSUS WHICH COMPARED 1991 TO 1995 ILLNESS AND MORTALITY  
15 RATES FOR RESIDENTS NEAR THE SEATTLE/TACOMA AREA FOUND  
16 INFANT MORTALITY NEAR THE AIRPORT WAS 50 PERCENT  
17 GREATER, HEART DISEASE WAS 50 PERCENT GREATER, CANCER  
18 DEATHS 36 PERCENT GREATER, AND DEATHS FROM ALL CAUSES  
19 WERE 48 PERCENT GREATER.

20 DID ANYONE BOTHER TO FIND THAT PARTICULAR  
21 STUDY? ALL OF OUR LIVES HAVE BECOME DISPENSABLE AND  
22 DISPOSABLE FOR THE BUSINESS AND ECONOMY DRIVEN L.A.  
23 WORLD AIRPORTS.

24 THANK YOU.

25 THE FACILITATOR: THANK YOU, MS. WARR.

1 THE NEXT FOUR NAMES I HAVE ARE MIKE

2 STEVENS.

3 MR. STEVENS, ARE YOU AVAILABLE?

4 WALTER COLE.

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6 (CHANGE OF REPORTERS.)

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1 THE FACILITATOR: MR. STEVENS, ARE YOU AVAILABLE?

2 WALTER COLE? IS MR. COLE AVAILABLE? MRS. STEPHEN J.  
3 BERARDI. AND I CAN'T READ YOUR FIRST NAME. THE LAST  
4 NAME IS SLAUGHTER.

5 CAN WE START WITH MIKE STEVENS.

6 MR. MIKE STEVENS: YES. MY NAME IS MIKE STEVENS.  
7 I'M A RESIDENT OF INGLEWOOD, ALSO PRESIDENT OF AN  
8 ORGANIZATION CALLED LAX EXPANSION NO.

9 YOUR COMMUNITY OUTREACH, AS YOU CAN SEE HERE  
10 TODAY, HAS FAILED. I SUGGEST THAT YOU CONDUCT ANOTHER  
11 OUTREACH, A SINCERE ATTEMPT TO GET THE PEOPLE OF  
12 INGLEWOOD, SOUTH CENTRAL LOS ANGELES, PEOPLE WHO ARE  
13 GOING TO CARRY THE BRUNT OF THIS PROPOSED EXPANSION SO  
14 THAT THEY CAN UNDERSTAND WHAT'S ABOUT TO HAPPEN. MANY  
15 PEOPLE DO NOT KNOW.

16 NOW, IF YOU EXPECT LAX EXPANSION NO TO DO YOUR  
17 OUTREACH FOR YOU, THEN MAYBE YOU SHOULD GIVE IT A SYSTEM  
18 TO DO THAT. BUT TO PUT THE BLAME ON US, THAT WELL, YOU  
19 SHOULD HAVE CONTACTED YOUR OVER 3,000 MEMBERS, IS  
20 UNFAIR.

21 NOW, ANOTHER PROBLEM IS THIS, WITH THE DOCUMENT  
22 ITSELF. IT IS NOT YOUR FORMULAS FOR YOUR FLEET MIX.  
23 YOUR FLEET MIX, IF YOU TAKE ONE PLAN AND CHANGE THAT,  
24 LET'S SAY, FROM DC-10 TO A 747, AUTOMATICALLY, ALL YOUR  
25 CALCULATIONS ARE AUTOMATICALLY OFF. SO YOUR DOCUMENT IS



1 BASED UPON A FORMULA, NUMBER ONE, THAT YOU DON'T  
2 DOCUMENT IN THE DOCUMENT.

3 NUMBER TWO, IT'S NOT A PRACTICAL WORKING  
4 DOCUMENT, NOR DID YOU MAKE IT READILY AVAILABLE. THE CD  
5 DISK THAT YOU PROVIDED FOR COMMUNITY OUTREACH IN EXCESS  
6 OF \$60, 65, I BELIEVE IT IS, THAT COULD BE PRODUCED FOR  
7 AS LITTLE AS \$5, MASS-PRODUCED, WITH THE COLOR LOGO AND  
8 EVERYTHING. SO YOU IN EFFECT ARE LIMITING THE PEOPLE  
9 WHO ARE ABLE TO EVEN RESPOND TO THE DOCUMENT, WHICH IS  
10 WHAT THIS IS ALL ABOUT. IT'S NOT COMMUNITY OUTREACH.

11 WHAT THIS IS IS BASICALLY YOU'RE NOT EVEN  
12 LOOKING TO APPROVE, IN MY OPINION, THAT DOCUMENT SO  
13 FAR. THAT'S JUST FROM A LAYMAN'S POINT OF VIEW. YOU'RE  
14 LOOKING TO APPROVE PORTIONS OF IT, AND THEN YOU'LL TAKE  
15 A PORTION OF A, B, AND C, AND THEN YOU'LL BRING TOGETHER  
16 YOUR CONCEPT THAT YOU'RE GOING TO USE.

17 BUT YOU NEED TO HAVE AN EIR IN ORDER TO EXTEND  
18 ANY RUNWAY. AND ALL THREE OF YOUR ALTERNATIVES IDENTIFY  
19 A RUNWAY GOING ACROSS SEPULVEDA BOULEVARD AND COMING  
20 EASTWARD TOWARDS INGLEWOOD. AND THAT'S MY BIGGEST  
21 PROBLEM WITH YOUR DOCUMENT, IS THAT YOU ARE GOING TO BE  
22 BRINGING RUNWAYS CLOSER TO INGLEWOOD, BECAUSE WHEN YOU  
23 TURN THE AIRPORT AROUND BECAUSE OF WEATHER CONDITIONS,  
24 THAT MEANS NOW THE TAKEOFF IS GOING TO BECOME A LOT  
25 LOWER. THAT MEANS TAKEOFF IS GOING TO BECOME A LOT

1 NOISIER. AND THOSE PLANES TAKE OFF OVER INGLEWOOD.

2 SO YOUR WHOLE PROCESS IS FLAWED, YOUR DOCUMENTS  
3 ARE FLAWED, EVERYTHING ABOUT THIS IS FLAWED. THANK YOU  
4 VERY MUCH. AND HAVE A GOOD DAY.

5 AND THE REST OF YOU, I WANT TO LEAVE EARLY,  
6 BECAUSE TODAY IS MY DAUGHTER'S BIRTHDAY, SO I WILL NOT  
7 BE HERE TO CARRY ON WITH YOU. BUT LET'S HOPE THAT THEY  
8 HAVE ANOTHER COMMUNITY OUTREACH MEETING SO THAT OUR  
9 NEIGHBORS AND FRIENDS CAN PARTICIPATE.

10 THE FACILITATOR: MR. COLE.

11 MR. WALTER COLE: HI, MY NAME IS WALTER COLE,  
12 C-O-L-E. I'M REPRESENTING CONGRESSWOMAN MAXINE WATERS.

13 FIRST OF ALL, I HAVE A STATEMENT ACTUALLY FROM  
14 THE CONGRESSWOMAN, WHO UNFORTUNATELY CAN'T BE HERE  
15 TODAY -- SHE IS IN D.C. -- TO TAKE CARE OF MIKE STEVENS  
16 AND THE PITIFUL AMOUNT OF OUTREACH THAT LAWA HAS DONE  
17 TO ADVERTISE THESE EVENTS. THE WORKSHOPS DON'T SEEM TO,  
18 YOU KNOW, COINCIDE WITH OTHER TYPES OF WORKSHOPS I'VE  
19 SEEN BEFORE, AND THE LOW TURN-OUT THAT OBVIOUSLY WE SEE  
20 HERE AND AT OTHER EVENTS. AND THEY ALWAYS SCHEDULE IT  
21 ON THE DAY WHEN ONE OF THE LARGEST SPORTING EVENTS AT  
22 HOLLYWOOD PARK IS ALSO HAPPENING. I THINK IT'S NOT A  
23 COINCIDENCE.

24 FIRST OF ALL -- WELL, I'LL JUST READ THE  
25 CONGRESSWOMAN'S STATEMENT.

1           TODAY THE CITIZENS OF INGLEWOOD, WESTCHESTER,  
2 SOUTH CENTRAL LOS ANGELES, AND OTHER COMMUNITIES  
3 SURROUNDING LOS ANGELES INTERNATIONAL AIRPORT WILL MAKE  
4 THEIR COLLECTIVE VOICES HEARD. THEY WILL SPEAK LOUD AND  
5 CLEAR TO THE OFFICIALS OF LOS ANGELES WORLD AIRPORTS  
6 THAT THE ENVIRONMENTAL IMPACT STATEMENT AND REPORT, THE  
7 EIS/EIR, IS A TERRIBLY FLAWED DOCUMENT.

8           LAWA HAS PUT FORTH SEVERAL ALTERNATIVES THAT  
9 ARE SO HORRIBLE IN THEIR IMPACTS THAT THEY CAN ONLY HELP  
10 MAKE THEIR PREFERRED ALTERNATIVE, ALTERNATIVE C, LOOK  
11 WONDERFUL BY COMPARISON. BUT ALTERNATIVE C IS NOT AN  
12 ANSWER TO THE ALL OF WOES THAT THE NEIGHBORHOODS  
13 SURROUNDING LAX FACE. IT IS NOTHING BUT A NIGHTMARE FOR  
14 THE FUTURE.

15           LAX IS ALREADY AN ENVIRONMENTAL MONSTER. IT IS  
16 THE SINGLE GREATEST PRODUCER OF TOXIC AIR POLLUTANTS AND  
17 SMOG-INDUCING PARTICULATE MATTER IN THE LOS ANGELES  
18 BASIN. IF THIS EXPANSION PLAN IS APPROVED, THE  
19 SITUATION WILL ONLY GET FAR WORSE.

20           NITROUS OXIDE EMISSIONS FROM LAX WILL INCREASE  
21 BY 1,500 TONS ANNUALLY BY 2015. THIS IS ACCORDING TO  
22 YOUR DOCUMENTS. AND 7,000 PEOPLE WILL ALSO BE  
23 EXPOSED -- AN ADDITIONAL 7,000 PEOPLE WILL BE EXPOSED TO  
24 NOISE FROM JET AIRCRAFT OF 65 CNEL OR ABOVE.

25           TO HANDLE THE INCREASED AMOUNT OF CARGO THAT

1 WILL ENTER LAX WILL REQUIRE 156 18-WHEELERS A DAY.  
2 THESE LARGE DIESEL TRUCKS WILL ADD TO THE POLLUTION IN  
3 OUR AIR AND CLOG UP THE STREETS OR OUR NEIGHBORHOODS.

4 THE EIS/EIR STATES AGAIN AND AGAIN THAT THERE  
5 ARE SIGNIFICANT AND UNAVOIDABLE NEGATIVE IMPACTS FROM  
6 NOISE AND AIR POLLUTION AND INCREASED AUTOMOBILE  
7 TRAFFIC, BUT GIVES NO WORKABLE SOLUTIONS TO MITIGATE  
8 THESE IMPACTS. LAWA CLAIMS THAT THESE MITIGATION  
9 PROGRAMS WILL BE DEVELOPED IN TIME AFTER THE PROJECT IS  
10 FINALLY APPROVED.

11 THIS IS A COMPLETELY UNACCEPTABLE APPROACH.  
12 HOW CAN RESIDENTS FULLY ANALYZE A PROJECT THAT WILL HAVE  
13 SUCH AN OVERWHELMING IMPACT ON THEM WHEN THEY ARE NOT  
14 GIVEN THE FULL DETAILS?

15 LAWA OFFICIALS REJECTED THE NEED TO UTILIZE THE  
16 WEALTH OF REGIONAL AIRPORT FACILITIES IN SOUTHERN  
17 CALIFORNIA. THIS IS ESPECIALLY TROUBLING GIVEN THAT  
18 LAWA HAS AT ITS DISPOSAL MULTIPLE FACILITIES THAT ARE,  
19 OR CAN BE, EQUIPPED TO HANDLE THE EXPECTED FUTURE  
20 INCREASES IN AIR TRAVEL DEMAND. NEARLY ONE HUNDRED  
21 CITIES HAVE JOINED A COALITION URGING THE USE OF CURRENT  
22 AIRPORTS AT PALMDALE AND ONTARIO. LAWA MUST REALIZE  
23 THAT THEY CANNOT IGNORE THE WISHES OF THESE CITIES AND  
24 THEIR CITIZENS.

25 ALREADY GOVERNMENTAL AGENCIES SUCH AS THE

1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, THE LOS  
2 ANGELES COUNTY BOARD OF SUPERVISORS, AND A BI-PARTISAN  
3 COALITION OF SOUTHERN CALIFORNIA'S CONGRESSIONAL  
4 REPRESENTATIVES, MYSELF INCLUDED, HAVE SPOKEN IN SUPPORT  
5 OF A REGIONAL APPROACH. MOST OPERATIONS AT THESE  
6 FACILITIES WILL HAVE NONE OF THE IMPACT ON RESIDENTS,  
7 SCHOOLS, CHURCHES AND BUSINESSES THAT ARE EXPERIENCED BY  
8 THOSE LIVING UNDERNEATH THE FLIGHT PATH OF LAX.

9 MOST DISTURBING OF ALL IS THE LACK OF ANY  
10 ENVIRONMENTAL JUSTICE PLAN. THE MAJORITY OF THOSE WHO  
11 ARE AFFECTED BY LAX EXPANSION ARE AFRICAN AMERICAN AND  
12 LATINO. THOSE COMMUNITIES ALREADY FACE A LACK OF ACCESS  
13 TO HEALTH CARE AND PREVENTION. THEY ALSO ALREADY FACE  
14 HIGH RATES OF ASTHMA AND OTHER RESPIRATORY AILMENTS. TO  
15 ASK THESE RESIDENTS TO EXPOSE THEMSELVES TO EVEN HIGHER  
16 HEALTH RISKS IS UNACCEPTABLE AND IMMORAL.

17 I SEE MY TIME IS UP. I WOULD JUST LIKE TO SAY  
18 THE CONGRESSWOMAN WILL ALSO BE SUBMITTING COMMENTS  
19 BEFORE THE JULY 25 DEADLINE. THANK YOU.

20 THE FACILITATOR: MR. BERARDI.

21 MS. JOSEPHINE BERARDI: MRS. BERARDI.

22 THE FACILITATOR: I'M SORRY. MRS. BERARDI.

23 MS. JOSEPHINE BERARDI: I'M JOSEPHINE BERARDI, 711  
24 SOUTH EUCALYPTUS AVENUE IN INGLEWOOD. I'M A STONE'S  
25 THROW FROM LA CIENEGA AND ARBOR VITAE.

1 I'D LIKE TO BRING OUT FOUR POINTS CONCERNING  
2 MANCHESTER SQUARE AND WHAT LAWA IS DOING THERE. 14  
3 YEARS AGO THE MANIPULATION OF CITIZENS OF MANCHESTER  
4 SQUARE BEGAN. PEOPLE WERE OFFERED 30 PERCENT OVER  
5 MARKET PRICE FOR THEIR HOMES. I KNOW A GENTLEMAN WHO  
6 LIVED THERE, HAD A DUPLEX WITH ANOTHER FAMILY, AND OF  
7 COURSE, IT WAS A GOOD THING FOR HIM, SO HE SOLD HIS  
8 DUPLEX AND MOVED TO NORTH INGLEWOOD.

9 ACCORDING TO YOUR STATISTICS, THERE WILL BE  
10 2,000 FLIGHTS A DAY LANDING AT THE AIRPORT. DIVIDE THAT  
11 BETWEEN FOUR RUNWAYS, THAT WILL BE 500 A DAY GOING OVER  
12 MY HOUSE.

13 I LIVE IN THE PATTERN OF THE NORTH RUNWAY. THE  
14 NORTH RUNWAY IS GOING TO BE COMING CLOSER TO MY HOUSE.  
15 THE PLANES WILL BE LANDING SOONER, AND THE BENZENE HALF  
16 BURNT WILL BE FALLING ON MY HOME AS IT DOES NOW, BUT  
17 EVEN MORE NOW. BENZENE IS A CARCINOGEN.

18 YOU'RE PUSHING THE ENVELOPE OF THE AIRPORT EAST  
19 OF SEPULVEDA BOULEVARD, ENDING UP AT LA CIENEGA, WHERE  
20 YOU'RE BUILDING CARGO AND MAINTENANCE SHACKS. THIS IS  
21 WHY YOU WANTED MANCHESTER SQUARE. THOSE PLANES ARE  
22 GOING TO BE LANDING OR AT LEAST TAXIING.

23 THE CARGO INDUSTRY WORKS MOSTLY AT NIGHT. THAT  
24 NOISE I CAN HEAR NOW WHEN YOU'RE WEST OF SEPULVEDA. CAN  
25 YOU IMAGINE TRYING TO SLEEP AT NIGHT WITH THE ROAR NOT

1 ONLY OF THE 405, BUT ALSO YOUR CARGO TERMINALS?

2 A FEW WEEKS AGO OUR PRESIDENT BUSH HAD A PARTY  
3 ON THE WHITE HOUSE LAWN ENCOURAGING PEEWEE BASEBALL.  
4 WHAT WE WOULD LIKE IS TO MAKE MANCHESTER SQUARE A PARK  
5 FOR PEEWEE BASEBALL, NOT A BIG CARGO. NOT ONLY THAT, I  
6 SUGGEST IT WOULD BE THE LEGACY OF MAYOR RICHARD RIORDAN,  
7 AND WE CAN CALL IT RICHARD RIORDAN PARK.

8 THE FACILITATOR: THANK YOU, MS. BERARDI.

9 MS. VELMA SLAUGHTER: MY NAME IS VELMA SLAUGHTER.  
10 THE LAST NAME IS SPELLED S-L-A-U-G-H-T-E-R. I'M A  
11 LONG-TIME RESIDENT OF INGLEWOOD. I'M AT 10420 SOUTH  
12 THIRD AVENUE, AND THAT'S BETWEEN 108TH ON THE SOUTH AND  
13 104TH ON THE NORTH. THE AIRPLANES COME DIRECTLY OVER MY  
14 HOUSE, AND WHEN THEY COME, LET ME TELL YOU, YOU THINK  
15 IT'S AN EARTHQUAKE.

16 I AM TOTALLY OPPOSED OF ANY EXPANSION OF LAX.  
17 I WOULD LIKE TO SEE IT CAPPED RIGHT NOW WHERE IT'S AT.  
18 I'M 100 PERCENT FOR THE ORIGINAL PLAN.

19 A LOT OF PEOPLE MAY THINK THAT THIS WILL BE  
20 TAKING JOBS FROM LAX. I DON'T THINK SO. WHAT IT WILL  
21 BE DOING IS PUTTING, IF THEY GO WITH THE REGIONAL PLAN  
22 TO PUT AN AIRPORT SOMEPLACE ELSE LIKE IN PALMDALE OR  
23 ORANGE COUNTY OR EL TORO, IS TO ONLY ALLOW THOSE  
24 COUNTIES TO TAKE THEIR SHARE. THAT'S ALL WE ASK.

25 WHERE I LIVE, YOU CANNOT ENJOY YOUR BACK

1 YARDS. WE WOULD LIKE TO HAVE A GARDEN. YOU CAN'T  
2 GARDEN ANYMORE. WE HAVE CRACKED WINDOWS. YOU DON'T  
3 REALLY NEED NO ALARM CLOCK, BECAUSE 4 OR 5 O'CLOCK EVERY  
4 MORNING YOU GOT THESE CARGO PLANES COMING OVER WAKING  
5 YOU UP. YOU GOT CAR ALARMS IN MY AREA GOING OFF, YOUR  
6 HOUSE ALARM. MY ALARM HAS GONE OFF TWICE.

7 AND THE INTERCHANGE AND THE RING ROAD IS JUST  
8 ANOTHER THING FOR LAX TO EXPAND THAT AIRPORT. AND WE  
9 WOULD BE GETTING MORE TRAFFIC, MORE POLLUTION, MORE  
10 NOISE INTO OUR COMMUNITIES.

11 AND I WOULD JUST LIKE TO FINISH BY SAYING THIS  
12 IS THE WORST WORKSHOP THAT I HAVE EVER WENT TO IN MY  
13 ENTIRE GROWN-UP LIFE. I DO NOT CONSIDER THIS BEING A  
14 WORKSHOP, NOR THAT IT IS AN OUTREACH ALLOWED TO INFORM  
15 THE PEOPLE, MEANING L.A., ALL SOUTH BAY CITIES, LENNOX,  
16 WESTCHESTER, AND FOR OUR OWN. BECAUSE IF THERE HAD BEEN  
17 OUTREACH, THIS ROOM SHOULD HAVE PEOPLE STANDING IN IT.

18 SO I SAY ANOTHER MEETING/WORKSHOP SHOULD BE  
19 BROUGHT UP AND GET OUT THERE TO THE PEOPLE, BECAUSE A  
20 LOT OF PEOPLE DON'T KNOW ABOUT THIS. I FOUND OUT, IT  
21 WASN'T BY NO MAIL COMING THROUGH THE MAIL. I FOUND OUT  
22 BY HEARSAY, BEING IN THE RIGHT PLACE AT THE RIGHT TIME.

23 SO ON THAT NOTE, I WOULD LIKE TO SAY NO  
24 EXCHANGE, NO EXPRESSWAY, NO MORE HOMES, NO MORE  
25 DISMANTLING OUR COMMUNITIES. PUT THE OVERFLOW SOMEPLACE



1 ELSE. WE CAN'T CARRY IT ALL. LIKE I MENTIONED IT  
2 BEFORE, IT'S LIKE TRYING TO PUT ALL OF L.A. INTO  
3 BAKERSFIELD. IT WILL NOT WORK. SO YOU GOT TO GO BACK  
4 TO YOUR DRAWING BOARD AND WORK YOUR PLANS OVER AGAIN.  
5 BECAUSE WHAT YOU HAVE IS NOT GOING TO WORK WITH US.  
6 WHEN IT COMES TO, YOU KNOW, TALKING ABOUT MONEY, YOU  
7 BETTER THINK ABOUT PEOPLE'S LIVES FIRST.

8 THE FACILITATOR: THANK YOU, MRS. SLAUGHTER.  
9 KENNETH MABRY, STEPHEN PRICE, ADA CHAN WONG,  
10 PETER WOO.

11 OKAY, WE'RE GOING TO TAKE A BREAK NOW, A  
12 TEN-MINUTE BREAK. IT'S BY MY WATCH 3:45 P.M., AND WE  
13 WILL START AGAIN AT 4 O'CLOCK ON THE DOT, GIVE EVERYONE  
14 TIME TO GET BACK IN THEIR SEATS. BUT WE'RE CALLING IT A  
15 10-MINUTE BREAK, FOLKS, AND I'D LIKE TO GET STARTED  
16 AGAIN AT 4 O'CLOCK, IF IT'S OKAY WITH YOU. THANK YOU  
17 VERY MUCH.

18 (RECESS)

19 THE FACILITATOR: IF WE COULD HAVE EVERYONE'S  
20 ATTENTION. MR. JOHNSON IS GOING TO -- MR. KESSLER IS  
21 GOING TO ADDRESS YOU.

22 MR. KESSLER: GOOD AFTERNOON AGAIN. MY NAME IS  
23 DAVID KESSLER. I'M WITH THE FEDERAL AVIATION  
24 ADMINISTRATION. I'M THE AIRPORT PLANNER.

25 I WANT TO JUST REITERATE OUR RULES HERE FOR

1 THOSE WHO MAY HAVE COME IN AFTER THE HEARING STARTED.  
2 WHAT WE'RE DOING HERE IS WE'RE HAVING A HEARING  
3 REGARDING THE ADEQUACY OF THE INFORMATION ON THE DRAFT  
4 ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT  
5 STATEMENT, OR EIS/EIR, FOR LOS ANGELES INTERNATIONAL  
6 AIRPORT.

7 OUR JOB HERE TODAY IS TO LISTEN TO WHAT YOU  
8 HAVE TO SAY. WE'RE HERE TO TAKE NOTES. WE'RE NOT HERE  
9 TO RESPOND TO QUESTIONS. WE DO HAVE A WORKSHOP OUTSIDE  
10 THIS ROOM THAT YOU CAN ASK QUESTIONS.

11 COMMENTS ON THE DRAFT EIS/EIR ARE DUE ON JULY  
12 25 AT 5 O'CLOCK P.M. PACIFIC DAYLIGHT TIME, JULY 25,  
13 2001. YOU CAN SUBMIT WRITTEN COMMENTS IN, PROVIDE  
14 VERBAL COMMENTS TODAY.

15 IT IS VERY IMPORTANT YOU UNDERSTAND THAT A  
16 VERBAL COMMENT IS JUST AS IMPORTANT AS A WRITTEN  
17 COMMENT. FOR THOSE OF YOU THAT FEEL UNCOMFORTABLE  
18 SPEAKING IN FRONT OF A GROUP, YOU CAN PROVIDE COMMENTS  
19 ON A COMMENT SHEET. YOU CAN ALSO PROVIDE A LETTER TO  
20 US. EITHER WAY, WHICHEVER YOU PREFER, IS JUST FINE WITH  
21 US. WE'RE GOING TO HAVE -- EVERYONE GETS AN OPPORTUNITY  
22 TO SPEAK FOR THREE MINUTES.

23 WE'RE NOT ALLOWING PEOPLE TO TRANSFER THEIR  
24 TIME FROM ONE PERSON TO ANOTHER, TO BE FAIR TO  
25 EVERYONE. WE ASK FOR THOSE WHO WANT TO SPEAK, WE HAVE

1 SPEAKER CARDS. WE STILL HAVE A GOOD PILE OF SPEAKER  
2 CARDS TO CONTINUE WITH.

3 AND AGAIN, I WANT TO EMPHASIZE THAT WE ARE HERE  
4 TO LISTEN. BOTH ROGER AND I ARE TAKING NOTES. WE ALSO  
5 HAVE A COURT REPORTER. PLEASE SPEAK INTO THE MICROPHONE  
6 SO THE COURT REPORTER CAN HEAR IT.

7 THE FACILITATOR: I'M GOING TO RE-CALL THE NAMES  
8 THAT I CALLED RIGHT BEFORE THE BREAK SO THAT THOSE WHO  
9 COME TO THE PODIUM ARE ALLOWED TO SPEAK. I CALLED PETER  
10 WOO, ADA CHAN WONG, STEPHEN PRICE, AND MARCUS HOUGH.  
11 THOSE INDIVIDUALS PLEASE COME TO THE PODIUM IN THE ORDER  
12 THAT THEIR NAME WAS CALLED. AND I WILL REITERATE HOW I  
13 FACILITATE THE PROGRAM FOR WHOSE OF YOU WHO JUST CAME.

14 AS MR. KESSLER JUST TOLD YOU, EVERYONE WILL  
15 HAVE THREE MINUTES TO MAKE THEIR COMMENTS. PLEASE BE  
16 COGNIZANT OF THE FACT THAT WE HAVE A COURT REPORTER, WE  
17 HAVE TWO COURT REPORTERS OVER HERE THAT ARE RECORDING  
18 YOUR COMMENTS. SO IF YOU COULD SPEAK LOUDLY AND AS  
19 CLEARLY AS POSSIBLE, THEY WOULD APPRECIATE IT.

20 AND I'D ALSO LIKE TO REITERATE THE FACT THAT IF  
21 YOU HAVE WRITTEN DOWN YOUR COMMENTS AND YOU'RE REFERRING  
22 TO THESE ON PAPER, IF YOU DON'T MIND, IF YOU COULD TURN  
23 IN YOUR WRITTEN-DOWN COMMENTS TO ONE OF THE COURT  
24 REPORTERS RIGHT HERE, THEY WOULD APPRECIATE IT, AND THAT  
25 WAY THEY CAN MAKE SURE THAT THEY HAVE EVERYTHING AS

1 EXACT AS POSSIBLE.

2           WHEN YOU HAVE ONE MINUTE LEFT IN YOUR THREE  
3 MINUTES' TIME, A YELLOW LIGHT WILL FLASH ON THIS TIME  
4 BOARD RIGHT HERE. AND YOU CAN REFER TO THIS WHILE  
5 YOU'RE GIVING YOUR COMMENTS, AND WHEN YOUR THREE MINUTES  
6 IS UP, YOU WILL HEAR A BEEPING TONE, AND I WILL THANK  
7 YOU.

8           SO WE WOULD LIKE TO START WITH PETER WOO. IS  
9 PETER WOO AVAILABLE? THANK YOU.

10           ADA CHAN WONG? THANK YOU.

11           MS. ADA CHAN WONG: MY NAME IS ADA CHAN WONG, A-D-A,  
12 C-H-A-N, W-O-N-G, AND I'M THE PRESIDENT OF THE CHINESE  
13 CHAMBER OF COMMERCE.

14           WE ARE ONE OF THE OLDEST CHINESE AMERICAN  
15 BUSINESS ORGANIZATIONS IN LOS ANGELES. WE WERE  
16 ESTABLISHED IN 1955 BY A GROUP OF CHINESE-AMERICAN  
17 BUSINESSMEN IN CHINATOWN. BUT IN 1976, OUR NAME HAS  
18 BEEN CHANGED TO THE CHINESE CHAMBER OF COMMERCE FROM  
19 CHINATOWN CHAMBER OF COMMERCE TO INCORPORATE THE MANY  
20 MEMBERS OF OUR ORGANIZATION THAT LIVE OUTSIDE OF  
21 CHINATOWN.

22           WE HAVE 30 BOARD OF DIRECTORS WHICH CONSISTS OF  
23 MANY PROMINENT BUSINESS PEOPLE IN OUR COMMUNITY, ALL  
24 OVER SOUTHERN CALIFORNIA. WE HAVE ALMOST 500 MEMBERS  
25 AND OVER 3,000 INDIVIDUALS AND CORPORATIONS ON OUR

1 CURRENT MAILING LIST. THEY REPRESENT THE OWNERS OF ALL  
2 DIFFERENT TYPES OF BUSINESSES, WHETHER THEY'RE  
3 RESTAURANT OWNERS OR HIGH-TECH COMPANIES, MANUFACTURING  
4 TO THE SERVICE INDUSTRY.

5 WE OF THE CHINESE CHAMBER OF COMMERCE SUPPORT  
6 THE LAX MASTER PLAN, BECAUSE WE UNDERSTAND THAT  
7 MODERNIZATION OF THIS AIRPORT AND THE AVAILABILITY OF  
8 AVIATION SERVICES ARE A NECESSARY PART OF BEING ABLE TO  
9 CONTINUE TO DO BUSINESS FOR OUR HUNDREDS OF MEMBERS AND  
10 THOUSANDS OF COMPANIES IN THE LOS ANGELES AREA. IF YOU  
11 ARE WEARING A TIE THAT IS MADE IN ITALY OR A T-SHIRT  
12 THAT'S MADE IN TURKEY OR A SHIRT THAT'S MADE IN ITALY OR  
13 SHOES THAT ARE MADE IN CHINA, ANY PIECE OF CLOTHING THAT  
14 YOU'RE WEARING TODAY, IF THEY'RE NOT MADE IN THE USA,  
15 THEY ARE MOST LIKELY IMPORTED.

16 AVIATION IS ONE WAY OF THESE PRODUCTS GETTING  
17 IMPORTED. AND MANY OF OUR MEMBERS DO IMPORT AND EXPORT.  
18 BECAUSE OF OUR MANY BUSINESS PEOPLE WHO DO BUSINESS IN  
19 ASIA OR OTHER PARTS OF THE WORLD, AVIATION TRAVEL IS  
20 VERY, VERY IMPORTANT TO OUR MEMBERS.

21 LAX HAS NOT BEEN MODERNIZED IN NEARLY 20  
22 YEARS. ANYONE WHO USES THE AIRPORT, WHETHER YOU GO TO  
23 SAN FRANCISCO OR TO SAN DIEGO OR TAKE A FLIGHT TO LAS  
24 VEGAS AND YOU USE THE AIRPORT, YOU REALIZE THERE'S A LOT  
25 OF CONGESTION.

1                   AND SO THEREFORE WE KNOW THAT WITH A  
2 MODERNIZATION PLAN WHICH ALLEVIATES SOME OF THE PROBLEMS  
3 AND THE CONGESTION THAT WE SEE TODAY, BECAUSE AFTER  
4 REVIEWING THE PROPOSED MASTER PLAN, WE SEE THAT THERE IS  
5 MITIGATION STEPS LIKE EXTENDING THE GREEN LINE AND THE  
6 EXPRESS LANE FROM THE 405 FREEWAY DIRECTLY INTO THE  
7 AIRPORT, THESE ARE WAYS FOR THEM TO MITIGATE THE TRAFFIC  
8 TO MAKE THE TRAVEL EXPERIENCE FOR THE TRAVELERS TO LAX,  
9 MAKE IT A MORE PLEASANT ONE.

10                   SO THEREFORE WE ARE HAVING TO HEAR THAT THIS  
11 MASTER PLAN DOES NOT INCLUDE ADDING ADDITIONAL RUNWAYS  
12 BUT A MODERNIZATION PLAN THAT IS EFFICIENT AND INCLUDES  
13 A VERY SMALL NUMBER OF INCREASED FLIGHTS TO MAKE IT MORE  
14 EFFICIENT FOR MANY OF OUR BUSINESS PEOPLE AND OUR  
15 MEMBERS OF THE CHINESE CHAMBER OF COMMERCE TO DO  
16 BUSINESS HERE IN THE REGION.

17                   THE FACILITATOR: THANK YOU. I'D LIKE TO HAVE  
18 MR. PRICE SPEAK NOW. ARE YOU MR. PRICE? OKAY. AGAIN,  
19 I ASK THAT YOU SPEAK YOUR NAME LOUDLY AND CLEARLY AT THE  
20 BEGINNING AND PROVIDE YOUR ADDRESS, PLEASE.

21                   MR. STEPHEN PRICE: MY NAME IS STEPHEN PRICE WITH A  
22 P-H. I LIVE AT 920 EAST ALPHA STREET, INGLEWOOD 90302.  
23 IT'S THE VERY NORTHERN BOUNDARY OF INGLEWOOD. I'M  
24 ACTUALLY QUITE A WAYS AWAY FROM THE AIRPORT.

25                   THE DOCUMENTS THAT I SEE POSTED AROUND THE

1 BOARD, THE VIDEO THAT I SAW, MADE A BIG DEAL WITH JOBS,  
2 SAFETY, EFFICIENCY, INCREASES IN EFFICIENCY, BEING A  
3 GOOD NEIGHBOR, BEING GOOD ON THE ENVIRONMENT. AND I  
4 HEAR THE LOCAL CHAMBER OF COMMERCE TYPE PEOPLE, THEY'RE  
5 HAPPY TO GET MORE BUSINESS AND JOBS.

6           HOWEVER, IT'S NOT OBVIOUS TO ME THE AIRPORT  
7 ONLY SERVES PEOPLE IN L.A. CITY. IT SERVES PEOPLE FROM  
8 RIVERSIDE, ORANGE COUNTY. WHAT'S MISSING FROM THIS  
9 WHOLE THING IS IT'S LAX FIRST. LET'S JUST GET THIS  
10 GOING AND THEN WE'LL FIGURE OUT THE MITIGATION, THEN  
11 WE'LL SEE IF WE CAN DO SOMETHING ABOUT EL TORO, MAYBE  
12 WE'LL DO SOMETHING VERY MINIMAL, LOOKS LIKE, IN  
13 PALMDALE. IT'S ALL MAYBE, MAYBE, MAYBE. IT'S ALL BAIT  
14 AND SWITCH.

15           LAX IS SURPRISINGLY ONE OF THE SMALLEST  
16 AIRPORTS. FOR A COMPETITIVE CITY LIKE L.A., IT'S A  
17 SMALL AIRPORT. IT'S PHYSICALLY SMALL FOR AN AIRPORT OF  
18 ITS SIZE THAT HAS THE CLOSEST IMPACT ON THE SURROUNDING  
19 COMMUNITY, HIGHEST NEGATIVE IMPACT ON THE SURROUNDING  
20 COMMUNITIES.

21           ALL ANOTHER AIRPORTS, EXCEPT PROBABLY JOHN  
22 WAYNE, WHICH WAS A LITTLE AIRPORT IN A BAD AREA, ALL THE  
23 OTHER AIRPORTS ARE MUCH, MUCH LARGER IN ACREAGE.  
24 THEY'RE MUCH SAFER. THEY'RE MUCH FURTHER AWAY FROM THE  
25 SURROUNDING COMMUNITIES. THERE ARE MUCH FEWER SCHOOLS,

1 HOSPITALS, OTHER IMPACTS.

2 ALL THE FLOW THAT COMES INTO LAX CAN GO OUT BY  
3 TRAIN, OUT BY TRUCK. NOT EVERYTHING THAT GOES INTO LAX  
4 GOES TO DOWNTOWN L.A. IT'S GOING ON TRUCKS TO  
5 RIVERSIDE, GOING OUT TO ONTARIO, GOING TO ALL THESE  
6 LITTLE PLACES.

7 THIS PLAN DOESN'T SEEM TO CARE THAT YOU COULD  
8 REVERSE THE FLOW AND REVERSE AIRPLANES COMING INTO ALL  
9 THE OTHER REGIONAL AIRPORTS AND COME BACK THE OTHER  
10 WAY. THERE'S NO REASON THAT YOU HAVE TO SQUEEZE TEN  
11 POUNDS INTO THE LITTLE PIECE OF AIRPORT THAT WE CALL  
12 LAX. IT'S A PHYSICALLY SMALL AIRPORT WITH A VERY HIGH  
13 NEGATIVE IMPACT.

14 IF YOU REALLY WANT TO BE A GOOD NEIGHBOR, YOU  
15 CAN CAP THE SIZE OF THE AIRPORT NOW, YOU CAN DO ALL  
16 THESE MITIGATIONS, YOU CAN FIX THE TRAFFIC FLOW, YOU CAN  
17 PUT UP THE BARRIERS FOR SOUND, YOU CAN DO A LOT OF  
18 THINGS TO MAKE YOURSELF A BETTER NEIGHBOR WITHOUT  
19 GROWING THE AIRPORT, IF YOU REALLY WANT TO BE A GOOD  
20 NEIGHBOR.

21 I GUESS ANOTHER STATISTIC THAT I WOULDN'T FIND  
22 IN THE PLAN WOULD BE ACTUAL SIZE, THE RELATIVE SIZE OF  
23 THE AIRPORT. BUT IT'S VERY OBVIOUS IT'S ANOTHER THING  
24 THAT'S MISSING FROM THE AIRPORT STATISTICS. WE DON'T  
25 SEE THE RELATIVE SIZES AND THE RELATIVE POSITIONING OF



1 ALL THE OTHER REASONABLE ALTERNATIVES TO THIS  
2 EXPANSION. SO I THINK IT'S A SOLUTION THAT'S MOVING  
3 MUCH TOO FAST FOR THE WRONG REASONS AND IGNORING THE  
4 OTHER POSSIBILITIES.

5 THE FACILITATOR: THANK YOU, MR. PRICE.

6 MR. HOUGH?

7 MR. MARCUS HOUGH: THANK YOU. MY NAME'S MARCUS  
8 HOUGH, 10820 SOUTH BURL, IN THE COMMUNITY OF LENNOX.  
9 90304 IS OUR ZIP CODE. I WAS RAISED IN LENNOX AND I AM  
10 ALSO NOW A TEACHER IN LENNOX AS WELL AS A RESIDENT.

11 THERE'S THREE POINTS THAT I WANT TO POINT OUT  
12 REALLY QUICK. TWO OF THEM ARE FROM THE EIR. THERE ARE  
13 SOME FLAWS IN THE BASELINES ANALYSIS. A THRESHOLD ISSUE  
14 AND ENVIRONMENTAL ANALYSIS IS THE ESTABLISHMENT OF THE  
15 BASELINE. THE FUNCTION OF A BASELINE IS TO PROVIDE A  
16 BENCHMARK OF EXISTING CONDITIONS AGAINST WHICH THE  
17 ENVIRONMENTAL IMPACT OF A PROJECT MAY BE MEASURED. IF  
18 THE BASELINE IS INCORRECTLY DESIGNATED AT A HIGH LEVEL  
19 OR TOO HIGH OF A LEVEL, THE IMPACT OF THE PROJECT WILL  
20 BE ARTIFICIALLY MINIMIZED.

21 IN THIS CASE, LAX OR LAW A USES A -- WHATEVER  
22 BASELINE THEY CHOOSE. EACH IS EMPLOYED SELECTIVELY  
23 WHERE IT WILL SERVE TO MINIMIZE THE ENVIRONMENTAL IMPACT  
24 AT ISSUE. SPECIFICALLY, THE DRAFT EIR USES SEPARATE AND  
25 DISTINCT BASELINES FOR ANALYZING THE IMPACTS OF THE

1 PROJECT.

2 THE FIRST IS, IN THE ENVIRONMENTAL BASELINE, IS  
3 TO USE THE 1996 AIRPLANES THAT THEY HAD. THOSE  
4 AIRPLANES EVERYBODY KNOWS WERE A LOT LOUDER AND WERE A  
5 LOT MORE ENVIRONMENTALLY POLLUTANT. SO THEY USE THAT TO  
6 GAUGE, WELL, OUR AIRPLANES HAVEN'T GOTTEN THAT MUCH  
7 WORSE. WELL, YOU USED TERRIBLE AIRPLANES BACK IN 1996.  
8 WHY NOT USE THE 2000 JETS AS A BASELINE?

9 SECOND IS THE DRAFT EIR DOES NOT CONSIDER  
10 EMISSIONS FROM THE AIRCRAFT REVERSE THRUST OPERATIONS.  
11 ALL THE DRAFT CLAIMS, THAT BECAUSE OF SHORT REVERSE  
12 THRUST OPERATION TIMES, EMISSIONS FOR THIS MODE IS  
13 ASSUMED TO HAVE MINIMAL IMPACT. THIS IS SIMPLY NOT  
14 TRUE. EVEN OPERATING PERIODS AS SHORT AS 10 TO 15  
15 SECONDS PER LANDING CAN GENERATE SIGNIFICANT NITROUS  
16 OXIDE EMISSIONS RELATIVE TO OTHER AIRPORT OPERATING  
17 MODES. THIS EMISSION WILL IMPACT THE SOUTH BAY  
18 COMMUNITIES, ESPECIALLY LENNOX AND INGLEWOOD, AND SHOULD  
19 BE ADDRESSED.

20 THE THIRD THING THAT I JUST WANT TO BRING UP  
21 IS, I COULD HAVE SWORN THAT LAWA WOULD HAVE SAID TODAY'S  
22 OUR PR DATE, LET'S MAKE SURE WE RUN ON SCHEDULE. I WAS  
23 WOKEN UP IN MY HOME THIS MORNING AT 5:00 FROM A LOUD,  
24 LOUD JET. LET'S PLEASE HAVE LIKE SOME TYPE OF TIMING  
25 WHEN WE CAN SLEEP. THAT'S ANOTHER THING THE EIR DOES

1 NOT TALK ABOUT, IS SLEEPING DISORDERS TO THE RESIDENTS  
2 SURROUNDING THE AIRPORT. SO PLEASE DO THAT. THANK  
3 YOU.

4 THE FACILITATOR: THANK YOU, MR. HOUGH.

5 COUNCILWOMAN JUDY DUNLAP, JOHN GAINES, KENNETH  
6 MABRY, AND CECIL SMITH, PLEASE TO COME FORWARD TO THE  
7 PODIUM. AND WE'LL GO WITH COUNCILWOMAN DUNLAP.

8 MS. JUDY DUNLAP: THANK YOU VERY MUCH. I REPRESENT  
9 THE CITY OF INGLEWOOD, AND I WOULD LIKE TO SPEAK TO THIS  
10 ISSUE BEFORE US TODAY.

11 OBVIOUSLY, I AM OPPOSED TO ANY EXPANSION OF THE  
12 AIRPORT, AND I'D LIKE TO MAKE A COUPLE OF QUICK COMMENTS  
13 WITH REGARD TO EIR/EIS, AND OF COURSE, I'D LIKE TO SHARE  
14 IN ALL THE COMMENTS THAT HAVE BEEN MADE WITH REGARD TO  
15 THE INCOMPLETE AND INADEQUATE. CERTAINLY THE DRAFT DATA  
16 AND THE ENVIRONMENTAL ISSUES ARE NOT ADDRESSED AS IT  
17 AFFECTS MY COMMUNITY, THAT IS, THE CITY OF INGLEWOOD.

18 BUT I'D LIKE TO SPEND A LITTLE MORE TIME, AND  
19 AS ONE WHO HOLDS PUBLIC HEARINGS, I THINK I CAN VERY  
20 EFFECTIVELY ADDRESS THAT. AND THE REASON ONE HAS PUBLIC  
21 HEARINGS IS TO PROVIDE INFORMATION TO THE PUBLIC. AND I  
22 WOULD LIKE TO STATE THAT YOU FAILED IN THIS THIS  
23 AFTERNOON.

24 ONE OF THE REASON ONE HAS MORE THAN ONE PUBLIC  
25 HEARING IS IF SOMEONE IN THE PUBLIC WHO'S INTERESTED

1 CANNOT ATTEND ONE, THEY CAN PLAN TO ATTEND ANOTHER. SO  
2 THEN WHY IS IT THAT YOU HAD ALL THREE OF THEM ON THE  
3 SAME DAY? THIS DOES NOT ACCOMMODATE THE COMMUNITY.

4 IN ADDITION TO THAT, WITH REGARD TO YOUR  
5 FORMAT, THIS WORKSHOP THAT YOU HAVE HERE, THE TITLES, I  
6 WENT BACK AND LOOKED AT THEM WITH REGARD TO ALL OF YOUR  
7 CHARTS AND DIAGRAMS. IT SAYS NOISE, LAND USE, AIR  
8 QUALITY, HUMAN HEALTH, GROUND TRANSPORTATION,  
9 SOCIOECONOMIC ISSUES, AND ENVIRONMENTAL JUSTICE, JOBS,  
10 AND BENEFITS.

11 WELL, PART OF A WORKSHOP IS WHEN ONE ACTUALLY  
12 TALKS ABOUT THESE THINGS. WHEN ONE ACTUALLY HOLDS A  
13 WORKSHOP, ONE TALKS AND INFORMS THE PUBLIC ABOUT EACH OF  
14 THESE ISSUES, INDIVIDUALLY PRESENTS DATA, PRESENTS THE  
15 INFORMATION, AND THEN THE INDIVIDUALS HAVING BEEN  
16 WITNESS TO THIS DISCUSSION CAN THEN ASK INTELLIGENT  
17 QUESTIONS.

18 WHAT I HEARD FROM THE ORGANIZERS WAS THAT YOU  
19 ANSWERED QUESTIONS WHEN ASKED. THIS IS NOT  
20 DISSEMINATING INFORMATION. DIAGRAMS DOES NOT DO IT.

21 BUT I'M ALSO VERY CURIOUS THAT THERE IS NO  
22 VIDEOTAPING OF THIS EVENT. IS THIS SO THERE IS NO PROOF  
23 OF WHAT ACTUALLY WENT ON? THE WRITTEN RECORD DOES NOT  
24 TELL THE WHOLE STORY ABOUT WHAT'S GONE ON HERE TODAY AND  
25 WHAT HAS NOT GONE ON TODAY. I AM OFFENDED AND I WANT

1 THIS AS A PART OF THIS RECORD. I'M HIGHLY OFFENDED AS A  
2 MEMBER OF THE CITY COUNCIL OF THE CITY OF INGLEWOOD WITH  
3 REGARD TO THIS ENTIRE EVENT TODAY. IT HAS NOT BEEN  
4 ADEQUATELY ADVERTISED. THAT'S WHY THERE'S NO ONE HERE.

5 EVERYONE IN THIS COMMUNITY AND THE NEIGHBORING  
6 COMMUNITIES SHOULD HAVE BEEN SENT A PERSONAL INVITATION  
7 WITH REGARD TO HOW THIS IMPACTS THEIR LIFE SO THEY'LL  
8 HAVE A CHANCE TO -- THE PUBLIC HEARINGS SHOULD HAVE BEEN  
9 ON THREE DIFFERENT DATES, AND IN ADDITION TO  
10 ACCOMMODATING INDIVIDUAL SCHEDULES, MAYBE AFTER SOMEONE  
11 ATTENDED THE FIRST ONE, THEN THEY'D WANT TO GO TO THE  
12 SECOND ONE SO THEY'D BECOME EVEN MORE INFORMED. IT'S A  
13 LEARNING PROCESS.

14 I'M HIGHLY DISTURBED THAT THERE'S NO  
15 VIDEOTAPING, THERE IS NO RECORDS OF WHAT'S BEEN  
16 INFORMED, SO ANY MEMBER HERE CANNOT HAVE ANY  
17 DOCUMENTATION AS TO WHAT THEY LEARNED FROM THIS  
18 WORKSHOP. THERE IS NO DOCUMENTATION, NOTHING THAT'S  
19 BEING RECORDED AS TO WHAT KIND OF INFORMATION WAS GIVEN  
20 TO OUR COMMUNITY. AND I WANT THAT DULY NOTED FOR THE  
21 RECORD, THAT WE HAVE NOT BEEN INFORMED, WE ARE ONLY  
22 ALLOWED TO ASK QUESTIONS.

23 THE FACILITATOR: THANK YOU, COUNCILWOMAN.

24 MR. GAINES, IF YOU DON'T MIND.

25 MY NAME IS SHAUNA BAIN AND I AM A FACILITATOR.

1 I SEE THAT SOME PEOPLE JUST WALKED IN. WE'RE GIVING  
2 EVERYONE THREE MINUTES TO SPEAK. WHEN THIS BOARD IS  
3 YELLOW, YOU HAVE A MINUTE LEFT, AND YOU WILL HEAR A TONE  
4 WHEN YOUR TIME IS UP. AND IF YOU COULD JUST COME  
5 FORWARD, STATE YOUR NAME FOR THE RECORD AND YOUR  
6 ADDRESS, WE WOULD APPRECIATE IT.

7 MR. JOHN GAINES: GOOD AFTERNOON. MY NAME IS JOHN  
8 GAINES. I AM A COUNCILMEMBER FROM THE CITY OF EL  
9 SEGUNDO. MY ADDRESS IS 441 KANSAS STREET.

10 THE CITY OF EL SEGUNDO, LIKE MANY COMMUNITIES  
11 REPRESENTED HERE TODAY, WILL SUBMIT DETAILED AND  
12 EXPANSIVE COMMENTS TO THE EIR. I WANT TO TAKE JUST A  
13 FEW MINUTES TO HIGHLIGHT SOME OF OUR OBJECTIONS TO THE  
14 PROPOSED EXPANSION.

15 ONE, THE REPORT HAS NOT CONSIDERED A REASONABLE  
16 RANGE OF ALTERNATIVES TO THE EXPANSION OF LAX.

17 TWO, THE NUMBER OF ALTERNATIVES ANALYZED IS  
18 UNUSUALLY LIMITED.

19 THREE, THIS REPORT NEVER SERIOUSLY CONSIDERS  
20 APPROPRIATE USE OF AVAILABLE AIRPORTS IN THE REGION.

21 FOUR, THIS REPORT DOES NOT CONSIDER  
22 ALTERNATIVES THAT WOULD RESULT IN IMPACTS LESS SEVERE  
23 THAN THE PREFERRED ALTERNATIVE C.

24 FIVE, NO REGIONAL ANALYSIS OF AIR QUALITY  
25 IMPACT IS INVOLVED.

1                   SIX, THERE ARE NO NOISE MITIGATION MEASURES IN  
2 THIS REPORT.

3                   SEVEN, THE REPORT CONCLUDES THAT INCREASED  
4 TRAFFIC AND ACTIVITY LEVELS WILL RESULT IN SIGNIFICANT  
5 INCREASED TOXIC AIR EMISSIONS IN ALL EXPANSION  
6 SCENARIOS. HOWEVER, THE REPORT FAILS TO DESCRIBE HOW  
7 THE HUGE INCREASE IN TOXIC EMISSIONS WILL BE ADEQUATELY  
8 MITIGATED.

9                   EIGHT, THROUGHOUT THIS REPORT, BASELINES HAVE  
10 BEEN INCONSISTENT AND INAPPROPRIATE, SELECTED  
11 ALTERNATIVES HAVE NOT MET CEQA AND/OR NEPA  
12 MITIGATION REQUIREMENTS, AND THE DEPTH OF ANALYSIS HAS  
13 NOT BEEN SUFFICIENT TO SUPPORT THE ANALYSIS OF THE  
14 PROPOSED MASTER PLAN.

15                   NINE, THE PROJECT'S STATED OBJECTIVES HAVE NOT  
16 BEEN MET THROUGH THE PREFERRED ALTERNATIVES, AND THE  
17 BIASES OF THE PROPONENTS OF LAX EXPANSION ARE BLATANTLY  
18 EVIDENT. ONE OF THE FUNDAMENTAL REQUIREMENTS OF THIS  
19 PROCESS IS FOR THE LEAD AGENCY TO PURSUE ALTERNATIVES  
20 THAT WOULD AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT  
21 EFFECTS OF THE PROPOSED PROJECT. THIS REQUIREMENT HAS  
22 NOT BEEN MET IN THIS REPORT.

23                   THE CITY OF EL SEGUNDO EXPECTS YOU TO ISSUE AN  
24 ENTIRELY NEW EIS/EIR THAT PROPERLY AND EFFECTIVELY  
25 EXPLORES VIABLE ALTERNATIVES AND IDENTIFIES APPROPRIATE

1 MITIGATION MEASURES TO LESSEN ENVIRONMENTAL IMPACTS.  
2 BEFORE YIELDING THE PODIUM TO THE OTHER  
3 SPEAKERS, LET ME EXPRESS MY OUTRAGE WITH LAWA AND THE  
4 FAA FOR THE UNDERHANDED, ADVERSARIAL, AND  
5 COUNTERPRODUCTIVE MANNER IN WHICH THESE HEARINGS ARE  
6 BEING CONDUCTED. IT'S LITTLE WONDER THAT THE CITIZENS  
7 OF OUR COMMUNITIES, LIKE CITIZENS ACROSS THIS LAND,  
8 HARBOR SUCH DEEP DISTRUST FOR AND DISLIKE OF THE  
9 BUREAUCRACIES LIKE YOU THAT HIDE BEHIND AND DISTORT  
10 GOVERNMENTAL PROCESS IN ORDER TO ACCOMPLISH SELF-SERVING  
11 OBJECTIVES. BATTALIONS OF PR CONSULTANTS COSTING  
12 TAXPAYERS TENS OF MILLIONS OF DOLLARS, PERSONAL ATTACKS  
13 ON LOCAL OFFICIALS, BUREAUCRATIC OBFUSCATION AND LEGAL  
14 SHENANIGANS WILL NOT MAKE THIS EXPANSION ACCEPTABLE TO  
15 US.

16 REST ASSURED, EL SEGUNDO AND OVER 100 CITIES  
17 AND AGENCIES COVERING FIVE COUNTIES IN SOUTHERN  
18 CALIFORNIA THAT HAVE JOINED IN FIGHTING THIS EXPANSION  
19 WILL USE ALL, AND I WANT TO REPEAT ALL, THE  
20 ADMINISTRATIVE, LEGAL, AND POLITICAL MEANS AT OUR  
21 DISPOSAL TO ENSURE THE PROPOSED EXPANSION DESCRIBED IN  
22 THIS MISERABLE PLAN NEVER TAKES PLACE.

23 THE FACILITATOR. THANK YOU.

24 CECIL SMITH.

25 MR. CECIL SMITH: THANK YOU. I'M CECIL SMITH. I



1 LIVE AT 3513 WEST 83RD STREET HERE IN INGLEWOOD, A  
2 RESIDENT.

3 IN ORDER TO ELIMINATE REPETITION, I SAY DITTO  
4 TO ALL THAT HAVE GONE FORTH TO STOP THE LAX EXPANSION.  
5 I NOTED A FEW ITEMS HERE, AND I'M GOING TO LIST THESE,  
6 RIGHT TO THE POINT.

7 LAX IS ALREADY ON A COURSE WITH DISASTER,  
8 MAJOR, NOT TO MENTION HEALTH QUALITY AND DETERIORATION  
9 OF LIFE AND THINGS OF THAT SORT. AIR AND GROUND FLIGHT  
10 SPACE IS UNSAFE. YOU DON'T HAVE A VALID FACTOR OF  
11 SAFETY. IT SHOULD BE AT LEAST FIVE WITH WHATEVER  
12 FORMULA THAT YOU USE. NO ONE HAS SHOWED US ANY FACTS OR  
13 ANY FIGURES.

14 THE THIRD ITEM IS ALL ALTERNATIVES FOR AIRPORT  
15 EXPANSION IS NOT ACCEPTABLE. SCAG VOTED TO CAP THIS  
16 EXPANSION AND USE ALTERNATIVE METHODS. EL TORO IS THE  
17 MOST LIKELY. IT WOULD BE EASY TO IMPLEMENT, AND IT  
18 WOULD BE QUICKER TO ACTIVATE. AND LET'S CONSIDER HERE,  
19 NOW, MODERNIZATION OF THE AIRPORT AND UPKEEP OF THE  
20 AIRPORT, YES. BUT EXPANSION, NO.

21 ALL RIGHT, LISTEN HERE NOW, THE MOTIVATION FOR  
22 LOS ANGELES, NOT JUST LAX, BUT THE CITY, TO EXPAND THIS  
23 AIRPORT AND DESTROY OUR CITIES IS THE MIGHTY DOLLAR.  
24 LAWA, YOU'RE ONLY DOING YOUR JOB TRYING TO IMPLEMENT  
25 THEIR PROGRAM AND APPROVE THEIR APPROVALS. THE CITY

1 HALL FLIPPED POLITICAL FOOTBALL. IT'S LAX OR LAWA. YOU  
2 SUPPLY US A FINANCIAL PIPELINE FOR THEM TO CAUSE THE  
3 POOR TO GET POORER AND THE RICH TO GET RICHER. SO YOUR  
4 MOTIVATION IS THE MIGHTY DOLLAR.

5 NOW, THESE MEETINGS SHOULD BE HELD AT A TIME  
6 WHEN WE RECEIVE ADEQUATE NOTICE, ESPECIALLY ON SATURDAY,  
7 IN TIME TO GET READY. SO THOSE ARE JUST A FEW OF THE  
8 FACTS. THANK YOU.

9 THE FACILITATOR: THANK YOU, MR. SMITH. MAY I  
10 PLEASE HAVE JOYCE HAYWARD, NANCY JOHNSON, ELIZABETH  
11 KHOURY, AND DAVID HONDA COME FORWARD, PLEASE. AND WE'LL  
12 STARTED WITH MS. HAYWARD, PLEASE.

13 MS. JOYCE HAYWARD: MY NAME IS JOYCE HAYWARD. I'M  
14 A RESIDENT OF INGLEWOOD, 3500-233 WEST MANCHESTER  
15 BOULEVARD, 90305.

16 I HAVEN'T HAD AN OPPORTUNITY TO REVIEW THE  
17 12,000 PAGES OF THE MASTER PLAN. FROM WHAT I HAVE  
18 OBSERVED, HOWEVER, AT VARIOUS MEETINGS, SCAG AND MTA,  
19 AND LOCAL MEETINGS, I AM LEFT WITH AN UNSETTLING FEELING  
20 IN MY GUT.

21 I AM AGAINST ALTERNATIVES A, B, AND C.  
22 RECENTLY ENTERING RETIREMENT, A TIME TO ENJOY FACILITIES  
23 AS OPPOSED TO ZIPPING BY THE SITES TO AND FROM WORK FOR  
24 THE PAST 12 YEARS IN THE INGLEWOOD COMMUNITY, I'M  
25 BECOMING FULLY AWARE THAT THE SITES ARE IN CONTRADICTION

1 JARGON. AS THEY DECREASE ON THE ONE HAND AND ARE  
2 REPLACED INCREMENTALLY HERE AND THERE AND BY LAND  
3 ACQUISITIONS WITH ALL ROADS LEADING TO THE AIRPORT AND  
4 ACQUISITIONS PERHAPS TO BECOME CONVENIENT LOCATIONS FAR  
5 CARGO STORAGE AREAS AND SO ON, THAT SPACE, CONVENIENT  
6 LOCATION FOR RENT-A-CARS, I FORESEE MORE GRIDLOCK IN OUR  
7 ALREADY OVERUSED STREETS.

8 NOW, HOW ELSE CAN YOU EXPECT ME TO VIEW WHAT IS  
9 HAPPENING IN MY NEIGHBORHOOD AS UNHEALTHY, BRINGING MORE  
10 TRAFFIC TO ALREADY GRIDLOCKED FREEWAYS? WILL OPENING  
11 AIRPORT BOULEVARD TO BECOME A THOROUGHFARE WITH THE  
12 POURING IN OF AUTO TRAFFIC HELP OUR COMMUNITY?

13 YOU KNOW THAT THESE PROJECTS POINT TO ALL  
14 ROADS LEADING TO LAX. WHAT WILL BENEFIT US IN THE NAME  
15 OF COMMUNITY IMPROVEMENT? WHAT WILL LESSEN TRAFFIC ON  
16 THE ROADS IN OUR COMMUNITY, WHICH HAVE BECOME LIKE  
17 FREEWAYS WITH ADDED DISCOURTEOUS HONKING-HORN DRIVERS IF  
18 ONE DOESN'T MAKE A DASH AT AN ANTICIPATED TRAFFIC LIGHT  
19 CHANGE?

20 WHAT WILL BENEFIT OUR COMMUNITIES IS AN AREA  
21 PARK DESIGNED TO HELP RECOVER FROM THE DETERIORATING  
22 INFRASTRUCTURE IN OUR COMMUNITY. WE CAN DEVELOP HELPFUL  
23 COMMUNITY ACTIVITIES TO HELP IN THE HEALING OF DEEP  
24 WOUNDS THAT WE REALLY FEEL IN OUR COMMUNITY BY WHAT IS  
25 HAPPENING.

1                   OF THE GREATEST DEVASTATING FINANCIAL RAPES,  
2 ONE OF THE GREATEST FINANCIAL RAPES TO OUR CITY WAS THE  
3 LOSS OF THE GREAT WESTERN FORUM, PRINCIPAL ACTIVITIES TO  
4 STAPLES CENTER, TO THE MORE BEAUTIFUL DEVELOPING  
5 DOWNTOWN LOS ANGELES. ONE HAS TO WONDER WHY IT TOOK  
6 APPROXIMATELY TWO YEARS IN THE DOWNTOWN INGLEWOOD AREA,  
7 WHERE PEDESTRIANS AND BUSINESSES WERE INCONVENIENCED, TO  
8 RECONSTRUCT THAT AREA'S STREETS AND SO FORTH THERE, TWO  
9 YEARS. IN OTHER PROJECTS THAT I'VE BEEN AWARE OF, YOU  
10 HAVE WALKWAYS PUT UP TO CONVENIENCE THE PEOPLE WHO ARE  
11 GOING TO BE SHOPPING IN THAT AREA.

12           THE FACILITATOR: THANK YOU. I'M SORRY, YOUR TIME  
13 IS UP.

14                   NANCY JOHNSON.

15           MS. NANCY JOHNSON: THANK YOU. MR. KESSLER AND  
16 MS. BAIN AND OTHER MEMBERS OF THE COMMITTEE, I'D LIKE TO  
17 EXPRESS MY CONCERNS AS A CITIZEN. MY NAME IS NANCY  
18 JOHNSON. I LIVE UNDER THE FLIGHT PATH, AND I'VE LIVED  
19 HERE FOR 41 YEARS. AND I DISAGREE WITH ONE OF THE  
20 PEOPLE THAT SPOKE WHO SAID TO GET USED TO IT. I STILL  
21 HAVEN'T GOTTEN USED TO THE NOISE.

22                   AS FAR AS THE PLAN IS CONCERNED, I FIND THE  
23 ENTIRE PLAN FLAWED AND UNACCEPTABLE. IN FACT, I THINK  
24 THERE SHOULD BE NO PLAN FOR EXPANSION OF LAX. AND IF  
25 YOU DO PLAN ANY KIND OF PLAN, THERE SHOULD BE ONE MORE:

1 ELIMINATION OF LAX. I THINK IT HAS EXCEEDED ITS  
2 USEFULNESS. AND I'D LIKE TO READ TO YOU JUST A BRIEF  
3 NOTE THAT I INTEND TO SEND TO YOUR MASTER PLAN OFFICE,  
4 AND IT GOES:

5 DEAR SIR: DO YOU KNOW WHAT IT IS LIKE TO HEAR  
6 THE ROARING SOUND OF AN AIRPLANE AWAKEN YOU AT 12:30 OR  
7 1 O'CLOCK IN THE MORNING? AND THEN TO ENDURE 20 YEARS  
8 PLUS OF AIRPLANES FLYING OVER YOUR HOUSE EVERY THREE TO  
9 FIVE SECONDS? NOT MINUTES. SECONDS. ALL DAY LONG. I  
10 DO. I THINK IT IS TIME TO FURTHER DEVELOP AND UTILIZE  
11 THE AIRPORTS IN PALMDALE, ONTARIO, THE INLAND EMPIRE,  
12 AND ANY OTHER NUMBER OF PLACES.

13 APPROXIMATELY 90 PERCENT OF THE PEOPLE WHO USE  
14 THE AIRPORT, LAX, DO NOT LIVE IN THIS AREA. THEY DON'T  
15 REALLY WANT TO COME INTO THIS AREA, BUT ARE WILLING TO  
16 MAKE THE SACRIFICES TO AVOID THE EROSION OF THEIR  
17 ENVIRONMENTS BY THE NOISE, AIR POLLUTION, TRAFFIC  
18 CONGESTION, PROPERTY DEVALUATIONS, DRUG TRAFFICKING,  
19 TRANSIENCE, PROSTITUTION, SMUGGLING, AND ANY NUMBER OF  
20 OTHER NEGATIVES.

21 THE NEIGHBORS IN THE PERIMETERS OF LAX HAVE  
22 SUFFERED LONG ENOUGH. AND NOW YOU WANT TO RUB OUR NOSES  
23 IN IT BY EXPANDING THE PLACE. PLEASE GIVE OTHERS,  
24 INCLUDING YOURSELVES, A TURN. INSTEAD OF EXPANDING,  
25 ESTABLISH AIRPORTS CLOSE TO WHERE YOU LIVE, LIKE THE

1 STAPLES CENTER WAS DEVELOPED, CLOSER TO HOME, INSTEAD OF  
2 GOING AWAY FROM THE L.A. FORUM. THERE ARE PLENTY OF  
3 JOBS AROUND. IF OUR COMMUNITIES NEED AIRPORT  
4 EMPLOYMENT, WE WILL GLADLY GO SOMEWHERE, ANYWHERE, OTHER  
5 THAN LAX.

6 I AM SURPRISED THAT BECAUSE OF THE PRIME  
7 LOCATION OF LAX PROPERTY, IT HASN'T BEEN ABANDONED AS AN  
8 AIRPORT AND TAKEN OVER FOR BUSINESSES, HOUSING, LARGE  
9 APARTMENT DEVELOPMENTS, OR EVEN A WEST COAST WASHINGTON,  
10 D.C. IT WOULD BRING IN FAR MORE REVENUE FOR THE CITY OF  
11 L.A. THAN A BLOATED, RUPTURED, LAX.

12 THE EXPANSION OF LAX WOULD BE AN ENVIRONMENTAL  
13 DISASTER. WITH ANY NEW JOBS THAT MIGHT BE CREATED, THE  
14 EMPLOYMENT WOULD BE OF SHORT DURATION. WITH MORE AIR  
15 TRAFFIC, OUR ALREADY POLLUTED ENVIRONMENT, LUNG CANCER,  
16 STRESS, AND OTHER ILLNESSES WOULD SEVERELY LIMIT THE  
17 CAPACITY OF THE LABOR FORCE.

18 THE FACILITATOR: THANK YOU, MRS. JOHNSON. I  
19 APOLOGIZE. YOUR TIME IS EXPIRED. THANK YOU.

20 ELIZABETH KHOURY? DAVID HONDA?

21 MS. ELIZABETH KHOURY: ELIZABETH KHOURY,  
22 K-H-O-O-U-R-Y, 2402 VAN WICK STREET, INGLEWOOD 90303.  
23 I AM A MEMBER OF LAXEN.

24 THE EIR/EIS HAS TAKEN OVER FIVE YEARS IN THE  
25 MAKING, BUT THE EIR CAME OUT IN JANUARY. WHY DID LAWA

1 AND FAA WAIT UNTIL JUNE TO HAVE A PUBLIC HEARING? THIS  
2 ONE PUBLIC HEARING IS AT THREE DIFFERENT LOCATIONS AND  
3 IS VERY INADEQUATE FOR THE COMMUNITY SURROUNDING LAX.  
4 VERY POOR OUTREACH. AS YOU CAN SEE, LESS THAN ABOUT 50  
5 PEOPLE HERE, MAYBE 50 OR MORE. WE HAVE MORE PEOPLE AT  
6 LAXEN MEETINGS THAN YOU HAD ALL DAY TODAY. IT'S A  
7 TERRIBLE SHAME THAT YOU CAN'T SEEM TO OUTREACH MORE.

8 LAWYER SAYS IT WANTS TO BE A GOOD NEIGHBOR. THEN  
9 BE A GOOD NEIGHBOR AND NOT EXPAND ANY FURTHER. EXPAND  
10 OTHER AIRPORTS SUCH AS EL TORO, PALMDALE, ONTARIO.

11 INGLEWOOD AND SURROUNDING COMMUNITIES ALREADY  
12 ARE SATURATED WITH NOISE, POLLUTANTS, TRAFFIC, AND THE  
13 PLANES. THE LAST EIR WAS DONE IN 1974 WITH 40 MILLION  
14 PASSENGERS. I HAVE A CHART HERE THAT SAYS NOW 2000,  
15 WE'LL SAY 2001, PLUS 68 MILLION PASSENGERS, AIR CARGO  
16 VOLUME 2,249,000, AIRCRAFT OPERATION 783,423.

17 ENOUGH'S ENOUGH. WE NEED RELIEF, AND THAT  
18 MEANS NO MORE EXPANSION, THE END OF IT, FINISHED. WE  
19 WANT LAX TO CAP IT AT ITS PRESENT LEVEL. WE DON'T NEED  
20 MORE CARCINOGENS DUMPING DOWN ON US. THREE NEIGHBORS  
21 ACROSS THE STREET FROM ME DEVELOPED CANCER IN THE LAST  
22 THREE YEARS.

23 IN THE LAST YEARS, THOSE PLANES ARE COMING LOW,  
24 AND MORE, AND NOISIER. DO US ALL A FAVOR. BE A GOOD  
25 NEIGHBOR AND DON'T EXPAND. WE WOULD LOVE TO HAVE YOU AS

1 A GOOD NEIGHBOR. BUT THE WAY YOU'RE DOING IT, YOU WILL  
2 NOT HAVE MANY GOOD FRIENDS.

3 THE FACILITATOR: THANK YOU, MS. KHOURY.

4 MR. HONDA.

5 MR. DAVID HONDA: MY NAME IS DAVID HONDA. I'M THE  
6 PRESIDENT OF THE ASIAN BUSINESS ASSOCIATION OF LOS  
7 ANGELES. I COME BEFORE YOU TODAY ON BEHALF OF OUR 500  
8 MEMBER ORGANIZATION IN LOS ANGELES REPRESENTING SMALL  
9 AND MEDIUM SIZED BUSINESSES.

10 WE HAVE A STATEMENT WITHIN OUR ORGANIZATION  
11 THAT "DIVERSE TALENTS INSPIRE UNLIMITED PROSPERITY."  
12 ALL ASIANS, WHETHER THEY'RE CHINESE, JAPANESE, KOREAN,  
13 FILIPINO, INDONESIAN, VIETNAMESE, OR INDIAN ARE  
14 BOTTOM-LINE ORIENTED. OUR MEMBER PROFILE COVERS OWNERS  
15 OF INTERNATIONAL TRADE, CONSTRUCTION, ARCHITECTURAL,  
16 ENGINEERING, RESTAURANTEURS, AND SERVICES COMPANIES.

17 OUR FOCUS TODAY IS TO SUPPORT THE MODERNIZATION  
18 OF LAX TO ACCOMMODATE INCREASE OF CARGO AND PASSENGERS  
19 ANTICIPATED FOR THE FUTURE GROWTH OF LOS ANGELES.

20 OUR MEMBERS HAVE TWO REASONS FOR THIS  
21 MODERNIZATION. ONE IS THAT OUR MEMBERS WILL BENEFIT  
22 FROM THE INCREASE IN CONSTRUCTION AND ENGINEERING  
23 BUSINESS OPPORTUNITIES AND TWO, THE INCREASE IN  
24 PRODUCTION OF CARGO FACILITIES, I.E., PERISHABLE FOODS,  
25 THAT PASS THROUGH THE TERMINALS FOR FOOD SERVICE.



1 RESTAURANTEURS AND INTERNATIONAL TRADERS. PERISHABLE  
2 ITEMS CANNOT BE BROUGHT IN BY SHIP. AS ONE CAN SEE, WE  
3 ARE BOTTOM-LINE ORIENTED.

4 LOS ANGELES HAS A VAST EXPANDING POPULATION OF  
5 ASIANS AND INCREASING DAILY, NECESSITATING FUTURE  
6 PASSENGERS FROM ASIA. OUR LEADERS AT LAX DEMONSTRATE  
7 WISDOM, WILL, AND VISION AND SHOULD BE ENCOURAGED TO  
8 MOVE FORWARD CAREFULLY AND THOUGHTFULLY BUT NOT TOO  
9 FOR A 21ST CENTURY FACILITY. THANK YOU VERY MUCH.

10 THE FACILITATOR: THANK YOU MR. HONDA. MAY I HAVE  
11 TIM LESTER, TOM MOXLEY, JIM ADAMS, AND RONALD WEINTRAUB,  
12 PLEASE. I'D LIKE TO START WITH MR. LESTER. ARE YOU  
13 MR. LESTER, SIR? TOM MOXLEY? OKAY, MR. MOXLEY.

14 MR. TOM MOXLEY: MY NAME IS TOM MOXLEY. MY MAILING  
15 ADDRESS IS 2057 SOUTH ATLANTIC AVENUE, LOS ANGELES,  
16 CALIFORNIA 90040. I REPRESENT SOME 6,000 INTERNATIONAL  
17 ASSOCIATION OF BRIDGE, STRUCTURAL, AND IRONWORKERS THAT  
18 LIVE IN EVERY COMMUNITY HERE IN SOUTHERN CALIFORNIA.

19 WE ARE IN SUPPORT OF THE ALTERNATIVE PLAN C  
20 MODERNIZATION OF LAX. IT'S TIME THAT LAX INTERNATIONAL  
21 AIRPORT COMES INTO THE YEAR 2001 AND ABOVE. IT'S A  
22 DINOSAUR THAT HAS BEEN NEGLECTED AND NEEDS TO BE  
23 MODERNIZED.

24 WHEN THEY BUILT THE GREEN LINE, THE GREEN LINE  
25 SHOULD HAVE COME INTO LAX TO ALLEVIATE TRAFFIC AND TO

1 IMPROVE THE TRANSPORTATION IN AND OUT OF THE AIRPORT.

2 THIS IS ONE OF THE PARTS OF THE PLAN OF ALTERNATE C.

3           THERE'S AN ECONOMIC ENGINE HERE IN PLACE, I'VE  
4 HEARD THE COMMUNITY SPEAK, THAT PROVIDES JOBS. LAX HAS  
5 TO BE THE HUB OF A REGIONAL PLAN. WE HAVE TO START WITH  
6 LAX.

7           I'M ALSO IN MANY MEETINGS THROUGHOUT THE  
8 COMMUNITIES. ONE OF THEM IS EL TORO, ONE OF THEM IS  
9 MARCH, AND ALSO PALMDALE. THESE ARE BEING LOOKED AT,  
10 STUDIED, REVIEWED. BUT LAX IS THE HUB OF THAT WHEEL.  
11 NOW IS THE TIME TO MODERNIZE, TO BRING IT INTO THE 21ST  
12 CENTURY AND TO GO FORWARD WITH THAT. THANK YOU FOR YOUR  
13 TIME.

14           THE FACILITATOR: THANK YOU, MR. MOXLEY.

15           MR. ADAMS.

16           MR. JIM ADAMS: GOOD AFTERNOON. MY NAME IS JIM  
17 ADAMS. I'M COUNCIL REPRESENTATIVE FOR THE LOS  
18 ANGELES/ORANGE COUNTIES BUILDING CONSTRUCTION TRADE  
19 COUNCIL. OUR ADDRESS IS 1626 BEVERLY BOULEVARD, LOS  
20 ANGELES 90026-5784.

21           I'M HERE TODAY TO PROVIDE A VERY SIMPLE MESSAGE  
22 FOR AN ISSUE THAT I ACKNOWLEDGE IS VERY COMPLEX. IT IS  
23 CLEAR TO ME AND THE TENS OF THOUSANDS OF MEN AND WOMEN  
24 IN THE CONSTRUCTION TRADES THAT LAX NEEDS TO BE  
25 MODERNIZED. IT NEEDS TO BE MODERNIZED FOR A NUMBER OF

1 REASONS. THIS AIRPORT IS THE CRITICAL ECONOMIC ENGINE  
2 FOR OUR CITY, OUR REGION, OUR STATE, AND FOR THE  
3 COUNTRY. OVER 400,000 JOBS IN OUR REGION ARE  
4 ATTRIBUTABLE TO THE ECONOMIC IMPACT OF LAX. LOS ANGELES  
5 COUNTY BENEFITS FROM OVER \$50 BILLION IN ECONOMIC OUTPUT  
6 RELATED TO THE AIRPORT.

7 THE AIRPORT IS A FUNDAMENTAL PART OF OUR PUBLIC  
8 INFRASTRUCTURE THAT HAS BEEN LEFT TO DETERIORATE, HAS  
9 BEEN SURPASSED BY GROWTH IN POPULATION AND IS NO LONGER  
10 CAPABLE OF ADEQUATELY DEALING WITH THE ADVANCES IN  
11 TRANSPORTATION TECHNOLOGY THAT HAVE TAKEN PLACE OVER THE  
12 LAST DECADE.

13 THOUSANDS OF CONSTRUCTIONS WORKERS,  
14 CONSTRUCTION-RELATED JOBS WILL BE CREATED BY THE  
15 MODERNIZATION PROGRAM. THOSE JOBS PROVIDE LIVELIHOOD  
16 FOR FAMILIES, WILL HELP SEND OUR CHILDREN TO COLLEGE AND  
17 WILL BRING CONSUMER DOLLARS INTO EVERY CITY IN THIS  
18 REGION.

19 BUT THE MODERNIZATION OF LAX IS NOT A JOBS  
20 PROGRAM. THE MODERNIZATION OF LAX IS CRITICAL BECAUSE  
21 IT WILL MAKE OUR AIRPORT SAFER. IT WILL PRESERVE ITS  
22 ROLE AS A GATEWAY TO ASIA AND IT WILL MAKE IT A CRITICAL  
23 GATEWAY TO GROWING ECONOMIES IN SOUTH AMERICA, CENTRAL  
24 AMERICA, AND MEXICO. AND IT WILL SERVE AS A TEST CASE  
25 IN HOW A COMPLEX SOCIETY DEALS WITH THE LONG-TERM

1 INFRASTRUCTURE PLANNING THAT IS ESSENTIAL TO PREPARE FOR  
2 THE DEMOGRAPHIC AND SOCIAL CHANGES THAT ARE PART OF THE  
3 FUTURE FOR THIS WHOLE REGION.

4 THE PEOPLE OF LOS ANGELES HAVE A CHOICE TO MAKE  
5 ABOUT LAX. IF WE DO NOTHING, DELAYS WILL INCREASE, THE  
6 RUNWAYS WILL BECOME LESS SAFE, AIRLINE TRAFFIC WILL  
7 CONTINUE TO INCREASE, AND WE WILL LOSE JOBS TO OTHER  
8 REGIONS WHO ARE MORE WILLING AND READY TO ACT. THESE  
9 ARE INDISPUTABLE FACTS OF OUR SITUATION, AND THESE FACTS  
10 WILL NOT BE ALTERED BY FANTASIZING ABOUT QUICK-FIX  
11 SOLUTIONS OR PIE-IN-THE-SKY IDEAS ABOUT HOW WE WILL  
12 UNILATERALLY DEMAND THAT OUR CARRIERS FLY TO OTHER  
13 AIRPORTS.

14 WE CAN'T CONTROL ALL OF THE ECONOMIC DECISIONS  
15 OF OUR AIRLINE INDUSTRY, BUT WE CAN CONTROL OUR  
16 PLANNING, OUR CREATIVITY IN SOLVING PROBLEMS AND OUR  
17 VISION AS TO WHAT LAX CAN BE. IT CAN BECOME A TOP-LEVEL  
18 AIRPORT FOR THIS NEW CENTURY. RIGHT NOW IT'S NOT. WE  
19 CAN HAVE A REGIONAL SOLUTION TO INCREASING DEMANDS FOR  
20 AIR TRAVEL AND CARGO. BUT THAT SOLUTION WILL NOT OCCUR  
21 WITHOUT LAX TAKING ITS FAIR SHARE OF THAT INCREASE.  
22 THANK YOU.

23 THE FACILITATOR: THANK YOU, SIR. IS MR. WEINTRAUB  
24 AVAILABLE? RONALD WEINTRAUB? BETTY THOMPSON? THEODORE  
25 SMITH? EFFIE HETRICK? DORIS BAKER?

1 I'LL START WITH MISS THOMPSON, PLEASE.

2 MS. BETTY PHILLIPS THOMPSON: HELLO. MY NAME IS  
3 BETTY PHILLIPS THOMPSON. MY ADDRESS IS P.O. BOX 90372,  
4 LOS ANGELES, CALIFORNIA 9009. I'M AN INGLEWOOD  
5 RESIDENT, I'VE BEEN AN INGLEWOOD RESIDENT FOR OVER 25  
6 YEARS, AND MY CONCERN IS WITH THE DEVELOPMENT OF LAX.

7 MRS. JOHNSON HAD PUT SOME VERY GOOD POINTS IN  
8 THE AREA, WHERE THE PLANES ARE UNBEARABLE AT NIGHT THAT  
9 YOU CANNOT SLEEP, AND THE CARGO PLANES FLY SO LOW THAT  
10 IT VIBRATES YOUR HOUSE. I CANNOT PUT THINGS UP HIGH OF  
11 VALUE. THEY WILL FALL OFF THE SHELF. SO I HAVE TO PUT  
12 IT LOW ENOUGH SO IT DOESN'T AFFECT IT. AND THEY DON'T  
13 HAVE A TIME FRAME ON FLYING. THE CARGO PLANES FLY ANY  
14 TIME THAT THEY DECIDE THAT THEY WANT TO COME INTO LAX.

15 SO MY CONCERN IS THAT SOME OF THE OTHER PEOPLE  
16 SAY THOSE CARGO FLIGHTS CAN COME IN AT ANOTHER LOCATION  
17 SO THAT WE CAN GET TO SLEEP AT NIGHT. MOST OF THE  
18 PLANES, WHEN I FIRST BOUGHT MY HOUSE, I CAME INTO THE  
19 NEIGHBORHOOD TO RESEARCH THE AREA TO MAKE SURE THAT I  
20 DIDN'T HEAR ALL OF THESE. WHEN I FIRST BOUGHT MY HOUSE,  
21 ALL OF THESE PLANES WERE NOT COMING INTO LAX. IT WAS  
22 MINIMIZED.

23 NOW IT'S LIKE SHE SAID, IT'S EVERY MINUTE OR  
24 LESS THAT ONE IS COMING IN. AND IF YOU WATCH ON TV OR  
25 DO ANYTHING ELSE, YOU GOT TO KEEP THE REMOTE CONTROL IN

1 YOUR HAND AND TURN THE TV UP OR TURN IT DOWN. AND YOU  
2 GO GET YOUR CAR WASHED ONE DAY, YOU GOT TO GO GET IT  
3 WASHED THE NEXT DAY. YOU PAINT YOUR HOUSE, YOU HAVE TO  
4 PAINT YOUR HOUSE EVERY YEAR BECAUSE OF THE POLLUTION IN  
5 THE AIR THAT COMES DOWN ON YOUR PROPERTY AND THINGS LIKE  
6 THIS HERE. SO I'M OPPOSED TO LAX EXPANSION. THANK YOU  
7 VERY MUCH.

8 THE FACILITATOR: THANK YOU. MAY I HAVE THEODORE  
9 SMITH, PLEASE.

10 MR. THEODORE SMITH III: MY NAME IS THEODORE SMITH  
11 III. I REPRESENT THE LAX ADVISORY COMMITTEE. MY  
12 ADDRESS IS 11260 OVERLAND AVENUE, UNIT 11B, CULVER CITY,  
13 CALIFORNIA, FOR A CHANGE OF PACE THERE, 90230.

14 I WANT TO SAY FIRST OF ALL OUR COMMITTEE  
15 REPRESENTS THE SURROUNDING COMMUNITIES WITHIN THE AREA  
16 OF THE AIRPORT. WE WANT TO HAVE YOU UTILIZE PALMDALE  
17 AND ONTARIO MORE. WE'RE ALSO SUPPORTING THE NO-ACTION,  
18 NO-PROJECT SCENARIO IN THE EIR BECAUSE WE, OUR  
19 SURROUNDING COMMUNITIES, AND LOS ANGELES HAVE TAKEN IN  
20 OUR FAIR SHARE, OVER 70 MILLION PASSENGERS AND OVER 2  
21 MILLION TONS OF CARGO.

22 NUMBER THREE, WE ARE AGAINST THE RING ROAD AND  
23 THE EXPANSION OF THE WEST END TERMINAL. WE DO NOT WANT  
24 TO SEE AN INCREASE IN TRAFFIC AND ALSO NOISE AND AIR  
25 QUALITY PROBLEMS.

1 AS TO THE EIR, SOME OF OUR QUESTIONS ARE, WHY  
2 HAVE NO SINGLE EVENT NOISE SCENARIO AND MEASURES.  
3 NUMBER TWO, AIR QUALITY MODELING DATA AND ASSUMPTIONS  
4 ARE MISSING FROM THE EIR. WHEN WILL THEY BE ABLE, HOW  
5 CAN WE ASSESS THE ACCURACY OF ANYTHING WITHOUT THIS, AND  
6 WILL YOU EXTEND THE COMMENT PERIOD TO INCLUDE COMMENTS  
7 REGARDING THIS INFORMATION ONCE IT'S AVAILABLE?

8 WHAT ARE THE SPECIFIC FLIGHT PATHS FOR EASTERLY  
9 AND WESTERLY TAKEOFFS? WITHOUT THAT INFORMATION, NOBODY  
10 CAN ASSESS NOISE OR ENVIRONMENTAL CONCERNS. THIS WAS  
11 ASKED DURING THE SCOPING PROCESS BUT WAS NOT INCLUDED IN  
12 THE EIR. WILL YOU MAKE THIS INFORMATION AVAILABLE AND  
13 WILL YOU EXTEND THE COMMENT PERIOD? AND WHAT MEDIATION  
14 MEASURES WILL YOU DO FOR THE INCREASE IN THIS AREA?

15 AS TO THE ARBOR VITAE OFF-RAMP, THE EIR DOES  
16 NOT STATE CLEARLY WHY OR HOW THIS WILL MITIGATE TRAFFIC  
17 CONGESTION IN AND AROUND THE AIRPORT. THERE IS NO  
18 ANALYSIS OF THE ENVIRONMENTAL EFFECTS NOR THE COMMUNITY  
19 EFFECT ABOUT THIS OFF-RAMP.

20 FURTHER, YOU ARE ASSUMING THAT YOU'RE GOING TO  
21 RECEIVE FEDERAL FUNDS FOR THE ARBOR VITAE OFF-RAMP. IF  
22 YOU DO NOT RECEIVE FEDERAL FUNDS, YOU WILL PAY FOR THIS  
23 OFF-RAMP WHEN AIRPORT OPERATION FUNDS CAN ONLY BE USED  
24 EXCLUSIVELY FOR ON-SITE PROPOSALS THAT YOU HAVE OR  
25 ON-SITE THINGS THAT YOU NEED TO DO.

1           FURTHERMORE, IN ALL OTHER MITIGATION MEASURES  
2 THAT YOU DO, HOW CAN YOU UTILIZE, YOU ASSUME THAT THE  
3 STATE OR THE FEDERAL GOVERNMENT WILL PAY FOR THEM. THE  
4 STATE OR THE FEDERAL GOVERNMENT DOES NOT PAY FOR THEM,  
5 AND AIRPORT OPERATION FUNDS CAN ONLY BE USED ON THE  
6 AIRPORT.

7           HOW WILL YOU MAKE GOOD ON THESE MEASURES? FOR  
8 INSTANCE, ON THE RING ROAD, YOU MAKE AN ASSUMPTION THAT  
9 PEOPLE FOLLOWING ON A NORTH-TO-SOUTH DIRECTION WILL TAKE  
10 THE 405 FREEWAY AS IT EXPANDS AND NOT SEPULVEDA THROUGH  
11 MY COMMUNITY. HOW DO YOU MAKE THIS ASSUMPTION? WHAT  
12 MODELING TECHNIQUES DO YOU USE TO MAKE THAT  
13 DETERMINATION? RIGHT NOW EVERYBODY TAKES SEPULVEDA.  
14 HAVE YOU CONSIDERED WHAT THIS DOES TO THESE  
15 COMMUNITIES? PLEASE, REVAMP YOUR STUDY AND DO IT  
16 AGAIN. THANK YOU.

17           THE FACILITATOR: THANK YOU, MR. SMITH.

18           MISS HETRICK.

19           MS. EFFIE HETRICK: I AM EFFIE HETRICK, E-F-F-I-E,  
20 H-E-T-R-I-C-K. EXCUSE MY THROAT. I WOULD LIKE TO SAY  
21 THAT ON THE L.A. EXPANSION, NO, NO, NO. I HAVE THREE  
22 OBJECTIONS.

23           POLLUTION IS EXTREME. POLLUTION IN THIS CITY,  
24 IN OUR 16 OR 18 AROUND LAX CITIES, HAS GOTTEN SO BAD  
25 THAT MY DRIVEWAY IN MY APARTMENT HAS TO BE HOSED DOWN



1 EVERY DAY BECAUSE PEOPLE CAN'T WALK OUTSIDE IN THE  
2 DRIVEWAY AND COME IN ON THE CARPETS.

3 THE NOISE HAS BECOME SO BAD. ONE OF THE WORST  
4 NOISES WE GET IN THE EVENING IS WHEN THERE'S A FLIGHT  
5 ABORTED, AND YOU HAVE TO POWER UP OUR LARGER PLANES WITH  
6 A TREMENDOUS ROAR. PV TOLD YOU WHAT TO DO. THEY TOLD  
7 YOU, GET THEM OUT OVER THE OCEAN AND DON'T FLY THEM OVER  
8 PV ANYMORE. NOW THE NOISE POLLUTION HAS ONE OF THE MOST  
9 DISASTROUS EFFECTS, AND LAX IS RESPONSIBLE FOR A GOOD 80  
10 OR 90 PERCENT OF IT.

11 THE WAY YOU'RE KILLING OUR CHILDREN, KILLING  
12 OUR OLDER PEOPLE, KILLING OUR MIDDLE CLASS, KILLING  
13 PEOPLE IN THIS CITY IN EVERY AGE WITH CANCER, LEUKEMIA,  
14 ALL KINDS OF LUNG DISEASES. NOBODY CAN PAY TO RESTORE  
15 THESE PEOPLE'S HEALTH, I DON'T CARE HOW MUCH MONEY  
16 YOU'RE MAKING.

17 I KNOW, AS GEORGE PUTNAM USED TO SAY, JUST  
18 FOLLOW THE MONEY TRAIL AND YOU'LL SEE THE REASON. WE  
19 KNOW WHY YOU WANT TO EXPAND. GET UP TO PALMDALE. GET  
20 UP TO VICTORVILLE. YOU'VE GOT GEORGE AIR FORCE BASE.  
21 YOU'VE GOT ALL KINDS OF EL TOROS AND ALL KINDS OF GOOD  
22 AIRCRAFT AROUND THE AREA. JUST START SHARING IT WITH  
23 SOME OTHER PEOPLE AND SAVE THE LIVES OF OUR CHILDREN AND  
24 THE LIVES OF OUR BABIES. BECAUSE WE CANNOT BUY, WE  
25 CANNOT BUY NEW LUNGS.

1                   AND THESE OVERCROWDED SKIES, I CAN LOOK OUT  
2 EAST IN THE EVENING, I CAN COUNT 20 AIRCRAFT FLYING INTO  
3 LAX, 20 AIRCRAFT JUST COMING DOWN IN STEPS. NOW, YOU  
4 TELL ME THAT'S SAFE.

5                   FAA HAS NO SAFETY. FAA DOESN'T HAVE ANY IDEA  
6 THAT IT -- AND IT SHOULD BE STOPPED. AND I SAID, LET'S  
7 CAP THIS RIGHT NOW AND LET 18 OR 20 CITIES IN THIS SOUTH  
8 BAY TELL YOU ALL ON THE MASTER PLAN, LAX, STOP NOW,  
9 BECAUSE WE'RE GOING TO STOP THIS. IT'S NOT GOING TO GO  
10 ON. THANK YOU.

11                  THE FACILITATOR: THANK YOU.

12                  DORIS BAKER.

13                  MS. DORIS BAKER: I'M DORIS BAKER, A CITIZEN OF  
14 INGLEWOOD FOR OVER 40 YEARS, AND TAUGHT IN THE PUBLIC  
15 SCHOOL SYSTEM.

16                  I THINK FIRST WE SHOULD GAVE PRAISE TO GOD TO  
17 LEAD US AND GUIDE US THE CORRECT WAY. MAN DOES NOT  
18 KNOW, BUT GOD KNOWS THE FUTURE. WE DON'T KNOW IT.  
19 THAT'S UP TO SOMEBODY WHO CAN TELL US WHAT TO DO THAT  
20 WILL HELP OUR PEOPLE.

21                  WHEN I SIT IN MY YARD, AND I TOLD AT THE LAST  
22 MEETING, I INVITE YOU, I DON'T LIVE HERE, I CAN'T DO  
23 THAT. I INVITE YOU, I GOT MY FIVE CHAIRS ON THE PATIO.  
24 SIT THERE AND COUNT AIRPLANES. AND BEFORE THIS ONE  
25 LEAVES, THE NEXT ONE IS COMING, AND THEN BY THAT TIME

1 THE THIRD ONE'S COMING, THEN THREE MORE COME IN, FOR  
2 HOURS AT A TIME. AND THEN AT NIGHT, WHERE I LIVE,  
3 YOU'RE TWO BLOCKS TOO FAR FROM THE DEADLINE TO HAVE YOUR  
4 HOUSE REDONE BY THE FEDERAL GOVERNMENT SO IT WILL NOT  
5 SHAKE AND THE NOISE COME THROUGH.

6 WE ARE ALL GOD'S PEOPLE, AND UNLESS WE TRUST  
7 HIM, WE CAN LOOK UP THAT NOTHING GOOD WILL HAPPEN.  
8 BECAUSE THROUGH HIM, ALL THINGS ARE POSSIBLE. AND IF HE  
9 DESIRES AN AIRPORT, HE WILL SHOW YOU THE CORRECT WAY TO  
10 STOP AND DO THE THING RIGHT.

11 AND IF HE LEADS YOU TO MOVE AIRPORTS OUT  
12 SOMEWHERE -- BECAUSE BEFORE MANY PEOPLE STARTED FLYING,  
13 I WAS FLYING. I WAS IN NEW YORK, AND I WENT UP IN THE  
14 COCKPIT, AND THE MAN TOLD US ABOUT THESE PLANES COMING  
15 IN AND EVERYTHING. AND WHEN I CAME TO L.A., "YOU FLEW  
16 OUT HERE ON AN AIRPLANE?" I SAID, "I SURE DID." "OH."  
17 EVERYBODY IN THE DORMITORY BUT TWO PEOPLE CAME OUT BY  
18 TRAIN OR BUS. AND I FLEW OUT BECAUSE AT THAT TIME, THAT  
19 WAS THE SAFEST MODE OF TRANSPORTATION. NOT NOW.

20 SO WE GOT TO THINK ABOUT OUR FUTURE. AND THESE  
21 ARE OUR PEOPLE. IF THE PLANE'S COMING OVER YOUR HOUSE,  
22 YOU'LL SAY SOMETHING. AND IF YOU LIVE OUT IN HOLLYWOOD,  
23 BEVERLY HILLS, AND NO PLANES COMING OVER YOUR HOUSE,  
24 DON'T MAKE PLANS FOR THESE PEOPLE. LET THEM HAVE A  
25 SAY-SO, PLEASE. RESPECT PEOPLE AND GOD WILL RESPECT

1 YOU. LET'S PUT GOD FIRST IN THIS PLAN.

2 THE FACILITATOR: THANK YOU, MS. BAKER.

3 MARIA VERDUZCO, PATT SANDERS, DIANE SAMBRANO,  
4 AND CECIL CARPIO. WE'LL START WITH MS. VERDUZCO.

5 MS. MARIA VERDUZCO: THANK YOU. YOU GOT IT RIGHT.

6 GOOD AFTERNOON. MY NAME IS MARIA VERDUZCO. I  
7 LIVE AT 10927 GREVILLEA AVENUE IN LENNOX. I AM HERE ON  
8 BEHALF OF THE LENNOX COORDINATING COUNCIL, THE INFORMAL  
9 GOVERNING BOARD OF THE UNINCORPORATED AREA OF LENNOX.

10 THE LAX EXPANSION WILL HAVE A SIGNIFICANT  
11 IMPACT ON THE COMMUNITIES LIKE LENNOX SURROUNDING THE  
12 AIRPORT. LOS ANGELES WORLD AIRPORTS, IN AN EFFORT TO  
13 ADDRESS THE CONCERNS OF THE COMMUNITIES ON THE PERIPHERY  
14 OF THE AIRPORT, HAS HIRED A CONSULTING GROUP TO CONVENE  
15 PUBLIC FORUMS TO INFORM RESIDENTS ABOUT THE IMPACT OF  
16 THE AIRPORT EXPANSION PLANS.

17 OUR CONCERN IS THAT THESE PUBLIC FORUMS, WHICH  
18 ARE BEING BILLED AS ENVIRONMENTAL JUSTICE MEETINGS, WILL  
19 NOT PRESENT INFORMATION TO THE COMMUNITY IN AN UNBIASED  
20 AND OBJECTIVE MANNER. AS YOU KNOW, THE PROPOSED  
21 EXPANSION HAS SIGNIFICANT IMPLICATIONS FOR THE PUBLIC  
22 HEALTH AND SAFETY FOR THE SURROUNDING COMMUNITIES SUCH  
23 AS LENNOX. AS A RESULT, THERE IS A GREAT DEAL OF  
24 COMMUNITY CONCERN AND INTEREST IN THESE PROPOSALS.

25 IT IS THEREFORE VITAL THAT EVERY EFFORT BE MADE

1 TO INFORM AND PROVIDE LOCAL RESIDENTS WITH ACCURATE AND  
2 OBJECTIVE INFORMATION SO THAT THEY IN TURN MAY FULLY  
3 PARTICIPATE IN THE DECISION-MAKING PROCESS.

4 WE BELIEVE THAT THE MANNER IN WHICH THE  
5 ENVIRONMENTAL JUSTICE GROUP IS DOING THEIR COMMUNITY  
6 OUTREACH IS INCONSISTENT WITH THE REQUIREMENTS FOR  
7 COMMUNITY OUTREACH SPELLED OUT IN THE LAWA ENVIRONMENTAL  
8 IMPACT REPORT. THE EIR STATES THAT, QUOTE, "THE  
9 ENVIRONMENTAL JUSTICE COMMUNITY OUTREACH PROCESS WILL  
10 INVOLVE AN INTERACTIVE AND ONGOING PROGRAM TO ASSURE AN  
11 EFFECTIVE DIALOG WITH MINORITY AND LOW-INCOME  
12 COMMUNITIES AFFECTED BY LAX. TO INITIATE THIS PROCESS,  
13 MEMBERS OF LAWA'S ENVIRONMENTAL JUSTICE TASK FORCE AND  
14 OTHER LAWA REPRESENTATIVES WILL MEET WITH ELECTED  
15 OFFICIALS AND OTHER COMMUNITY REPRESENTATIVES, AND  
16 COMMUNITY WORKSHOPS WILL BE HELD." END QUOTE.

17 THE ENVIRONMENTAL JUSTICE MEETING ON MAY 19 AT  
18 INGLEWOOD HIGH SCHOOL DID NOT ALLOW RESIDENTS TO SHARE  
19 THEIR CONCERNS AND QUESTIONS PUBLICLY. INSTEAD, THE  
20 FORMAT OF THE MEETING ONLY ALLOWED RESIDENTS TO VOICE  
21 THEIR CONCERNS OR ASK QUESTIONS INDIVIDUALLY TO VARIOUS  
22 CONSULTANTS STAFFING A BOOTH.

23 WE BELIEVE THIS INFORMATION IS NOT CONDUCIVE TO  
24 CREATING AN EFFECTIVE DIALOG WITH THE COMMUNITY.  
25 INSTEAD, IT FOSTERS INDIVIDUAL DIALOG WITHOUT ALLOWING

1 OTHER RESIDENTS A CHANCE TO HEAR COMMENTS OR QUESTIONS  
2 THAT MIGHT BE OF IMPORTANCE TO THEM. WE HAVE MET WITH  
3 THE ENVIRONMENTAL JUSTICE GROUP CONVENED BY LAWA IN A  
4 GOOD-FAITH EFFORT TO REQUEST THAT CERTAIN CONDITIONS BE  
5 MET IN ORDER TO PRESENT THE WORKSHOPS IN AN UNBIASED  
6 MANNER.

7 THE FACILITATOR: I APOLOGIZE, MS. VERDUZCO. THANK  
8 YOU.

9 MS. PATT SAUNDERS: MY NAME IS PATT SANDERS, TWO  
10 BLOCKS WEST OF THE DIVIDER FOR LOS ANGELES CITY. SO I'M  
11 NOT COUNTED IN LAX'S PLAN OR ANYTHING, BUT I STILL HAVE  
12 PLANES FLYING OVER MY HOUSE 24/7, AND I'M DEALING WITH  
13 NOISE AND POLLUTION.

14 I JUST WANT TO SAY, LOOKING AT THE EIR/EIS,  
15 THIS DOCUMENT IS SO FLAWED, IT'S PATHETIC. BUT I'M JUST  
16 GOING TO READ THIS PART OUT FROM YOUR OWN DOCUMENT. YOU  
17 SAID THE PURPOSE OF THE LAX MASTER PLAN IS TO SUPPORT  
18 THE FUTURE ECONOMIC GROWTH AND VITALITY OF THE  
19 FIVE-COUNTY LOS ANGELES REGION.

20 WELL, BUT YOU LEFT OUT THE COUNTIES OF SAN  
21 BERNARDINO, RIVERSIDE, VENTURA, AND ORANGE OUT OF THE  
22 SCOPING PROCESS. THEN YOU GOT ALTERNATIVES -- SOMEBODY  
23 GOT UP AND SAID, OH, ALTERNATIVE C, I'M FOR IT.  
24 ALTERNATIVE C HAS JUST AS MANY SIGNIFICANT ADVERSE  
25 EFFECTS AS ALTERNATIVES A OR B.

1            THEN WE'RE GOING TO JUMP ONTO THIS HEALTH AND  
2 NOISE MITIGATION HERE.    READING YOUR DOCUMENTATION,  
3 LOOKING AND REVIEWING ALL YOUR ALTERNATIVE PROPOSALS, I  
4 COME TO THE CONCLUSION THAT THE RESIDENTS OF INGLEWOOD  
5 AND OTHER COUNTIES ARE GOING TO GET SCREWED.    THAT'S ALL  
6 THERE IS TO IT.

7            YOU KNOW, I'M A 32-YEAR RETIRED EMPLOYEE OF THE  
8 CITY OF LOS ANGELES.    I'VE HEARD UNIONS GET UP AND SAY,  
9 OH, YOU CAN GET MORE JOBS.    I WAS ALSO, WELL, PROBABLY  
10 THE FIRST AND THE ONLY AFRICAN-AMERICAN PRESIDENT OF  
11 ENGINEERS AND ARCHITECTS EMPLOYEES IN EVERY CITY  
12 DEPARTMENT.    SO I UNDERSTAND LABOR ISSUES.

13           THESE PEOPLE GETTING UP HERE AND SAYING, "OH,  
14 YEAH, YOUR PLAN IS ALL GOOD," THEIR CHILDREN ARE NOT  
15 DEALING WITH THE ADVERSE EFFECTS OF THESE PLANES FLYING  
16 OVER HERE.    THEY'RE NOT DEALING WITH RELATIVES.    MY  
17 FATHER HAS LOST HIS HEARING AFTER HE MOVED TO CARLTON  
18 SQUARE, IN THE CITY OF LOS ANGELES, DUE TO THOSE  
19 AIRPLANES.    THE DOCTOR FINDS NO OTHER EXCUSE.    WE HAVE  
20 HEALTH EFFECTS.    YOU ARE KILLING US.    THIS PLAN IS NOT  
21 GOING TO HELP THAT.

22           SO I'M COMING TO THIS CONCLUSION.    I'M EITHER  
23 GOING TO BE DEAF, DUMB, CRAZY, CANCER RIDDEN FROM THE  
24 POLLUTION.    SO I TELL YOU THIS.    LAX, YOU CAN WRITE ME A  
25 CHECK FOR 1.5 MILLION, AND I'LL SIT OUT THERE WITH

1 EARPHONES IN MY EARS. I CAN'T SIT IN MY YARD. I CAN'T  
2 EVEN TALK ON THE PHONE. MY HEAD IS SO HEAVY NOW,  
3 BECAUSE I FEEL LIKE THEY'VE BEEN PISSING IN MY EARS ALL  
4 DAY AND TRYING TO TELL ME IT'S RAINWATER.

5 THIS WAS AN INSULT FOR YOU TO BRING THIS TO  
6 US. AND THE REASON WHY IT'S NOT WELL ATTENDED, I GOT NO  
7 NOTICE. YOU SHOULD HAVE HAD ONE MEETING, NOT A SERIES  
8 OF THREE BEING DONE CONSECUTIVELY, OVER ALL THE OTHER  
9 COUNTIES, IF THAT'S WHAT YOU WANT.

10 BUT OF COURSE, BIG MONEY TALKS. YOU'RE JUST  
11 TRYING TO ROLL OVER THESE CITIZENS HERE. AND TO JUST  
12 PARAPHRASE ONE OF THE CITY COUNCILMEN, IF YOU CAN SEND A  
13 MAN TO THE MOON, WHY CAN'T YOU SEND HIM TO PALMDALE, ET  
14 CETERA? THANK YOU.

15 (CHANGE OF REPORTERS)

16 / / /

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18 / / /

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1 THE FACILITATOR: DIANE SAMBRANO.

2 DIANE SAMBRANO: GOOD AFTERNOON. MY NAME IS  
3 DIANE SAMBRANO. I AM GOING TO START OUT AND SAY WHAT  
4 THE ENVIRONMENTAL IMPACT REPORT SAYS, IT IS  
5 ENVIRONMENTAL INJUSTICE. THIS IS YOUR DOCUMENT YOU  
6 PRODUCED THAT THE AIRPORT IS TO BE MODERNIZED WITH. YOU  
7 ARE GIVING ME THREE MINUTES TO RESPOND. YOU HAD HOW  
8 MANY MONTHS?

9 I HAVE ANOTHER DOCUMENT HERE PRODUCED ALSO BY  
10 LAX NOISE HOTLINE. LAWA HAS A 24-HOUR INCIDENT LINE  
11 STAFFED BY OPERATIONS PERSONNEL TO SEEK SOLUTIONS.  
12 ANOTHER FALSEHOOD. IT IS A RECORDING THAT RINGS, NOT A  
13 HUMAN BEING, AND THEY ARE VERY RARELY RESPONSIVE TO OUR  
14 COMPLAINTS.

15 MOVING ON TO THE EIR/EIS. WE HAVE HEARD A  
16 GREAT MANY PEOPLE TALK ABOUT BURDEN AND BENEFIT, AND  
17 WHAT IT SEEMS IS THIS EIR PRESENTS A BURDEN TO THOSE WHO  
18 LIVE NEAR IT AND A BENEFIT TO THOSE WHO DO NOT. IT IS  
19 FORMULATED AT THE EXPENSE OF THE LIVES OF THOSE WHO  
20 LIVE IN THE COMMUNITY SURROUNDING IT.

21 THERE IS NO PLACE THE SINGLE EVENT NOISE  
22 IN THE MIDDLE OF THE NIGHT IS ADDRESSED. DO YOU  
23 ACTUALLY BELIEVE THERE IS A MEDICAL REPORT THAT SAYS  
24 THAT THE RESIDENTS OF INGLEWOOD AND SURROUNDING  
25 COMMUNITIES NEED LESS SLEEP? I THINK NOT.

1                   MUCH IS MADE OF CARGO TRANSPORT AND THE  
2                   BENEFITS OF THAT INDUSTRY, AND YET NO ONE HAS BOTHERED  
3                   TO THINK ABOUT HOW THE CARGO GETS FROM THE AIRPLANE TO  
4                   ITS FINAL DESTINATION OR FROM ITS PLACE OF ORIGIN TO THE  
5                   AIRPLANE. THAT INVOLVES TRAFFIC, GROUND TRAFFIC, WHICH  
6                   RESULTS IN POLLUTION, WHICH THE EIR/EIS DOES NOT  
7                   ADDRESS.

8                   WE HEAR ABOUT JOBS, AND YET I FIND IT VERY  
9                   INTERESTING THAT JOBS ARE PRESENTED AS THE SAVE-ALL FOR  
10                  OUR COMMUNITY, AND THAT MAY VERY WELL BE BECAUSE THE  
11                  RETIREMENT PLANS WON'T BE. WE WILL BE DEAD AFTER IT  
12                  KICKS IN.

13                  THE ALTERNATIVES A, B AND C STAND FOR  
14                  ALTERNATIVES: A, ASTHMA, B, BLUDGEONING OF OUR EARS, OR  
15                  C, CANCER.

16                  THERE IS NO WAY THAT THE CARGO CULT CAN  
17                  GENUINELY SAY IT IS WILLING TO ACCEPT THE BURDENS AS  
18                  WELL AS THE BENEFITS.

19                  NO. THERE IS NO CREATIVITY IN THIS DOCUMENT.

20                  THE WISDOM, THE WILL AND THE VISION WE HEARD  
21                  OF IS THE WISDOM TO NOT PRESENT ALTERNATIVES, THE WILL  
22                  TO RUN OVER THE TOP OF US, AND THE VISION TO ESSENTIALLY  
23                  ELIMINATE US.

24                  WE CAN LOOK TO MANCHESTER SQUARE AND SEE WHAT  
25                  THE PLANS YOU HAVE FOR US ARE. YES. IT IS BOTTOM-LINE

1       ORIENTED, WHERE PRODUCTS AND INANIMATE OBJECTS ARE MORE  
2       IMPORTANT TO THE LAWYERS PLANNERS THAN ANY HUMAN BEING.  
3       THE HUMAN FACTOR IS SIMPLY NOT ADDRESSED.

4                WE CAN TALK ALL WE WANT ABOUT DOLLARS, BUT  
5       SOMEWHERE A PERSON SHOULD HAVE A COUNTING VOTE.

6                THE FACILITATOR:   THANK YOU.

7                CECIL CARPIO.

8                CECIL CARPIO:   RIGHT HERE.   THANK YOU.   MY  
9       NAME IS CECIL CARPIO.   I LIVE AT 407 EXTON AVENUE,  
10      NO. 4, INGLEWOOD, 90302, AND I AM AN AVIATION  
11      CONVENTIONEER FOR THE CITY OF INGLEWOOD.

12               MANCHESTER SQUARE IS VACANT.   THAT IS  
13      WHAT I SEE ON THE EASELS.   I THOUGHT THERE WERE STILL  
14      PEOPLE LIVING THERE, AND ONCE IT WAS VACATED, IT WOULD  
15      TURN INTO A PARK, ACCORDING TO RUTH GALANTER.

16                AGAIN, I HEAR ABOUT JOBS, AND THERE WILL BE  
17      JOBS NO MATTER WHERE THE EXPANSION OCCURS.

18                JUST FOR THE RECORD, I AM AGAINST THE  
19      EXPANSION OF LAX.   AS A MATTER OF FACT, MY FAVORITE SONG  
20      IS:   WHATEVER HAPPENED TO 40 MILLION ANNUAL PASSENGERS?  
21      WE ARE A LITTLE BIT ABOVE THAT NOW.

22                WHAT IS THE RATIONALE FOR THE MASTER PLAN'S  
23      PROPOSED PROJECT PHASE-IN?   CARGO CAPACITY, PROPERTY  
24      ACQUISITION, THE AIRFIELD EXPANSION, RUNWAY EXTENSION  
25      AND TERMINAL EXPANSION AND IMPROVEMENT TAKE PRECEDENCE

1 OVER THE MITIGATION OF IMPACTS THE SURROUNDING  
2 COMMUNITIES ARE ALREADY EXPERIENCING.

3 THE HISTORIC RELATIONSHIP BETWEEN LAX AND ITS  
4 NEIGHBORS HAS ALREADY PROVEN THAT MITIGATION OF THE  
5 EFFECTS OF LAX'S EXPANDED OPERATIONS TAKES LOW  
6 PRIORITY. LAWA HAS BEEN PROMOTING THE MASTER PLAN AS  
7 THE ONLY VIABLE WAY TO ADDRESS TODAY'S TRAFFIC, NOISE  
8 AND AIR QUALITY IMPACTS. THE PROPOSED PHASE-IN WILL  
9 ONLY EXACERBATE THOSE IMPACTS.

10 WHAT I AM TRYING TO SAY IS PHASE I IS WHERE  
11 ALL THE IMPROVEMENTS ARE DONE. PHASE II IS WHEN THE  
12 MITIGATION MEASURES WILL TAKE PLACE. THE FIRST TEN, SIX  
13 TO TEN YEARS, IS DEVOTED TO IMPROVEMENTS. THE LAST  
14 PHASE ISN'T -- IS DEVOTED TO MITIGATION.

15 WE HAVE ALREADY BEEN THERE. WE HAVE ALREADY  
16 BEEN THERE.

17 GIVEN THE 2015 PLANNING HORIZON, WHY WAS THE  
18 HIGH-END POTENTIAL AT PALMDALE EXTRAPOLATED TO 2010?  
19 WHAT DID THE HAGLER-BAILEY STUDY DETERMINE PALMDALE'S  
20 2015 MILLION ANNUAL PASSENGERS COULD BE?

21 AS STATED IN THE EIR/EIS, AN OVERARCHING  
22 CONSIDERATION DURING THE PLANNING PROCESS HAS BEEN TO  
23 ACHIEVE THE PROJECT OBJECTIVES IN AN  
24 ENVIRONMENTALLY SOUND MANNER. WHY, THEN, WAS  
25 ALTERNATIVE C INTRODUCED AS THE PREFERRED PROJECT?

1 ALTERNATIVE C HAS -- ALTERNATIVE C HAS JUST AS  
2 SIGNIFICANT UNAVOIDABLE ADVERSE EFFECTS AS ALTERNATIVES  
3 A OR B.

4 IN THE SUMMARY COMPARISON OF ENVIRONMENTAL  
5 IMPACTS FROM ALTERNATIVES A, B AND C, WHY WASN'T "NO  
6 ACTION/NO PROJECT" INCLUDED FOR COMPARISON?

7 THANK YOU.

8 THE FACILITATOR: THANK YOU, MS. CARPIO.

9 LAWRENCE KIRKLEY, LARRY SPRINGS, NANCY MOTAN,  
10 VALERIE HASTINGS.

11 MR. KIRKLEY, PLEASE.

12 LAWRENCE KIRKLEY: MY NAME IS COUNCILMAN  
13 LAWRENCE KIRKLEY FROM THE CITY OF INGLEWOOD. I CAME  
14 HERE FROM THE SOUTH BAY CITIES COUNCIL OF GOVERNMENTS,  
15 WHICH IS A JOINT POWERS AUTHORITY OF THE 15 SOUTH BAY  
16 CITIES PLUS THE HARBOR GATEWAY/SAN PEDRO AREA OF THE  
17 CITY OF LOS ANGELES.

18 WHILE WE WILL BE PROVIDING MORE DETAIL AND  
19 COMMENTS, I WOULD LIKE TO HIGHLIGHT A FEW ITEMS.

20 ONE IS CAPACITY. IN THE EIR AND IN THE DRAFT  
21 MASTER PLAN IT TALKS ABOUT 2,000 DAILY OPERATIONS.  
22 WELL, LAX ALREADY ACCOMMODATES OVER 2,000 DAILY  
23 OPERATIONS. THE IMPLICATION HERE IS THAT THERE IS GOING  
24 TO BE EXPANSION, BUT THERE IS GOING TO BE NO MORE  
25 OPERATIONS. SINCE THAT IS THE BASIS FOR THE REST OF THE

1 STUDY, IT BASICALLY INVALIDATES THE STUDY.

2 THE DRAFT VIOLATES BOTH THE NATIONAL  
3 ENVIRONMENTAL POLICY ACT AND THE CALIFORNIA  
4 ENVIRONMENTAL QUALITY ACT BECAUSE IT DOESN'T DISCLOSE TO  
5 THE DECISION MAKERS AND THE PUBLIC THE PROJECT'S  
6 REASONABLY FORESEEABLE SIGNIFICANT ADVERSE IMPACTS, AND  
7 THE PROJECT ISN'T ANALYZED IN ITS ENTIRELY.

8 ALSO, THE BASELINES -- THERE ARE ACTUALLY  
9 THREE DIFFERENT BASELINES. IT APPEARS AS THOUGH IN THE  
10 REPORT THAT THE BASELINES ARE USED TO THE ADVANTAGE OF  
11 THE REPORT IN ORDER TO SHOW THE MITIGATION.

12 I WILL SUBMIT A DOCUMENT THAT GIVES MORE  
13 INFORMATION. IN THREE MINUTES I CAN'T GO INTO ALL THE  
14 DETAILS.

15 NOISE IMPACT. THE DRAFT DOESN'T ANALYZE NOR  
16 DISCLOSE ANY CUMULATIVE NOISE IMPACTS THAT THE PROJECT  
17 WILL HAVE ON THE SOUTH BAY COMMUNITIES OTHER THAN  
18 INGLEWOOD AND EL SEGUNDO. IT LOOKS LIKE THERE IS NO  
19 EFFECTS TO RESIDENTS SOUTH OF THE INGLEWOOD/EL SEGUNDO  
20 AREA.

21 THE DRAFT ONLY FOCUSES ON THE 65 DB CNEL  
22 SIGNIFICANT NOISE AREA AND DOES NOT ADDRESS ANY OF THE  
23 AREAS OF CONCERN IN THE SOUTH BAY AREAS OTHER THAN  
24 INGLEWOOD AND EL SEGUNDO.

25 THE DRAFT BARELY CONSIDERS TRAFFIC IN THE

1 SOUTH BAY COMMUNITIES AT ALL. IN FACT, OUT OF THE 61  
2 EVALUATED INTERSECTIONS AND THE ADDITIONAL 15  
3 INTERSECTIONS SELECTED FOR FOCUSED ANALYSIS, ONLY NINE  
4 OF THE 76 INTERSECTIONS WERE SOUTH OF THE 105.

5 THE DRAFT CLAIMS THAT PEOPLE DRIVING TO LAX  
6 FROM THE SOUTH USE THE FREEWAY MORE THAT THE SURFACE  
7 STREETS. THAT IS NOT TRUE. WE ARE NOT SURE WHERE IT  
8 CAME FROM. WHAT ANALYSIS GAVE YOU THAT INFORMATION?

9 THE DRAFT RECOGNIZES THE EXISTENCE OF  
10 SPECIFIC IMMITIGATABLE AIR QUALITY IMPACTS, BUT PROPOSES  
11 TO DELAY A COMPLETE ANALYSIS OF THESE IMPACTS UNTIL THE  
12 FINAL EIS/EIR, WHICH MAKES IT IMPOSSIBLE FOR THE PUBLIC  
13 TO FULLY ANALYZE THE PROJECT'S AIR QUALITY IMPACTS.

14 THE DRAFT ERRONEOUSLY ASSUMES THE AMOUNT OF  
15 AIRCRAFT ACTIVITY WILL BE VIRTUALLY IDENTICAL WHETHER OR  
16 NOT THE PROJECT IS ELIMINATED OR IMPLEMENTED.

17 THE LAST AREA I WANT TO TALK ABOUT IS  
18 AIRSPACE. THE DRAFT TREATS OVERFLYING THE SOUTH BAY  
19 COMMUNITIES AS IF THE AIRCRAFT IMMEDIATELY ENTER INTO A  
20 BLACK HOLE OR DROP OFF THE RUNWAY AFTER TAKEOFF.

21 NOT ONLY DOES THE DRAFT IGNORE IMPORTANT  
22 AIRSPACE ISSUES, BUT ALSO WHEN IT DOES SUPPLY IT, IT  
23 USES INACCURATE, OUTDATED SOURCES AND CONSULTANT OPINION  
24 RATHER THAN WHAT WE CALL GOOD FACTS.

25 AS MY TIME IS UP, I WILL SUBMIT THIS AND PUT

1 IT INTO THE RECORD.

2 THANK YOU.

3 THE FACILITATOR: THANK YOU, COUNCILMAN  
4 KIRKLEY.

5 MR. SPRINGS.

6 LAWRENCE SPRINGS: MY NAME IS LAWRENCE  
7 SPRINGS. MY ADDRESS IS 501 FIFTH AVENUE, 90305.

8 I HAVE BEEN A RESIDENT OF INGLEWOOD FOR  
9 THE LAST 28 YEARS. IN THAT 28 YEARS LIVING IN INGLEWOOD  
10 I NOTICED AN INCREASE OF AIR TRAFFIC FOR THE CITY WITHIN  
11 THE LAST TEN YEARS.

12 CURRENTLY LAX HAS THE CAPACITY TO SERVE 78.7  
13 MILLION ANNUAL PASSENGERS AND 3,120,000 ANNUAL CARGO  
14 TONS. THE MASTER PLAN FORECASTS INDICATE IT WILL NEED  
15 TO SERVE 97.9 MILLION ANNUAL PASSENGERS AND 4,172,000  
16 TONS, AND LAX IS WILLING TO SPEND \$12 MILLION TO DO THIS  
17 ANNUALLY.

18 MY QUESTION IS: WHY WOULD LAX WANT TO DO  
19 THAT?

20 I WANT THIS TO BE ON RECORD THAT I AM OPPOSED  
21 TO THE ALTERNATIVES A, B AND C, AND THE REASON BEING IS  
22 WHAT THEY ARE DOING IS EXTENDING THE AIRPORT EASTWARD,  
23 EAST OF SEPULVEDA.

24 WHEN YOU START GOING EASTWARD, YOU HAVE THE  
25 TENDENCY TO GET PEOPLE INVOLVED, WHEREAS IF IT WAS A BAD



1 DAY, RAINING OR SO FORTH, NOW THE PLANES ARE GOING TO  
2 TAKE OFF GOING EASTWARD, AND YOU HAVE -- WHEN YOU GO  
3 EAST, YOU HAVE SEPULVEDA -- YOU HAVE PLANES THAT ARE  
4 ONLY PARKED EAST OF SEPULVEDA, WHICH ARE AVAILABLE FOR  
5 MORE POLLUTION EASTWARD AND, IN TURN, FOR THE  
6 COMMUNITIES EAST OF SEPULVEDA AND HARBOR COMMUNITIES.

7 YOU HEARD A LOT OF PEOPLE HERE. ONE OF THE  
8 REASONS I CAME HERE PRIMARILY WAS BECAUSE SOMEONE TOLD  
9 ME ABOUT IT. I DID NOT RECEIVE A LETTER IN THE MAIL  
10 INDICATING THERE WAS GOING TO BE A PUBLIC HEARING. I  
11 JUST HEARD ABOUT IT THROUGH A NEIGHBOR WHO SAID: LARRY,  
12 YOU NEED TO BE THERE. I SAID: GREAT. I WILL BE THERE,  
13 AND I WILL TAKE TALK ABOUT NO ON THIS EXPANSION.

14 I DON'T HAVE A PROBLEM WITH LAX MODERNIZING  
15 THEIR AIRPORT. I HAVE A PROBLEM WITH THEM EXPANDING.  
16 LOS ANGELES INTERNATIONAL AIRPORT IS A SMALL AIRPORT.  
17 THERE IS NO ROOM TO EXPAND UNLESS YOU ARE GOING TO  
18 EXPAND TO THE EAST. IF YOU EXPAND TO THE EAST SIDE,  
19 YOU ARE AFFECTING MORE COMMUNITIES AND MORE FAMILIES.

20 THEY HAVE OTHER ALTERNATIVES, AND THE  
21 ALTERNATIVES ARE OTHER COMMUNITIES, SUCH AS ORANGE  
22 COUNTY, WHICH THEY DON'T WANT IT. IF ORANGE COUNTY  
23 DOESN'T WANT IT, THAT IS TELLING YOU SOMETHING.

24 ORANGE COUNTY DOESN'T WANT IT, SO YOU PUT IT  
25 IN LOS ANGELES, AND YOU AFFECT THE COMMUNITIES OF

1 INGLEWOOD AND ITS SURROUNDING COMMUNITIES. THINK ABOUT  
2 IT.

3 THESE PEOPLE HAVE COME HERE ASKING YOU NOT TO  
4 DO IT. THERE MUST BE A REASON WHY THEY DON'T WANT YOU  
5 TO DO IT. PLEASE, DON'T EXPAND LAX.

6 THE FACILITATOR: THANK YOU.

7 NANCY MOTAN: HOWDY, NANCY MOTAN -- MY NAME  
8 IS NANCY MOTAN. I AM A MEMBER OF THE LAX NO EXPANSION  
9 COMMITTEE. MAX STEVENS IS PRESIDENT. AND I LIVE AT  
10 10503 THIRD AVENUE IN INGLEWOOD, AND I DON'T GO OUTSIDE.  
11 I CAN HARDLY GO OUTSIDE ON ACCOUNT OF LIKE GROWING MY  
12 OWN FOOD AND FRUIT TREES, MY FRUIT TREES BEAR FRUIT, BUT  
13 I CAN'T EAT IT BECAUSE IT IS ALL WHITE ON ONE SIDE.

14 WHEN YOU TALK ABOUT EXPANDING TO EL TORO AND  
15 OTHER PLACES, THEY HAVE PLENTY OF DESERT. WHAT HAPPENED  
16 TO THE PEOPLE THAT BUILD THESE AIRPORTS? ARE THEY DENSE  
17 OR SOMETHING? THEY CAN'T BUILD HERE. FIND A PLACE IN  
18 THE DESERT AND BUILD SOME MORE AIRPORTS SO PEOPLE WON'T  
19 HAVE TO CROWD IN ON US.

20 I HAVE BEEN IN INGLEWOOD FOR 32 YEARS. SO  
21 PLEASE DON'T EXPAND THE AIRPORT.

22 THE FACILITATOR: THANK YOU VERY MUCH.

23 VALERIE HASTINGS. IS VALERIE HASTINGS  
24 AVAILABLE?

25 MRS. STANFORD, JEAN JARVIS, BOBBY WHITE AND

1 MARIO BELLO.

2 PLEASE STATE YOUR NAME AND ADDRESS FOR THE  
3 RECORD. IF YOU ARE UNABLE TO STAND AT THE MIKE, LET ONE  
4 OF US KNOW, AND WE WILL PULL A CHAIR UP TO THE MIKE AND  
5 ADJUST THE MIKE TO YOUR LEVEL.

6 MS. STANFORD.

7 HILDA MAE STANFORD: GOOD AFTERNOON. HILDA  
8 MAE STANFORD. I LIVE IN SOUTHWEST LOS ANGELES. THE  
9 REASON I USE "WEST" IS BECAUSE I AM TWO BLOCKS EAST OF  
10 INGLEWOOD.

11 I WAS INVITED TO THIS MEETING BY MY  
12 CONGRESSWOMAN, MAXINE WATERS; THEREFORE, I AM HERE NOT  
13 ONLY BECAUSE OF THAT, BUT I HAD TWO OTHER INVITATIONS IN  
14 THE MAIL TO BE AT THIS MEETING.

15 I NOTICE IN ALL OF YOUR TALKING YOU DO NOT  
16 TALK ABOUT PEOPLE THAT LIVE IN LOS ANGELES, IN THIS SAME  
17 AREA. HOWEVER, THAT IS SOMETHING THAT YOU SHOULD KNOW  
18 AS PEOPLE ON THIS BOARD THAT IS SUPPOSED TO BE DOING THE  
19 EXPANSION.

20 IF YOU WERE TO WALK 89TH STREET, THAT CURVES  
21 INTO 90TH STREET WHEN IT GETS INTO INGLEWOOD, THAT  
22 CORRIDOR HAS PLANES FLYING ON EACH SIDE OF THAT STREET  
23 BECAUSE EACH MORNING I GET UP AND I WALK ABOUT THREE  
24 MILES AND SOMETIMES IF I AM WALKING BY MYSELF I WILL  
25 LOOK UP IN THE AIR AND I WILL COUNT THE PLANES ON MY

1 WALK. IN 30 MINUTES I CAN COUNT ABOUT 75 PLANS COMING  
2 INTO THE AIRPORT, AND THAT IS BETWEEN 7:00 AND 8:00 A.M.

3 I KNOW SOME YEARS AGO THERE WAS AN ORDINANCE  
4 MADE THAT SAID PLANES WERE NOT SUPPOSED TO FLY IN OVER  
5 THE RESIDENTIAL AREAS BETWEEN 11:00 P.M. AND 7:00 A.M.,  
6 BUT THE PLANES DO NOT PAY ATTENTION TO THAT.

7 THERE IS SOMETHING ELSE THAT BOTHERS ME VERY  
8 MUCH. SINCE YOU ARE DETERMINED, ACCORDING TO ALL OF  
9 YOUR INFORMATION, TO EXPAND, WHY IS IT NECESSARY THAT  
10 THE PEOPLE THAT LIVE IN THESE AREAS HAVE TO MAKE  
11 PETITIONS FOR YOU TO COME OUT AND SOUNDPROOF HOMES? I  
12 KNOW YOU DON'T WANT TO TALK ABOUT THAT IN YOUR  
13 EXPANSION. BUT YOU NEED TO ADJUST THE THINGS THAT ARE  
14 HURTING THE PEOPLE THAT ARE LIVING IN THE AREA, AND THAT  
15 IS SOMETHING THAT HURTS.

16 SEVERAL PEOPLE MENTIONED WE CAN'T HEAR OUR  
17 TELEVISIONS. I LOOK AT THE TELEVISION, BUT THAT IS NOT  
18 THE MOST IMPORTANT THING. BUT IF I AM GETTING A LONG  
19 DISTANCE CALL AND SOMEONE IS SPENDING LOTS OF MONEY TO  
20 TALK TO ME AND A PLANE FLIES OVER, I CAN'T HEAR THEM.  
21 THEY CAN'T HEAR ME. ALL I CAN HEAR IS ALL THIS NOISE.

22 SINCE YOU ARE GOING TO DO SOUNDPROOFING, WHY  
23 DO WE HAVE TO COME TO YOU? YOU SHOULD HAVE PEOPLE GOING  
24 OUT AND INVESTIGATING THESE COMMUNITIES, MAKING  
25 DETERMINATIONS AND TAKING CARE OF BUSINESS AND STOP

1 WASTING TIME. WE NEED YOU TO CONSIDER HUMAN BEINGS AND  
2 NOT GREED, BECAUSE GREED IS WHAT THIS IS ALL ABOUT WHEN  
3 IT COMES TO EXPANSION, WITHOUT CONSIDERING THE PEOPLE.

4 WE WERE LIVING THERE LONG BEFORE MUCH OF THE  
5 EXPANSION THAT IS ALREADY THERE EVER TOOK PLACE. NOW  
6 YOU WANT TO EXPAND MORE BECAUSE WE ARE NOT THE  
7 ELEMENT -- WE ARE MIDDLE CLASS AND LOW INCOME PEOPLE,  
8 BUT WE HAVE AS MUCH RIGHT TO GOD'S GOOD AIR AND GOD'S  
9 GOOD EARTH AS ANYONE ELSE ON THIS EARTH, AND IF YOU DO  
10 NOT BELIEVE IN THAT, YOU WILL PAY THE PENALTY LATER ON.

11 THANK YOU VERY KINDLY -- THANK YOU VERY  
12 MUCH.

13 THE FACILITATOR: THANK YOU VERY MUCH.

14 JEAN JARVIS.

15 JEAN JARVIS: MY NAME IS JEAN JARVIS. I AM A  
16 WESTCHESTER RESIDENT AND A BUSINESS TRAVELER, AND MY  
17 OFFICE ADDRESS IS 8726 SOUTH SEPULVEDA BOULEVARD, LOS  
18 ANGELES, 90045.

19 I BELIEVE LOS ANGELES DOES NOT NEED MORE AIR  
20 TRAFFIC CAPACITY. WE HAVE MORE THAN ENOUGH TO SERVE ALL  
21 OF LOS ANGELES.

22 BUT WE DO NEED TO RECAPTURE THE FULL CAPACITY  
23 OF LAX FOR LOS ANGELES AND WE DO NEED TO ELIMINATE THE  
24 15 MILLION ORANGE COUNTY FREE-LOADERS WHO ARE USING OUR  
25 AIRPORT, YET WHO CONTRIBUTE NOTHING TO OUR CITY OR OUR

1 COUNTY, AND WE DO NEED TO ESTABLISH EFFICIENT FLIGHT  
2 PRIORITIES WHICH WORK FOR LOS ANGELES.

3 EVERY WEEK LAX WASTES 208 TAKEOFF AND LANDING  
4 SLOTS ON TINY PROPELLER PLANES, NOT EVEN JETS, INTO AND  
5 OUT OF ORANGE COUNTY. WE WANT FLIGHTS TO TAIWAN, NOT TO  
6 TUSTIN. WE WANT FLIGHTS TO COSTA RICA, NOT COSTA MESA,  
7 AND WE WANT FLIGHTS TO NEW YORK, NOT NEWPORT BEACH.

8 IT IS RIGHT AND JUST THAT WE WITHHOLD  
9 APPROVAL OF ANY EXPANSION PLAN FOR LAX WHICH MAKES IT  
10 EASIER FOR ORANGE COUNTY TO USE OUR RESOURCE.

11 IS IT RIGHT AND JUST THAT LOS ANGELES WORK TO  
12 TRY TO PENALIZE ORANGE COUNTY FLYERS WHO SEEK TO USE LAX  
13 AS A SUBSTITUTE FOR PROVIDING THEIR OWN AIRPORT  
14 SERVICES. LAX MUST NOT BE A SLAVE TO RICH WHITE  
15 SOUTHERNERS IN SOUTH ORANGE COUNTY WHO ARE NOT WILLING  
16 TO PAY THE FREIGHT.

17 BEFORE THESE REPORTS ARE SUBMITTED TO THE  
18 COMMISSION AND THE CITY COUNCIL, PLEASE ISOLATE FOR US  
19 THE NUMBER OF CURRENT LAX PASSENGERS WHO ARE RESIDENTS  
20 OR VISITORS TO LOS ANGELES COUNTY AND THEN TELL US THE  
21 NUMBER OF LAX PASSENGERS WHO ARE RESIDENTS OR VISITORS  
22 TO ORANGE COUNTY.

23 NEXT, PLEASE QUANTIFY IN SPECIFIC DOLLAR  
24 AMOUNTS THE BENEFITS WHICH ACCRUE TO THE CITY OF LOS  
25 ANGELES FROM THESE ORANGE COUNTY FREE-LOADING FLYERS.

1 WE DO NOT NEED TO EXPAND OUR AIRPORT. WE  
2 NEED TO USE IT MORE EFFICIENTLY. IT IS TIME TO TELL  
3 ORANGE COUNTY TO GET OUT. IT IS TIME TO TELL ORANGE  
4 COUNTY TO GO TO HELL, AND IT IS TIME TO TELL TO TELL  
5 ORANGE COUNTY: GO FLY YOURSELF.

6 THE FACILITATOR: THANK YOU VERY MUCH. BOBBY  
7 WHITE. IS BOBBY WHITE AVAILABLE?

8 BOBBY WHITE: MY NAME IS BOBBY G. WHITE. I  
9 LIVE AT 3926 107TH STREET. I AM ALREADY DEAF, AND WHAT  
10 HAS HAPPENED, I AM DISABLED.

11 THEY SAID THEY COULD -- THEY WERE GOING TO  
12 SOUNDPROOF IT A LONG TIME AGO. BEFORE THAT THEY SAID WE  
13 HAD TO MOVE, SO NOW THEY SAY THEY CAN'T FIX IT BECAUSE  
14 YOU ENTER AN AREA WHERE THEY CAN'T SOUNDPROOF IT, AND  
15 NOW YOU WANT TO MAKE THIS AIRPORT BIGGER.

16 I REALLY SEE A PROBLEM, BUT PROGRESS HAS TO  
17 BE MADE. YOU CAN'T SIT BACK AND THINK THIS POLLUTION IS  
18 GOING TO LEAVE YOUR NEIGHBORHOOD AND YOUR KIDS BECAUSE  
19 YOU DON'T WANT THE AIRPORT THERE.

20 SUPPOSE THEY CLOSE THE AIRPORT? I MEAN,  
21 THINK ABOUT IT -- CLOSE THE AIRPORT. WE HAVE GOT MAYBE  
22 200,000 PEOPLE THAT MOVED INTO INGLEWOOD LATELY, THE  
23 LAST TEN YEARS, ALL KIND OF THUGS. I DON'T CARE. I  
24 CALL THE POLICE ABOUT TEN TIMES A WEEK. LITTLE KIDS  
25 COME HOME FROM SCHOOL AT MORNINGSIDE, WE HAVE TO RUN

1 GUYS AWAY FROM THEM. IT DON'T MAKE SENSE. I REPORTED  
2 IT. THAT IS ALL I COULD DO. I DON'T CARE WHAT YOU DO,  
3 YOU CAN'T CHANGE THAT PART OF INGLEWOOD. YOU TAKE THE  
4 CHANCE TO RAISE YOUR KIDS THERE. THERE IS NO WAY IT IS  
5 GOING TO GO AWAY. IT IS ALREADY THERE.

6 MODERNIZING THE AIRPORT IS NOT GOING TO  
7 HELP. YOU CAN'T CHANGE THE POISON OF WHAT IS COMING  
8 IN. IT COMES OUT OF WHERE I LIVE FOR 20 YEARS. IT  
9 COMES DOWN AND WAKES YOU UP EVERY MORNING. SO I AM  
10 STUCK WITH IT. THAT IS THE BREAKS.

11 THERE IS NO WAY YOU CAN CHANGE IT, AND IF YOU  
12 CLOSE THE AIRPORT, IT WON'T HELP. IF YOU MODERNIZE THE  
13 AIRPORT, THERE IS GOING TO BE MORE POLLUTION ANYWAY, TOO  
14 MANY PEOPLE COMING IN. SO I CAN'T SEE A CHANGE BEING  
15 MADE.

16 NOW JUST LIKE CALLING A CAB. YOU CALL A CAB,  
17 AND YOU ARE HANDICAPPED AND A SENIOR, IT IS KING CAB  
18 FROM INGLEWOOD. THEY TALK TO YOU LIKE YOU ARE CRAZY.

19 I AM TRYING TO SHOW YOU IT IS JUST NOT ONE  
20 THING, POLLUTION NOT GOING AWAY, AND THERE IS MORE  
21 PEOPLE COMING INTO INGLEWOOD, AND IT IS NOT GOING TO  
22 CHANGE AND THE POLICE AND CITY HALL, THEY CAN'T COUNT ON  
23 THESE PROBLEMS. IF YOU DON'T MOVE, YOU ARE ON YOUR OWN.

24 THANK YOU.

25 THE FACILITATOR: THANK YOU, SIR. MARIO



1 BELLO.

2 MARIO BELLO: I HAVE SEVERE EMPHASIS ON EACH  
3 AND EVERY WORD RIGHT HERE THAT MENTIONED EL TORO, AND I  
4 MEAN SEVERE EMPHASIS.

5 I AM A RESIDENT OF INGLEWOOD, AND I STRONGLY  
6 OPPOSE ANY EXPANSION OF LAX. IT IS VERY WONDERFUL FOR  
7 THE PEOPLE WHO DO NOT LIVE NEAR LAX EITHER TO -- OR IN  
8 THE FLIGHT PATHS TO BE IN FAVOR OF EXPANSION.  
9 CERTAINLY, THEY ARE NOT SUFFERING. I AM SUFFERING.

10 IT IS OKAY TO SAY: WELL, CONSTRUCTION THIS,  
11 JOBS THAT, AND BY THE WAY, MICKEY MOUSE JOBS, \$5 AN  
12 HOUR, \$10 AN HOUR. THAT DOESN'T HELP ANYBODY. THAT IS  
13 NOT A JOB.

14 THEY HAVE NO IDEA WHATSOEVER WHAT IT IS LIKE  
15 NOT TO BE ABLE TO SLEEP AT NIGHT, YOU KNOW, WHILE A 747  
16 IS ROARING ABOVE, DIRECTLY ABOVE YOUR HOUSE AT 1:00  
17 A.M., 2:00 A.M., 3:00 A.M., 4:00 A.M. AND THERE IS NO  
18 SUCH THING AS NO FLIGHTS BETWEEN MIDNIGHT AND 6:00 A.M.  
19 NO ONE CAN SLEEP.

20 MANY TIMES WE ARE AWAKE AT 2:00 OR 4:00. IT  
21 IS HARD TO GET A SOLID NIGHT'S SLEEP BECAUSE OF  
22 DEPRESSION.

23 ALL THE PEOPLE IN FAVOR, LET THEM MOVE NEXT  
24 TO ME. OR THEY CAN HAVE MY HOUSE, AS A MATTER OF FACT.

25 THE CITY OF INGLEWOOD AND THE SURROUNDING

1 AREAS CARRY THE SOLE BURDEN OF THOUSAND OF TONS OF CARGO  
2 BEING FLOWN INTO LAX AND/OR FOR THE BENEFIT OF MILLIONS  
3 AND MILLIONS OF PASSENGERS THAT GO TO LAX, ALL OF IT AT  
4 MY EXPENSE -- MIND YOU, MY EXPENSE. NOT LUFTHANSA,  
5 AMERICAN -- IT DOESN'T MATTER.

6 TO ALL THE PEOPLE IN INGLEWOOD, IT IS VERY,  
7 VERY, VERY UPSETTING. IT IS VERY EASY TO MAKE -- THESE  
8 BIG PLANES CAUSE SEVERE DAMAGE TO THE PEOPLE THAT LIVE  
9 IN THESE AREAS OF IMPACT BY THE FLIGHTS COMING IN.

10 THE RESIDENTS SAY BAD THINGS ABOUT DEVELOPING  
11 EL TORO. CERTAINLY. I AM AGAINST DEVELOPING LAX. THEY  
12 ARE AGAINST DEVELOPMENT AT EL TORO. NO ONE LISTENS TO  
13 THEM. NO ONE LISTENS TO US.

14 IS IT POSSIBLE BECAUSE THE PEOPLE IN THE  
15 SURROUNDING COMMUNITIES HERE, A LOT OF THEM ARE  
16 BLACK AND BROWN? COULD THAT HAVE ANYTHING TO DO WITH  
17 IT? YOU KNOW -- AND ALSO I DON'T EVEN KNOW WHO THIS  
18 PERSON IS, LYDIA KENNARD. THERE WAS AN ARTICLE SHE  
19 WROTE IN A PAPER ABOUT EXPANSION WILL MOST LIKELY OCCUR  
20 TO THE EAST OF LAX, BECAUSE SOUTH  
21 AND -- SOUTH AND NORTH ARE WELL DEVELOPED AND THE BLUE  
22 BUTTERFLY LIVES THERE.

23 HOW DARE THAT WOMAN PRESUME THAT I AM LESS  
24 THAN A BUTTERFLY OR THE PEOPLE THAT LIVE TO THE  
25 SOUTH ARE LESS THAN A BUTTERFLY?

1                   YOU HAVE MY NAME AND ADDRESS. I WANT THAT  
2                   WOMAN TO WRITE ME AN APOLOGY.  
3                   THE FACILITATOR: GORDON MICHAEL MEGO.  
4                   GORDON MEGO: HELLO THERE.  
5                   THE FACILITATOR: IS THIS GORDON MICHAEL  
6                   MEGO? COULD YOU GIVE ME ONE SECOND TO CALL THREE MORE  
7                   PEOPLE BEFORE YOU START SPEAKING?  
8                   GORDON MEGO: GO FOR IT.  
9                   THE FACILITATOR: THANK YOU.  
10                  SANDRA DELAHOUSSAYE-BONDS, TYRONE CLAY AND  
11                  DENNY SCHNEIDER.  
12                  THANK YOU.  
13                  WE WILL START WITH MR. GORDON MICHAEL MEGO.  
14                  GORDON MEGO: THANK YOU. OKAY. I THINK WE  
15                  ARE ON HERE.  
16                  MY NAME IS GORDON MICHAEL MEGO. I LIVE AT  
17                  4535 WEST 141ST STREET IN HAWTHORNE, AND I AM A NATIVE  
18                  AND RESIDENT OF HAWTHORNE SINCE 1952, SO I HAVE -- I  
19                  HAVE SEEN -- I SHOULD ALSO SAY I AM A MECHANICAL  
20                  ENGINEER BY TRADE. I WORKED IN THE AEROSPACE INDUSTRY  
21                  IN THE 70'S AND 80'S, AND I HAVE SEEN THE AREA OF THE  
22                  SOUTH BAY, YOU KNOW, GROW UP AROUND ME BY LEAPS AND  
23                  BOUNDS OVER THE DECADES AND, YOU KNOW, A LOT IS GOOD AND  
24                  OTHER IS NOT SO.  
25                  BUT, YOU KNOW, AS THE SAYING GOES: TOO MUCH

1 OF A GOOD THING CAN BE DETRIMENTAL TO THE WELL-BEING OF  
2 WHOMEVER OR WHATEVER, WHICH BRINGS ME TO THE THOUGHTS OF  
3 THE CURRENT POPULATION IN CALIFORNIA, WHICH IS 34  
4 MILLION, AND CALIFORNIA -- AND LOS ANGELES ENCOMPASSES A  
5 THIRD OF THAT AMOUNT.

6 PROJECTIONS HAVE IT THAT WE ARE LOOKING AT  
7 SOMEWHERE IN THE NEIGHBORHOOD OF A 50 PERCENT INCREASE,  
8 ABOUT 16 OR 17 MILLION, OVER THE NEXT 30 YEARS. WE ARE  
9 TALKING ABOUT 50 MILLION POPULATION IN THAT COURSE OF  
10 TIME, AND THE AIRPORT EXPANSION REALLY WILL ONLY  
11 ACCELERATE THAT PROCESS, WHICH I DON'T EXACTLY FEEL  
12 COMFORTABLE WITH, AND I SHOULD SAY ALSO THAT THE CURRENT  
13 LEVEL OF 63 MILLION PEOPLE AT LAX AIRPORT AND 2001 IS  
14 ALREADY OVERTAXING THE SURROUNDING AREAS WITH HEAVY  
15 TRAFFIC, NOISE, LOUD NOISE, AIR POLLUTION, SO ON.

16 AND I BELIEVE THAT WHAT REALLY NEEDS TO GET  
17 APPROACHED IN IMPROVING THE OVERALL AIRPORT IS NOT  
18 EXPANSION. RATHER I BELIEVE THAT WE SHOULD DO EVERY  
19 OTHER MEASURE TO IMPROVE THE EFFICIENCY OF THE CURRENT  
20 LEVEL OF THE AIRPORT, WHICH IS APPROXIMATELY ABOUT 63  
21 MILLION, BALLPARK.

22 ANYWAY, WE NEED TO GET THE ROADWAYS CONNECTED  
23 UP TO THE AIRPORT. WE NEED TO GET THE MASS TRANSIT  
24 CONNECTED, ROLLING THROUGH THE AIRPORT, MUCH LIKE YOU  
25 SEE AT DIFFERENT AIRPORTS ACROSS THE COUNTRY.

1 WE NEED TO REALLY MAKE THE AIRPORT THAT  
2 EXISTS NOW WORK MUCH, MUCH BETTER, AND THAT IS WHY WE  
3 NEED TO TAKE THE LOAD, THE PROJECTED INCREASE -- WE NEED  
4 TO DIVIDE IT UP AMONGST THE OTHER REGIONS OF EITHER  
5 L.A., ORANGE COUNTY, SAN DIEGO AREAS, SO THAT THE BRUNT  
6 OF ALL THESE INCREASES DO NOT BEAR UNREASONABLY SO ON  
7 THE SURROUNDING POPULATIONS, WHICH ARE ALREADY  
8 AFFECTING US -- WELL, TOO MUCH.

9 THE OVERFLIGHTS ARE INCREASING, AS SOME HAVE  
10 ALREADY SPOKEN ABOUT, AND I DO NOT ENJOY IT.

11 THE FACILITATOR: THANK YOU, MR. MEGO.

12 SANDRA DELAHOUSSAYE-BONDS.

13 SANDRA DELAHOUSSAYE-BONDS: I AM SANDRA  
14 DELAHOUSSAYE-BONDS. I RESIDE ON SECOND AVENUE, AND I AM  
15 A RETIRED INTERN CITY COUNCILWOMAN FOR THE CITY OF  
16 INGLEWOOD AS WELL AS FORMERLY ON THE CITY'S AVIATION  
17 COMMISSION.

18 I AM HERE TO SPEAK AGAINST THE EXPANSION. IT  
19 HAS BEEN TALKED ABOUT OVER AND OVER, AND I WAS HOPING  
20 THIS MEETING WOULD HELP. UNFORTUNATELY, IT IS NOT  
21 MEETING THE NEED OR THE TRUE SPIRIT OF WHAT THE EIR/EIS  
22 STATES IT SHOULD BE: A MEETING OF THE COMMUNITIES THAT  
23 ARE IMPACTED BY THE PROPOSED EXPANSION AND THE OFFICIALS  
24 INVOLVED IN LAX.

25 THAT IS NOT HAPPENING, AS YOU CAN SEE FROM

1 THE ATTENDANCE TODAY. MY HOPE IS THAT THE INCOMING  
2 MAYOR, THAT HE WILL STAND UP FOR WHAT HE HAS SAID IN HIS  
3 POLITICAL CAMPAIGNING; THAT HE WAS NOT IN FAVOR OF THE  
4 EXPANSION OF LAX. I THINK TO TEST THE TRUE METTLE OF  
5 WHAT THIS MAN IS ABOUT, MR. HAHN WILL HAVE TO STAND UP  
6 AND BE COUNTED, AND HE HAS SAID HE WAS NOT IN FAVOR OF  
7 THIS EXPANSION; REGIONAL EXPANSION IS THE WAY TO GO.

8 AS WE HAVE HEARD FROM RESIDENT AFTER  
9 RESIDENT, WE ARE IMPACTED NEGATIVELY BY WHAT IS GOING ON  
10 RIGHT NOW AND WE WILL BE IMPACTED TO A GREATER DEGREE IF  
11 THE EXPANSION GOES THROUGH.

12 WE ARE TALKING ABOUT AIR QUALITY. OUR CARS  
13 ARE EATEN -- THE PAINT IS EATEN OFF OUR CARS. TO SAY IT  
14 IS GOING TO BE IMPROVED -- IT CAN IMPROVE. ONE WOMAN IS  
15 TALKING ABOUT HER GARDEN. THESE ARE THE REALITIES. WE  
16 HAVE POCKETS OF OUR CITY HERE IN INGLEWOOD THAT HAVE A  
17 HIGHER CONCENTRATION OF LUNG CANCERS AND DIFFERENT TYPES  
18 OF RESPIRATORY PROBLEMS. OUR CHILDREN AS WELL.

19 THESE NEED TO BE ADDRESSED, AND IT IS TIME  
20 THAT MONEY TAKES A BACK SEAT. IF THE POWERS-THAT-BE  
21 DIRECT THE AIRLINES TO GO WHERE THERE IS A PLACE FOR  
22 THEM TO MAKE MONEY, THEY WILL GO. PALMDALE WILL LOOK  
23 AWFULLY GOOD IF THIS IS WHERE THE AIRPORT IS LOCATED.

24 THANK YOU.

25 THE FACILITATOR: THANK YOU.

1 TYRONE CLAY.

2 TYRONE CLAY: I AM A 32-YEAR INGLEWOOD  
3 RESIDENT. I LIVE AT 10619 SECOND AVENUE.

4 I LOVE MY NEIGHBORHOOD. I HATE THE NOISE.  
5 THE NOISE IS IN THE MORNING, IN THE EVENING AND IN THE  
6 AFTERNOON AND AT NIGHT. WHEN I ARISE IN THE MORNING AT  
7 3:30, THE AIRPLANES ARE STILL FLYING, OR THEY WILL WAKE  
8 ME OUT OF A SLEEP.

9 I AM A BUS OPERATOR. IF I DON'T HAVE ENOUGH  
10 SLEEP, I MIGHT RUN OVER SOMEBODY.

11 THERE ARE A LOT OF PEOPLE HERE IN INGLEWOOD  
12 WHO WORK AT NIGHT OR WORK IN THE MORNING THAT DON'T GET  
13 ENOUGH SLEEP. THAT IS A PROBLEM. I AM TIRED OF THE  
14 NOISE.

15 THANK YOU.

16 THE FACILITATOR: THANK YOU.

17 DENNY SCHNEIDER, PLEASE.

18 DENNY SCHNEIDER: GOOD AFTERNOON. I AM DENNY  
19 SCHNEIDER. I LIVE AT 7929 BREEN IN WESTCHESTER.

20 I HAVE HAD THE OPPORTUNITY TO SPEAK  
21 FREQUENTLY ABOUT THE AIRPORT BECAUSE I AM ON THE LAX  
22 ROUND TABLE, COMMUNITY ROUND TABLE.

23 I WILL GIVE YOU A SUMMARY BECAUSE WE WILL BE  
24 PROVIDING SOME VERY DETAILED COMMENTS. BUT THE  
25 REAL ISSUE IS TWOFOLD. ONE IS THE LOCAL RESIDENTS ARE

1 GETTING INUNDATED AND THE SECOND HAS TO DO WITH MORE OF  
2 THE LARGER REGIONAL IMPACTS.

3 THE EIR ITSELF IS BASED ON A 1996 BASELINE,  
4 AND A LOT OF THINGS HAVE CHANGED SINCE THEN. TRAFFIC IS  
5 HORRENDOUS SINCE THEN. THE ASSUMPTION THAT PEOPLE WILL  
6 DRIVE ONLY ONE HOUR TO THE AIRPORT, OF COURSE, THAT IS  
7 LIKE FROM MY HOUSE IN WESTCHESTER.

8 BUT, SERIOUSLY, EVEN WITHOUT THE EXPANSION,  
9 WE ARE GOING TO HAVE SO MANY CARS ON THE SAN DIEGO  
10 FREEWAY IT IS GOING TO CONSTANTLY COME TO A DEAD STOP AT  
11 MANCHESTER, BETWEEN MANCHESTER AND LA TIJERA, AND THE  
12 ENORMOUS AMOUNT OF TRAFFIC IS A MAJOR ISSUE.

13 I WOULD ENCOURAGE MORE PARTICIPATION --  
14 OBVIOUSLY, I AM PREACHING TO THE CHOIR HERE -- TO  
15 ATTEND, FOR INSTANCE, THE ENVIRONMENTAL JUSTICE MEETING  
16 ON JULY -- ON JUNE 16TH, I BELIEVE, AT LENNOX. ALL OF  
17 THIS WILL BE AVAILABLE AT OUR WEBSITE. BUT WE NEED TO  
18 MAKE PEOPLE AWARE.

19 THE LAST AND MOST IMPORTANT COMMENT I WOULD  
20 LIKE TO MAKE HAS TO DO WITH MODERNIZATION VERSUS  
21 EXPANSION. RIGHT NOW THE SITUATION IS THAT THE FAA AND  
22 DEREGULATION DEFINES FOR US HOW MANY PLANES CAN COME TO  
23 LAX. THERE IS ABSOLUTELY NO DIFFERENCE. EVEN THOUGH A  
24 LOT OF THE MODERNIZATION ACTIVITIES MAKE SENSE, THERE IS  
25 A TREMENDOUS OUTGROWTH OF THE COMMUNITY AGAINST THEM



1 BECAUSE IT, IN FACT, TRANSLATES TO EXPANSION.

2 SO UNTIL WE CAN HOLD THE LINE WITH WHAT WE  
3 HAVE, WE ARE GOING TO KEEP FACING THE SAME THING.

4 OF COURSE, EVERYBODY HAS TALKED ABOUT THE EIR  
5 AND ALL OF THE DEFICIENCIES, BUT THE REAL PROBLEM IS NOT  
6 THE EIR, BUT IT IS HOW ALL OF THESE IMPROVEMENTS AND/OR  
7 EXPANSIONS ARE AFFECTING THE PEOPLE OF THE WHOLE AREA.

8 THANK YOU.

9 THE FACILITATOR: THANK YOU, MR. SCHNEIDER.

10 AT THIS POINT OF THE PROGRAM WE ARE GOING TO  
11 TAKE WHAT WE CALL A TEN-MINUTE BREAK. IT IS 10 TO 5:00  
12 NOW BY MY WATCH, AND WE WILL RECONVENE AT 6:00 P.M.

13 THERE ARE REFRESHMENTS IN THE BACK, COFFEE AND WATER.

14 RESTROOMS ARE TO YOUR RIGHT AT THE BACK OF  
15 THE ROOM. WE WILL ADJOURN AT THIS TIME AND TAKE A  
16 BREAK.

17 (RECESS.)

18 THE FACILITATOR: WE ARE GOING TO GET  
19 STARTED. WE ARE GOING TO GET STARTED. PLEASE FIND YOUR  
20 SEATS. WE WILL BE HAVING COMMENTS.

21 OKAY. I AM GOING TO TURN THIS OVER TO DAVID  
22 KESSLER.

23 PLEASE TAKE YOUR SEATS, AND WE ARE GOING TO  
24 START AGAIN. THANKS.

25 MR. KESSLER: GOOD AFTERNOON AGAIN. MY NAME

1 IS DAVID KESSLER. I AM AN AIRPORT PLANNER FROM THE  
2 FEDERAL AVIATION ADMINISTRATION, WESTERN-PACIFIC  
3 REGION. OUR OFFICE IS LOCATED IN HAWTHORNE.

4 THE PURPOSE OF TODAY'S HEARING, FOR THOSE WHO  
5 MAY HAVE COME LATE, WE BEGAN OUR HEARING AT 2:30 TODAY.  
6 THE PURPOSE OF TODAY'S HEARING IS TO COLLECT VERBAL  
7 COMMENTS FROM THE MEMBERS OF THE GENERAL PUBLIC ON THE  
8 ADEQUACY OF THE INFORMATION DISCLOSED IN THE DRAFT  
9 ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT  
10 REPORT, EIS/EIR, AT LOS ANGELES INTERNATIONAL AIRPORT.

11 OUR ROLE UP HERE TODAY IS, AGAIN, TO LISTEN,  
12 HEAR WHAT YOU HAVE TO SAY. WE ARE NOT HERE TO RESPOND  
13 TO QUESTIONS. TODAY THE CITY HAS HELD A PUBLIC WORKSHOP  
14 JUST OUTSIDE OF THIS ROOM FOR ANYONE TO ASK QUESTIONS  
15 ABOUT THE MASTER PLAN, THE ENVIRONMENTAL PROCESS AND THE  
16 VARIOUS PROPOSED PROJECTS. THEY WILL HAVE OTHER  
17 WORKSHOPS FOR ENVIRONMENTAL JUSTICE LATER ON IN THE  
18 COMING MONTHS.

19 IF YOU HAVE COMMENTS TODAY THAT WOULD TAKE  
20 LONGER THAN THREE MINUTES -- EVERYONE WILL GET THREE  
21 MINUTES. THAT IS TO BE FAIR TO EVERYONE. IF YOU HAVE  
22 COMMENTS THAT ARE GOING TO TAKE LONGER THAN THAT, I  
23 ENCOURAGE YOU TO WRITE THEM DOWN. USE A COMMENT SHEET.  
24 YOU CAN USE A LETTER IF YOU WANT. BY ALL MEANS, PLEASE  
25 MAIL US A COMMENT, YOU KNOW, SO WE HAVE YOUR COMMENTS.

1 I WANT TO ENCOURAGE YOU TO DO SO.

2 I ALSO WANT TO LET YOU KNOW THAT A VERBAL  
3 COMMENT IS JUST AS IMPORTANT AS A WRITTEN COMMENT. SO  
4 PLEASE DON'T GO HOME WITH THE IDEA THAT IF YOU DIDN'T  
5 SAY ANYTHING TODAY THAT WE ARE NOT INTERESTED. YOU TOOK  
6 THE TIME TO WRITE IT DOWN, SEND IT IN, AND WE WILL TAKE  
7 NOTE OF THAT COMMENT. IT WILL BE RESPONDED TO IN THE  
8 FINAL EIS/EIR.

9 AGAIN, AS I WAS SAYING, THE RULE IS YOU WILL  
10 HAVE THREE MINUTES TO SPEAK. WE WILL CALL THREE  
11 SPEAKERS UP TO HAVE THE HEARING MOVE FORWARD IN AN  
12 ORDERLY FASHION. THERE IS NO TRADING OF TIME FROM ONE  
13 SPEAKER TO ANOTHER, TO BE FAIR. THAT WAY EVERYONE GETS  
14 THE OPPORTUNITY TO SPEAK.

15 AND, AGAIN, ROGER AND I ARE HERE TO LISTEN.  
16 WE ARE TAKING NOTES.

17 WE ALSO HAVE A COURT REPORTER HERE. WE ASK  
18 THAT YOU PLEASE SPEAK CLEARLY INTO THE MICROPHONE SO WE  
19 CAN HEAR YOU AND SO WE HAVE AN ACCURATE TRANSCRIPT SO WE  
20 MAKE CERTAIN WE HAVE YOUR COMMENTS CORRECTLY.

21 WE WILL TURN THE HEARING OVER TO SHAUNA BAIN.

22 THE FACILITATOR: THANK YOU, MR. KESSLER.

23 ONE NOTE: MR. KESSLER MENTIONED THERE ARE  
24 NOTES, VERY COPIOUS NOTES, AND I AM PAYING ATTENTION  
25 VERY CAREFULLY SO YOU CAN BE ASSURED OF THAT.

1 JUST TO REITERATE SOME THINGS MR. KESSLER  
2 SAID, WE HAVE THREE MINUTES ALLOTTED FOR EACH ONE OF YOU  
3 TO MAKE YOUR COMMENTS.

4 YOU CAN REFER TO THE TIME BOARD HERE, AND  
5 WHEN IT GETS DOWN TO ONE MINUTE OF TIME, YOU WILL SEE A  
6 BLINKING YELLOW LIGHT.

7 WHEN YOUR TIME HAS EXPIRED, YOU WILL HEAR A  
8 BEEPING TONE. IF YOU STEP TO THE MIKE AND SPEAK YOUR  
9 NAME LOUDLY AND CLEARLY FOR OUR COURT REPORTERS, PLEASE,  
10 AND STATE YOUR ADDRESS, THAT WILL MAKE THEIR JOB A  
11 LITTLE EASIER. I WILL CALL FOUR NAMES AT A TIME TO COME  
12 TO THE PODIUM WHICH IS CLOSER TO YOU AND BEGIN YOUR  
13 COMMENTS.

14 I WILL BEGIN WITH JOYCE SMITH, FELICIA  
15 BRADFIELD -- FELICIA BRADFIELD, SALOMON ZAMORA,  
16 DR. DOUROUX, PETER WOO, TIM LESTER.

17 I KNOW WE WENT OVER THESE BEFORE. I WAS  
18 TRYING TO GET OTHER PEOPLE TO ACTUALLY COME UP. VALERIE  
19 HASTINGS, MR. OR MISS KOZA, EDDIE MAE SIMPSON, JEAN  
20 JARVIS -- SHE JUST SPOKE. THAT WAS AT THE BOTTOM.

21 JOYCE SMITH: MY NAME IS JOYCE SMITH. I AM A  
22 30-YEAR RESIDENT OF THE CITY OF INGLEWOOD. I AM ALSO ON  
23 THE AVIATION COMMISSION FOR THE CITY OF INGLEWOOD.

24 I WAS VERY, VERY CONCERNED WHEN I FIRST HEARD  
25 ABOUT THE LAX EXPANSION A FEW YEARS AGO. I LOVE THE

1 CITY OF INGLEWOOD, BUT THE AIRPORT IS WHAT REALLY SPOILS  
2 IT.

3 WHEN I FIRST MOVED HERE THE -- THERE WERE  
4 SOMETHING LIKE 40 MILLION ANNUAL PASSENGERS, WHICH OF  
5 COURSE IS CLIMBING, CLIMBING, CLIMBING, AND IS EXPECTED  
6 TO REACH MUCH HIGHER.

7 I DID LOOK AT THE EIR/EIS REPORT IN THE  
8 LIBRARY, AND I DID NOTICE THAT IT SAID IN THERE THAT  
9 EVEN WITH THE NOISE MITIGATION MEASURES THE NOISE WILL  
10 STILL BE SIGNIFICANT AND DATA WAS UNAVAILABLE.  
11 HOWEVER, I SEE NOTHING THAT INDICATES THAT LAX PLANS TO  
12 NOT EXPAND THE AIRPORT.

13 I REMEMBER YEARS AGO MY FATHER TOLD ME THAT  
14 SOME PLANNERS BUILT A BRIDGE IN LOUISIANA, AND BY THE  
15 TIME IT WAS BUILT, IT WAS OUT OF DATE BECAUSE THE  
16 PLANNERS HAD NO FORESIGHT INTO THE FUTURE NEEDS.

17 OTHER CITIES HAVE HAD THIS PROBLEM. IN  
18 DENVER THEY HAD -- THEY BUILT UP A GREAT BIG BEAUTIFUL  
19 STATE-OF-THE-ART AIRPORT OUTSIDE OF THE CITY OF DENVER.

20 IN DALLAS THERE IS A GREAT BIG BEAUTIFUL  
21 AIRPORT OUTSIDE OF THE CITY OF DALLAS. THERE IS A  
22 SMALLER AIRPORT THAT IS NO LONGER USED BECAUSE OF THEIR  
23 NEEDS.

24 AND ALSO THE AIRPORT OF CHICAGO IS OUTSIDE  
25 THE CITY OF CHICAGO.

1 I DON'T KNOW WHY YOU WANT TO KEEP JAMMING  
2 MORE PLANES INTO THIS SMALL SPACE. TO ME IF YOU REALLY  
3 WANT TO SOLVE THE PROBLEM OF EXPANSION, BUILD A BIG  
4 BEAUTIFUL STATE-OF-THE-ART AIRPORT OUTSIDE OF THE CITY  
5 OF LOS ANGELES.

6 THERE ARE MANY ALTERNATIVES, AND I DON'T  
7 UNDERSTAND -- PEOPLE COME UP HERE, MANY SAYING: DON'T  
8 DO THIS TO US. I CAN'T SLEEP. THERE IS NOISE  
9 POLLUTION.

10 I LOVE MY YARD. I DO. THE PLANES HAVE  
11 RUINED MY YARD, THE ENJOYMENT OF MY YARD, WITH MY  
12 GRANDCHILDREN.

13 WHY DO YOU KEEP ON PLANNING THIS? TO ME IT  
14 IS AN ARROGANCE I DO NOT UNDERSTAND.

15 PLEASE DO SOME INTELLIGENT PLANNING AND  
16 REALLY PLAN FOR THE FUTURE NEEDS OF L.A. BY BUILDING AN  
17 AIRPORT OUTSIDE OF THE CITY.

18 THANK YOU.

19 THE FACILITATOR: THANK YOU.

20 I AM GOING TO RE-CALL SOME OF THESE NAMES  
21 THAT DID NOT RESPOND.

22 FELICIA BRADFIELD, SALOMON ZAMORA,  
23 DR. DOUROUX, PETER WOO, TIM LESTER, VALERIE HASTINGS,  
24 EDDIE MAE SIMPSON, MR. OR MS. KOZA.

25 AT THIS POINT WE DON'T HAVE ANY MORE SPEAKER

1 CARDS SUBMITTED, BUT WE WILL KEEP IT OPEN UNTIL 7:00  
2 P.M. IF SOMEONE WOULD LIKE TO GET A SPEAKER CARD OR  
3 THERE IS ANOTHER SPEAKER CARD TO --

4 TESSIE CROWDER: I SUBMITTED ONE, TESSIE  
5 CROWDER.

6 THE FACILITATOR: I DO NOT HAVE YOUR SPEAKER  
7 CARD HERE.

8 WHO DID YOU SUBMIT IT TO?

9 TESSIE CROWDER: I DROPPED IT IN ONE OF THE  
10 BOXES.

11 THE FACILITATOR: OKAY. JUST COME ON UP,  
12 MS. CROWDER.

13 STATE YOUR NAME FOR THE RECORD.

14 TESSIE CROWDER: MY NAME IS TESSIE CROWDER.  
15 I LIVE AT 9622 SEVENTH AVENUE.

16 I OPPOSE A, B AND C OF THE EXPANSION PLAN. I  
17 BELIEVE THE PLANES SHOULD BE CONVERTED TO ONE OF THE  
18 OTHER AREAS, ORANGE COUNTY OR PALMDALE. PREFERABLY  
19 ORANGE COUNTY AT EL TORO BECAUSE THEIR RUNWAYS ARE ALL  
20 RIGHT AND THAT WOULD CUT DOWN ON THE EXPANSE OF THE  
21 EXPANSION AND CUT THE POLLUTION, AS 20 PERCENT OF THE  
22 CARGO THAT COMES INTO LAX GOES ON TO ORANGE COUNTY.  
23 THEY COULD JUST DROP IT OFF THERE, AND THAT  
24 WOULD -- SINCE THE ASIAN COMMUNITY IS WORRIED ABOUT THE  
25 INCOMING IMPORTS, IF ORANGE COUNTY TOOK THEIR SHARE,

1 THEN WE WOULD HAVE MORE COMING FROM THE ASIAN  
2 COMMUNITIES.

3 THE FACILITATOR: THANK YOU.

4 AGAIN, WE WILL KEEP -- WE WILL STAY OPEN  
5 UNTIL 7:00 P.M. WE WILL KEEP ACCEPTING SPEAKER CARDS IF  
6 YOU WOULD LIKE TO FILL ONE OUT. FOR NOW WE DON'T HAVE  
7 SPEAKER CARDS AVAILABLE. PICK UP A SPEAKER CARD IF YOU  
8 HAVE COMMENTS YOU WANT TO MAKE.

9 DON'T FORGET TO SUBMIT WRITTEN COMMENTS. WE  
10 CAN GET THOSE FORMS -- AND SIGN THEM AS WELL.

11 AND THE WORKSHOPS ARE STILL OPEN AND  
12 AVAILABLE FOR YOUR INFORMATION -- ARE THE WORKSHOPS  
13 CLOSED? I APOLOGIZE. THE WORKSHOPS ARE CLOSED.

14 WE WILL BE HERE UNTIL 7:00 P.M. WE ACTUALLY  
15 HAVE CARDS IF SOMEONE WOULD LIKE TO MAKE A COMMENT.  
16 JUST RAISE YOUR HAND.

17 WE HAVE A SPEAKER. GO AHEAD.

18 OPAL SMITH: OPAL SMITH. I AM THE BLOCK CLUB  
19 CAPTAIN FOR THE PENNEY AVENUE, CASIMIR AND CULLIVAN  
20 BLOCK CLUB IN INGLEWOOD, AND I'M SORRY I AM LATE, BUT I  
21 JUST CAME FROM SAN DIEGO FROM MY GRANDSON'S GRADUATION.

22 NOW I AM VERY CONCERNED ABOUT THE L.A.  
23 EXPANSION AND NOT BEING ABLE TO PROGRESS BECAUSE OF THE  
24 FACT THAT I HAVE BEEN IN INGLEWOOD FOR 30 -- OCTOBER IT  
25 WILL BE 32 YEARS. AND WITH THE INCREASE OF THE CARGO



1 PLANES, I CAN READ THE FINE PRINT NUMBERS ON THE TAIL  
2 END AS THEY GO OVER MY BEDROOM WINDOW AND THEN WHEN THEY  
3 GO OVER THE -- OVER MY BACK YARD.

4 WHEN THERE IS A WIND SHIFT, THEY TAKE OFF  
5 FROM THE WEST, HEADED SOUTH. AT MIDNIGHT I AM AWAKE THE  
6 REST OF THE MORNING UNTIL AT LEAST 5:00 OR 8:00 IN THE  
7 MORNING.

8 I AM ACCUSTOMED TO PUTTING THE CLOTHES ON THE  
9 LINE TO DRY THEM, ESPECIALLY MY WHITE CLOTHES, SHEETS  
10 AND THINGS LIKE THIS. WHEN I BRING THEM IN, I CAN SHAKE  
11 THE SOOT FROM THEM FROM THE AIRLINES -- FROM THE  
12 AIRPLANES. THIS IS FROM THE SMOKE OR WHATEVER YOU CALL  
13 IT OR THE EXHAUST WHEN THEY CUT THEIR MOTOR OFF AND THEN  
14 THEY PUT THE LANDING GEAR DOWN.

15 THE WHEELS ARE DOWN WHEN THEY COME OVER MY  
16 YARD. THEY ARE ALREADY DOWN, AND IT IS UNCOMFORTABLE.

17 AND WHEN I GO OUT TO TALK TO MY ROSES OR  
18 MY PLANTS IN THE MORNING, I JUST GO OUT WITH WET PAPER  
19 TOWELS TO WIPE THE SOOT FROM THE LEAVES, AND YOU SHOULD  
20 SEE IT. YOU SHOULD REALLY SEE IT.

21 AND I HAVE HAD A VERY SERIOUS ALLERGY PROBLEM  
22 FROM THIS KIND OF INHALING ALL OF THIS FROM THE AIR,  
23 FROM THESE AIRPLANES. MY DOCTOR TOLD ME TWO WEEKS AGO,  
24 HE SAID: PERHAPS YOU ARE GOING TO HAVE TO MOVE OUT OF  
25 INGLEWOOD. AND I SAID: I WOULDN'T WANT TO. AND I

1 SAID: I AM JUST HOPING THAT SOMETHING WILL BE DONE IN  
2 THE NEAR FUTURE; IT WILL BE MOVING TO LANCASTER OR  
3 WHEREVER, SIMI VALLEY OR WHEREVER, EVEN AROUND NEAR  
4 EDWARDS AIR FORCE BASE, ANY PLACE TO GET THEM OUT OF THE  
5 CITY OF INGLEWOOD AND THE NEARBY -- WHERE THEY ARE  
6 PRESENTLY, THE LAX PASSENGER FLIGHTS.

7 I THANK YOU, AND I HOPE SOMETHING WILL BE  
8 DONE SOON. THANK YOU FOR THIS OPPORTUNITY.

9 THE FACILITATOR: THANK YOU.

10 AGAIN, IF YOU NEED A SPEAKER CARD, ROBERT  
11 COLE HAS MORE SPEAKER CARDS. YOU MAY FILL OUT SPEAKER  
12 CARDS DURING THIS TIME.

13 MY NAME IS SHAUNA BAIN. I AM THE  
14 FACILITATOR.

15 MR. KESSLER: I AM DAVID KESSLER WITH THE  
16 FEDERAL AVIATION ADMINISTRATION AND NEXT TO ME IS ROGER  
17 JOHNSON.

18 AS SHAUNA SAID, WE WILL BE HERE UNTIL 7:00.  
19 WE SAID THE HEARING WE WILL GO AS LATE AS NECESSARY TO  
20 GET PEOPLE'S COMMENTS. WE DO HAVE IT SCHEDULED UNTIL  
21 7:00.

22 IF YOU HAVE A VERBAL COMMENT YOU WOULD LIKE  
23 TO PROVIDE TODAY, WE ENCOURAGE YOU TO DO SO. IF YOU  
24 WANT TO PROVIDE COMMENTS IN WRITING, I ENCOURAGE YOU TO  
25 DO SO.

1 THE ADDRESSES TO SEND COMMENTS TO ARE ON THE  
2 COVER OF THE EIS AND EIR. YOU CAN ADDRESS THEM TO ME OR  
3 JIM RITCHIE WITH THE CITY OF LOS ANGELES.

4 AT THIS POINT I WILL ASK IF ANYBODY HAS A  
5 SPEAKER CARD AND WOULD LIKE TO COME UP. NOW IS A GOOD  
6 TIME.

7 WE WILL HAVE SHAUNA BAIN RUN THROUGH THE  
8 NAMES OF PEOPLE WHO SUBMITTED CARDS AND MAY HAVE STEPPED  
9 OUT OF THE ROOM FOR A MOMENT, AND WE WILL GO THROUGH  
10 THAT AGAIN.

11 THE FACILITATOR: FELICIA BRADFIELD, SALOMON  
12 ZAMORA, DR. DOUROUX, PETER WOO, VALERIE HASTINGS, EDDIE  
13 MAE SIMPSON, MR. OR MS. KOZA.

14 (RECESS.)

15 THE FACILITATOR: ONCE OUR COURT REPORTERS  
16 ARE READY.

17 BETTY THOMPSON: BETTY PHILLIPS THOMPSON --

18 THE FACILITATOR: PLEASE STATE YOUR NAME  
19 AGAIN FOR THE RECORD, WITH YOUR ADDRESS, FOR THE COURT  
20 REPORTERS.

21 BETTY THOMPSON: MY NAME IS BETTY PHILLIPS  
22 THOMPSON. MY MAILING ADDRESS IS POST OFFICE BOX 90372,  
23 LOS ANGELES, 90009. MY ADDRESS, IF YOU WANT IT, I CAN  
24 GIVE THAT, ALSO. IT IS 9809 SIXTH AVENUE IN INGLEWOOD.

25 AND AS I STATED BEFORE, I HAVE BEEN AN

1 INGLEWOOD RESIDENT FOR OVER 25 YEARS, AND I WAS A LITTLE  
2 NERVOUS WHEN I WAS UP HERE BEFORE SO I WANT TO ADD  
3 SOMETHING TO A COMMENT I SAID, WHICH I HAVE HEARD A LOT  
4 OF THE THINGS THAT WAS GOING ON, LIKE MONEYS ARE  
5 AVAILABLE FOR INSULATION IN CONNECTION WITH THE  
6 EXPANSION OF LAX AND ALL OF THAT.

7 INGLEWOOD RESIDENTS SHOULDN'T HAVE TO FIGHT  
8 OR FILL OUT FORMS AND THINGS IN ORDER TO GET THE MONEY.  
9 THEY SHOULD TAKE ONE NEIGHBORHOOD AT A TIME AND INSULATE  
10 IT REGARDLESS WHAT THEIR DECISION FOR LAX IS. SO WE  
11 SHOULDN'T HAVE TO FIGHT ABOUT IT AND THINGS RIGHT AT THE  
12 MOMENT WE REPLACE THEM DUE TO THE AIRPLANES FLYING OVER  
13 AND THINGS LIKE THAT. I FEEL LIKE WE SHOULDN'T HAVE TO  
14 FILL OUT FORMS AND THINGS TO GET THE MONEY.

15 THEY JUST SHOULD TAKE ONE NEIGHBORHOOD AT A  
16 TIME AND INSULATE ALL THE HOMES THAT ARE AFFECTED IN THE  
17 AREA OF THE NOISE.

18 THANK YOU.

19 THE FACILITATOR: AGAIN, I AM GOING TO GO  
20 THROUGH SOME OF THESE CARDS THAT WERE CALLED EARLIER AND  
21 WE DID NOT RECEIVE A RESPONSE. I'M SORRY TO KEEP  
22 REPEATING THE NAMES. WE CAN PRETEND THEY ARE A SONG.

23 FELICIA BRADFIELD, SALOMON ZAMORA,  
24 DR. DOUROUX, PETER WOO, VALERIE HASTINGS, EDDIE MAE  
25 SIMPSON, MR. OR MS. KOZA.

1                   AGAIN, WE WILL KEEP ACCEPTING CARDS UNTIL  
2                   7:00 P.M.

3                   MR. KESSLER: WHILE WE ARE WAITING FOR ANYONE  
4                   WHO WOULD LIKE TO SPEAK, I WILL PROVIDE YOU WITH  
5                   ADDRESSES.

6                   MY NAME IS DAVID KESSLER. I AM AN AIRPORT  
7                   PLANNER WITH THE FEDERAL AVIATION ADMINISTRATION. I  
8                   WILL PROVIDE YOU WITH THE ADDRESSES TO FILL IN FOR  
9                   COMMENT ON THE DRAFT EIS/EIR.

10                  YOU CAN MAIL THEM TO ME AT THE U.S.  
11                  DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION  
12                  ADMINISTRATION, POST OFFICE BOX 92007, LOS ANGELES, ZIP  
13                  CODE 90009-2007. YOU CAN ALSO SUBMIT COMMENTS TO  
14                  MR. JIM RITCHIE, CITY OF LOS ANGELES, LOS ANGELES WORLD  
15                  AIRPORTS, POST OFFICE BOX 92216, LOS ANGELES. THE ZIP  
16                  CODE IS 90009-2216.

17                  AGAIN, WE ENCOURAGE YOU TO SUBMIT COMMENTS TO  
18                  US. WE WILL RESPOND TO THOSE COMMENTS IN THE FINAL  
19                  EIS/EIR.

20                  AND IN RESPONSE TO THE QUESTION SOMEONE HAS  
21                  ASKED AS TO WHETHER THERE ARE OTHER OPPORTUNITIES FOR  
22                  PUBLIC HEARINGS, THE CITY OF LOS ANGELES WILL HOLD OTHER  
23                  PUBLIC HEARINGS THROUGH ITS PROCESS AS FAR AS MOVING THE  
24                  PLANS FORWARD THROUGH THE BOARD OF COMMISSIONERS AND  
25                  THROUGH CITY COUNCIL.

1 I WANT TO GO OFF THE RECORD UNTIL WE GET  
2 ANOTHER SPEAKER CARD. THANK YOU.

3 (OFF THE RECORD.)

4 THE FACILITATOR: LET ME HAVE EVERYONE'S  
5 ATTENTION. WE FOUND ONE OF OUR NONRESPONSIVE PARTIES, A  
6 MISSING MIA, MRS. KOZA.

7 LET ME CORRECT MYSELF: MR. KOZA.

8 AND, MR. KOZA, I KNOW YOU WERE -- WERE YOU IN  
9 THE ROOM WHEN I EXPLAINED THE TIME FRAME?

10 YOU HAVE THREE MINUTES. WHEN YOU GET DOWN TO  
11 ONE MINUTE, THERE WILL BE A YELLOW FLASHING LIGHT HERE,  
12 AND WHEN YOUR TIME IS UP, YOU WILL HEAR A BEEPING TONE,  
13 AND YOU CAN STATE YOUR -- STATE YOUR NAME AND YOUR  
14 ADDRESS FOR THE RECORD FOR THE COURT REPORTERS.

15 NICK KOZA: I AM NICK KOZA, AND I AM A  
16 REPRESENTATIVE OF LENNOX, A SCHOOLTEACHER.

17 I LIVE ON THE BIKE PATH -- CAN YOU HEAR ME?  
18 I LIVE ON THE BIKE PATH. I AM HERE TO MAKE  
19 SEVERAL POINTS.

20 FIRST OF ALL, I FEEL THAT YOU HAVE NOT  
21 PROPERLY MADE AVAILABLE TO ALL CITIZENS OF THE LAX  
22 REGION, PRIMARILY LENNOX, WHICH IS PRIMARILY HISPANIC --  
23 I DON'T SPEAK SPANISH, BUT I KNOW MY FELLOW NEIGHBORS  
24 DO, AND MOST OF THE TIME THERE IS A LANGUAGE -- I DOUBT  
25 MANY OF THEM READ ENGLISH. A SMALL SON OR DAUGHTER

1 PROBABLY WOULD NOT READ THE BILINGUAL IMPACT REPORT,  
2 THAT IS WRITTEN IN ENGLISH AND NOT SPANISH, WHICH MEANS  
3 EQUAL ACCESS IS BEING DENIED TO PEOPLE WHO ARE TRULY  
4 AFFECTED BY THE ENVIRONMENTAL ISSUES AND CONCERNS THAT  
5 YOU TRY TO ADDRESS.

6 SECONDLY, THE WEBSITE YOU HAD POSTED, IT WAS  
7 ALMOST -- IT WAS ALMOST LIKE IT WAS WRITTEN BY A CAR  
8 SALESMAN VERSUS AN ENVIRONMENTALIST, LIKE YOU ARE TRYING  
9 TO SELL A REALLY GOOD DEAL TO THE COMMUNITY BUT ALSO  
10 VERY CONCERNED THAT BASICALLY IT IS A WHITEWASH AND  
11 HASN'T BEEN THOROUGHLY INVESTIGATED.

12 SO MANY PEOPLE POINTED OUT TODAY THAT THIS  
13 ENVIRONMENTAL IMPACT STUDY IS ALREADY OBSOLETE,  
14 ANTIQUATED AND NEEDS TO BE REINVESTIGATED, NOT JUST FOR  
15 MY COMMUNITY, BUT YOUR SAKE AS WELL.

16 I WOULD HATE TO SEE A WHOLE GENERATION OF  
17 PEOPLE GROWING UP WITH RESPIRATORY ILLNESS, LUNG CANCER,  
18 DISABILITIES AND OTHER SORTS OF HEALTH RELATED ISSUES,  
19 AND I HATE TO SEE THESE PEOPLE RUNNING AROUND THE  
20 COMMUNITY NOT ABLE TO FULLY PARTICIPATE BECAUSE YOU FAIL  
21 TO DO A FAIR, ADEQUATE AND UNBIASED ENVIRONMENTAL IMPACT  
22 STUDY.

23 YOU REALLY NEED TO READDRESS -- READDRESS THE  
24 ISSUE, GO BACK AND MAYBE REWRITE THE ENTIRE THING.  
25 MAYBE TAKE -- IF IT TAKES A FEW MORE YEARS, THAT IS FINE

1 BY ME. IT IS A SMALL PRICE TO PAY TO PROTECT OUR  
2 CHILDREN, OUR ELDERLY FOLKS, WHO ARE PROBABLY MORE PRONE  
3 AND SUSCEPTIBLE TO THESE TYPES OF UNNECESSARY EXPOSURES,  
4 WHETHER IT IS THROUGH THE AIR, NOISE, GROUND POLLUTION.

5 EXCUSE ME. IT HAS BEEN A LONG DAY.

6 YOU NEED TO REINVESTIGATE THIS ENVIRONMENTAL  
7 REPORT. THANK YOU.

8 IT HAS BEEN A LONG DAY. I THINK WE GET THE  
9 POINT. I AM DEFINITE: MAKE IT IN SPANISH. I THINK A  
10 LARGE PART OF OUR CONSTITUENTS OR OUR PEOPLE HAVEN'T HAD  
11 A CHANCE TO READ THIS OR BE EXPOSED TO INFORMATION WHERE  
12 THEY ARE TRYING TO ENDORSE THEIR IDEAS OR HAVE A CHANCE  
13 TO SPEAK OUT AGAINST IT.

14 THE FACILITATOR: THANK YOU, MR. KOZA. I  
15 HAVE A BOTTLE OF WATER FOR MR. KOZA.

16 I AM GOING TO CALL THESE NAMES AGAIN.  
17 FELICIA BRADFIELD, SALOMON ZAMORA, DR. DOUROUX, PETER  
18 WOO, VALERIE HASTINGS, EDDIE MAE SIMPSON.

19 AGAIN, IF YOU WOULD LIKE TO SPEAK, IF YOU CAN  
20 PICK UP ONE OF THESE YELLOW COMMENT CARDS, SPEAKER  
21 CARDS, I HAVE THEM HERE.

22 ROBERT ALSO HAD SOME OR DID YOU PUT ALL OF  
23 THEM HERE?

24 I HAVE THEM HERE AND MR. KESSLER ALSO GAVE  
25 YOU AN ADDRESS WHERE YOU CAN FILE YOUR WRITTEN COMMENTS,



1 WHICH ARE JUST AS IMPORTANT AS THE VERBAL COMMENTS, AS  
2 HE MENTIONED, AND WE WILL BE HERE FOR ANOTHER, IT LOOKS  
3 LIKE, SEVEN MINUTES. SO YOU CAN FILL OUT A YELLOW CARD,  
4 AND WE WILL BE HAPPY TO TAKE IT.

5 THANK YOU.

6 (OFF THE RECORD.)

7 THE FACILITATOR: IT IS SEVEN MINUTES AFTER  
8 7:00. WE HAVE NOT RECEIVED ANY MORE SPEAKER CARDS.

9 WE WILL CONCLUDE THE PROGRAM, AND MR. KESSLER  
10 HAS SOME WORDS TO LEAVE YOU WITH, NOW THAT I HAVE  
11 EVERYONE'S ATTENTION PLEASE. HOLD ON.

12 MR. KESSLER: WE ARE HERE, AS I SAID EARLIER,  
13 AND AS I AM SURE YOU ALL HEARD -- I WILL REPEAT IT ONE  
14 LAST TIME. MY NAMED IS DAVID KESSLER. I AM AN AIRPORT  
15 PLANNER WITH THE FEDERAL AVIATION ADMINISTRATION.

16 OUR PURPOSE HERE TODAY IS TO COLLECT COMMENTS  
17 ON THE SCOPE -- EXCUSE ME -- ON THE ADEQUACY OF THE  
18 INFORMATION IN THE DRAFT EIS/EIR FOR THE PROPOSED MASTER  
19 PLAN IMPROVEMENTS AT LOS ANGELES INTERNATIONAL AIRPORT.

20 FOR RIGHT NOW I WANT TO ASK ONE MORE TIME IF  
21 THERE IS ANYONE WHO HAS NOT HAD A OPPORTUNITY TO SPEAK  
22 REGARDING INFORMATION ABOUT THE DRAFT EIS/EIR. YOU ARE  
23 WELCOME TO COME UP NOW, AND WE ARE HERE TO LISTEN AND  
24 TAKE NOTES, AND WE HAVE A COURT REPORTER HERE TO MAKE  
25 SURE WE HAVE AN ACCURATE TRANSCRIPT OF THIS HEARING.

1                   NOT SEEING ANYONE ELSE, I WILL REMIND YOU  
2                   AGAIN IF YOU WERE UNABLE TO PROVIDE COMMENTS EARLIER  
3                   TODAY, WE WILL BE ACCEPTING WRITTEN COMMENTS UNTIL JULY  
4                   25TH, 2001. YOU CAN EITHER MAIL THEM TO ME OR TO JIM  
5                   RITCHIE WITH THE CITY OF LOS ANGELES.

6                   AGAIN, THE ADDRESSES ARE LISTED ON THE COVER  
7                   OF THE DRAFT EIS/EIR. I WANT TO THANK EVERYONE FOR YOUR  
8                   COMMENTS TODAY.

9                   NOT SEEING ANYONE ELSE -- IF ANYONE WANTS TO  
10                  FILL OUT A SPEAKER CARD, WE ARE HERE TO LISTEN.

11                  NOT SEEING ANYONE, I WOULD LIKE TO CONCLUDE.  
12                  THE PUBLIC HEARING HERE AT THE PAVILION IN HOLLYWOOD  
13                  PARK FOR THE DRAFT EIR/EIS IS NOW CONCLUDED.

14                  THANK YOU.

15  
16                                 (WHEREUPON AT THE HOUR  
17                                 OF 7:08 P.M. THE PROCEEDINGS  
18                                 WERE CONCLUDED.)

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CERTIFICATE

I, CATHY A. REECE, CSR NO. 5546, RPR, A  
CERTIFIED SHORTHAND REPORTER IN AND FOR THE STATE OF  
CALIFORNIA, DO HEREBY CERTIFY:

THAT THE FOREGOING PUBLIC HEARING  
PROCEEDINGS WERE TAKEN DOWN BY ME IN SHORTHAND AT THE  
TIME AND PLACE STATED HEREIN, AND REPRESENT A TRUE AND  
CORRECT TRANSCRIPT OF MY SHORTHAND NOTES.

I FURTHER CERTIFY THAT I AM IN NO WAY  
RELATED TO THE PARTIES IN THIS MEETING, NOR INTERESTED  
IN THE OUTCOME THEREOF.

IN WITNESS WHEREOF, I HAVE SUBSCRIBED MY  
NAME ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2001.

\_\_\_\_\_  
CATHY A. REECE  
CSR 5546, RPR



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CERTIFICATE

I, LINDSAY PINKHAM, CRR, CSR NO. 3716, DO  
HEREBY CERTIFY:  
THAT THE FOREGOING PUBLIC HEARING PROCEEDINGS  
WERE TAKEN DOWN BY ME IN SHORTHAND AT THE TIME AND PLACE  
STATED HEREIN AND REPRESENT A TRUE AND CORRECT  
TRANSCRIPT OF THE PROCEEDINGS TO THE BEST OF MY ABILITY  
ACCORDING TO THE EXISTING CIRCUMSTANCES.  
I FURTHER CERTIFY THAT I AM IN NO WAY RELATED  
TO THE PARTIES IN THIS MEETING, NOR INTERESTED IN THE  
OUTCOME THEREOF.  
IN WITNESS WHEREOF, I HAVE SUBSCRIBED MY NAME  
ON THIS 30TH DAY OF JUNE, 2001.

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LINDSAY PINKHAM, CSR 3716



**Official Hearing Transcript  
Luminarias Restaurant  
Monterey Park, California  
Tuesday, October 30, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHMP00001	James Hahn	City of Los Angeles
PHMP00002	Bernard Parks	City of Los Angeles, Police Department
PHMP00003	Mike Gordon	City of El Segundo
PHMP00004	Bernard Wilson	Los Angeles International Airport
PHMP00005	Dick Stanford	City of Azusa
PHMP00006	Dick Lau	City of Monterey Park
PHMP00007	Francisco Alonso	City of Monterey Park
PHMP00008	Chris Jeffers	City of Monterey Park
PHMP00009	Lee Harrington	Los Angeles County Economic Development Corporation
PHMP00010	Robert Rodine	Aviation Committee of Valley Industry and Commerce Association
PHMP00011	Mark Benner	National Air Traffic Controllers Association
PHMP00012	Benjamin Venti	City of Monterey Park
PHMP00013	Aaron Gross	Councilmember Ruth Galanter's Office
PHMP00014	Bob Bruesch	City of Rosemead
PHMP00015	R. Doyle Campbell	County of Los Angeles, Sheriff's Department
PHMP00016	Tony Miera	None Provided
PHMP00017	Jon Russell	Airline Pilots Association
PHMP00018	Tom Moxley	Ironworkers Local 433
PHMP00019	Douglas Williams	Ironworkers Local 433
PHMP00020	Richard Slawson	LA/O Counties Building & Construction Trades Council
PHMP00021	Sergio Rascon	Laborers Local 300
PHMP00022	Dan Humber	Ironworkers Local 433
PHMP00023	Eric Jackson	None Provided
PHMP00024	Rodger Visek	None Provided
PHMP00025	Michael Collins	Los Angeles Convention and Visitors Bureau
PHMP00026	Merry Norris	Gateway to L.A., Inc.
PHMP00027	Nicholas Ragus	None Provided
PHMP00028	Wayne Lovett	Mercury Air Group
PHMP00029	Luis Cabrales	California League of Conservation Voters Education Fund
PHMP00030	Carole Hossan	None Provided

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHMP00031	Harry Rose	None Provided
PHMP00032	Holly Hightower	Association of Flight Attendants
PHMP00033	Darryl Bustamonte	None Provided
PHMP00034	Bill Luddy	Southwest Regional Council of Carpenters
PHMP00035	Luis Marquez	None Provided
PHMP00036	Denny Schneider	LAX Community Noise Roundtable
PHMP00037	Nora Frye	None Provided
PHMP00038	Daniel Shriver	None Provided
PHMP00039	Kevin Finney	Coalition for Clean Air
PHMP00040	Verne Heitman	None Provided
PHMP00041	Norma Lopez-Reid	City of Montebello
PHMP00042	Joy Rowe	None Provided
PHMP00043	Marcus Hough	None Provided
PHMP00044	Daniel Walker	Friends of the Green Line
PHMP00045	Hugo Bustamonte	None Provided

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.



**ORIGINAL**

LAX MASTER PLAN DRAFT EIS/EIR

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF

PUBLIC HEARING

TAKEN ON

TUESDAY, OCTOBER 30, 2001

AT THE LUMINARIAS RESTAURANT

3500 RAMONA BOULEVARD

MONTEREY PARK, CALIFORNIA

**Reported by:**

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1     **APPEARANCES OF FACILITATORS:**

2     TOM WALL, Project Manager for URS

3     DAVID KESSLER, Airport Planner for FAA

4     JIM RITCHIE, Deputy Executive Director for LAWA

5  
6     **APPEARANCES OF PUBLIC SPEAKERS:**

7  
8     1. MAYOR JAMES K. HAHN, Mayor for the City of  
            Los Angeles

9     2. POLICE CHIEF BERNARD PARKS, Los Angeles Department  
            Police Chief

10    3. MAYOR MIKE GORDON, Mayor for the City of El Segundo

11    4. BERNARD WILSON, Los Angeles Airport Police at LAWA

12    5. DICK STANFORD, Asuza City Council

13    6. DICK LAU, Monterey Park City Council Member

14    7. MAYOR FRANCISCO ALONSO, Mayor for the City of  
15              Monterey Park

16    8. CHRIS JEFFERS, Representing the City of Monterey Park

17    9. LEE HARRINGTON, President, CEO of Los Angeles County  
18              Economic Development Corporation

19    10. ROBERT L. RODINE, Valley Industry and Commerce  
            Association

20    11. MARK BENNER, Federal Aviation Administration

21    12. BENJAMIN VENTI, Councilmember from Monterey Park

22    13. AARON GROSS, Representing L.A. City Councilmember  
23              Ruth Galanter's Office

24    14. BOB BRUESCH, Mayor Pro tem of Rosemead

25    15. R. DOYLE CAMPBELL, Representing the L.A. County  
            Sheriff's Department

**APPEARANCES OF PUBLIC SPEAKERS CONTINUED:**

16. TONY MIERA, Retired Resident of Monterey Park
17. JON D. RUSSELL, Airline Pilots Association
18. TOM MOXLEY, Ironworkers Local 433
19. DOUGLAS WILLIAMS, Ironworkers Local 433
20. RICHARD SLAWSON, Executive Secretary of the L.A.  
Orange County Building Trades Council
21. SERGIO RASCON, Laborers Local 300
22. DAN HUMBER, Ironworkers Local 433
23. ERIC JACKSON, District Council 16
24. RODGER J. VISEK, Resident of Monterey Park
25. MICHAEL COLLINS, Executive Vice President of the  
L.A. Convention Visitors' Bureau
26. MERRY NORRIS, Executive Director of Gateway to L.A.
27. NICHOLAS J. RAGUS, Citizen of Monterey Park
28. WAYNE J. LOVETT, Mercury Air Group
29. LUIS R. CABRALES, California League of Conservation  
Voters Education Fund
30. CAROLE HOSSAN, Resident of Westchester
31. HARRY ROSE, Resident of Westchester
32. HOLLY HIGHTOWER, Vice President for the Association  
of Flight Attendants
33. DARRYL BUSTAMONTE, Concerned Citizen
34. BILL LUDDY, Southwest Regional Council of Carpenters
35. LUIS MARQUEZ, Resident of L.A.
36. DENNY SCHNEIDER, LAX/Community Roundtable

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**APPEARANCES OF PUBLIC SPEAKERS CONTINUED:**

- 37. NORA FRYE, Resident of Westchester
- 38. DANIEL SHRIVER, Atemi-Ryu JuJitsu
- 39. KEVIN FINNEY, Coalition for Clean Air
- 40. VERNE HEITMAN, Representing Self
- 41. COUNCILWOMAN NORMA LOPEZ-REID, City of Montebello
- 42. JOY ROWE, Representing Self
- 43. MARCUS HOUGH, Lennox Coordinating Council
- 44. DANIEL WALKER, Friend of Green Line
- 45. HUGO BUSTAMONTE, Resident of Monterey Park

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I N D E X

PUBLIC HEARING STATEMENTS ATTACHED TO THE RECORD

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1 MONTEREY PARK, CALIFORNIA, TUESDAY, OCTOBER 30, 2001

2 6:00 O'CLOCK P.M

3 --oOo--

4  
5 MR. WALL: Ladies and gentlemen, good evening. On  
6 the behalf of the Federal Aviation Administration and  
7 Los Angeles World Airports, I would like to welcome you  
8 to one of six rescheduled public hearings. The purpose  
9 of this hearing is to receive testimony concerning the  
10 Los Angeles Airport Master Plan, Environmental Impact  
11 Statement and Environmental Impact Report.

12 The two gentlemen to my left will receive your  
13 testimony this evening. I would like to introduce them  
14 now first starting with Mr. David Kessler, who is an  
15 airport environmental protection specialist with the  
16 Federal Aviation Administration. Mr. Kessler.

17 MR. KESSLER: Thank you, Tom. Good evening ladies  
18 and gentlemen. My name is David Kessler. I'm the  
19 airport planner with Federal Aviation Administration,  
20 Western-Pacific Region. I would like to welcome you to  
21 the sixth of a total of nine public hearings the FAA and  
22 the City of Los Angeles are conducting for the Draft  
23 Environmental Impact Statement, Environmental Impact  
24 Report or EIS/EIR for the proposed Master Plan  
25 improvements of the Los Angeles Airport. The first

1 three public hearings on this topic were held Saturday,  
2 June 9th in Inglewood, Manhattan Beach and Westchester.  
3 This is the first of a second set of hearings being held  
4 this week and next week. These hearings were originally  
5 scheduled for early September, however, they were  
6 postponed due to terrorist attacks in New York and  
7 Washington, D.C. The next hearing will be held on  
8 Thursday, November 1st at Peck Park in San Pedro.

9 The purpose of these hearings is to collect  
10 comments from the general public concerning the adequacy  
11 of the information disclosed in the Draft EIS/EIR. The  
12 FAA and the City of Los Angeles along with the Federal  
13 Highway Administration, as a cooperating agency, have  
14 prepared the Draft EIS/EIR.

15 I would like to take this opportunity to make  
16 sure that everybody understands that no decisions will  
17 be made today regarding the proposed project. Today's  
18 hearing is not a question-and-answer type of forum. Our  
19 job is to listen to what you have to say about the  
20 adequacy of the information in the Draft EIS/EIR. In  
21 other words, it is your turn to talk to us. Since we  
22 are here to listen, we are not going to respond to  
23 questions about the pros and cons of the proposed  
24 project. Since 5:00 o'clock this afternoon, the City  
25 has held a public workshop just outside of this room for

1 anyone to ask questions about the Master Plan, the  
2 environmental process and the various proposed projects.

3           Following publication of the Draft EIS/EIR for  
4 comment, the next step in the joint federal and state  
5 environmental disclosure process is holding this and  
6 other public hearings during this week and next week.  
7 The environmental disclosure process for this project  
8 started in 1997 with the publication of Notice of Intent  
9 to prepare the joint EIS/EIR in the Federal Register.  
10 In July of 1997 we held a series of meetings with  
11 members of the public and governmental agencies to  
12 receive comment on the scope of the Draft EIS/EIR.  
13 Following those meetings, Draft EIS/EIR was prepared  
14 considering the comments received during the scoping  
15 meetings and those submitted in response to the Notice  
16 of Intent. The document has also been prepared pursuant  
17 to the National Environmental Policy Act of 1969 or  
18 NEPA, the Council on Environmental Quality Regulations,  
19 which are the implementing regulations for NEPA, the  
20 California Environmental Quality Act of 1970 or  
21 CEQA and the Airport Airway Improvement Act of 1982, as  
22 amended.

23           Following today's hearings and the close of  
24 the comment period, we will then correct and revise the  
25 EIS/EIR as necessary based upon the comments received.



1 We will also prepare response to the comments we receive  
2 and include those responses in the final EIS/EIR.

3 Before we begin receiving public comments, I  
4 would like to let you know the grounds rules of this  
5 hearing. First, as I said earlier, we are not here to  
6 respond to questions about this project. We are only  
7 here to listen to your comments and take notes as well.  
8 We also have a court reporter here to ensure we have an  
9 accurate transcript of this hearing.

10 For anyone wishing to speak, we will ask you  
11 to fill out a speaker card, like this one and give it to  
12 the person at the sign-in desk. That person will bring  
13 the speaker cards up to our facilitator who will call  
14 the names of each speaker so we can proceed in an  
15 orderly fashion. So that everyone gets an opportunity  
16 to provide verbal comments, everyone will get three  
17 minutes to speak. To be fair to everyone, we are not  
18 going to allow people to transfer their allotted time to  
19 someone else. I ask that when you speak, you give us  
20 your name and address for the record. We also have a  
21 Spanish language translator for anyone wishing to  
22 provide comment in Spanish.

23 If there is anyone uncomfortable about  
24 speaking in front of a group or you need more than three  
25 minutes to provide your comments, we ask you provide

1 your comments in writing. We have comment sheets like  
2 this one, available for your use at the sign-in desk.  
3 You can leave your comments at the sign-in desk or you  
4 can mail your written comments using the comment sheet  
5 or a letter to either address listed at the top of the  
6 sheet. I would like you to understand that a verbal  
7 comment is just as important as a written comment. So  
8 please feel free to provide any comments on the document  
9 you may have either verbally today or in writing.  
10 Comments are due by 5:00 p.m. Pacific Standard Time on  
11 Friday, November 9, 2001.

12 Lastly, I would like everyone to know that  
13 although we have this hearing scheduled until 9:00 this  
14 evening, we will stay here as long as necessary for  
15 everyone to get a chance to provide verbal comments on  
16 the Draft EIS/EIR. As I said, our job today is to  
17 listen to your comments.

18 Now, I will turn the hearing back to our  
19 facilitator, Tom Wall.

20 (The statement submitted for the  
21 record was marked as Statement 1.)

22 MR. WALL: I would next like to introduce Mr. Jim  
23 Ritchie, the Deputy Executive Director for the Los  
24 Angeles World Airports.

25 MR. RITCHIE: Good evening, ladies and gentlemen,

1 and welcome to the Luminarias Restaurant for this public  
2 hearing tonight. We have received guidance from our  
3 mayor to expand opportunities for public input in the  
4 LAX Master Plan project. And tonight we will receive  
5 your comments.

6 More recently the mayor identified a number of  
7 objectives to be incorporated into another alternative  
8 for the future planning of LAX. On November 9th the  
9 public comment period will close. After the close of  
10 the public comment period, we will incorporate the  
11 mayor's guidance along with other comments received  
12 tonight into the development of a new alternative. This  
13 alternative will undergo a rigorous environmental  
14 analysis, as did the another alternatives, and a  
15 Supplemental Environmental Report will be distributed at  
16 a later date for public review and comment. Very likely  
17 the development of this new alternative will necessitate  
18 another public hearing to comment on this new  
19 alternative as we finalize the environmental process.

20 With that, I would like to turn the meeting  
21 over to Tom Wall, and the evening is yours. Thank you.

22 MR. WALL: Thank you, gentlemen. I am going to be  
23 either the most loved or most hated individual here  
24 because my responsibility is to run this three-minute  
25 time clock. So I appreciate your help and cooperation.

1 I will not start the clock until you're ready to begin.  
2 I will call the speakers of elected officials first. We  
3 will have their testimony, and then we'll go in the  
4 order in which the cards were received. Our first  
5 speaker will be Mayor James Hahn. Mayor.

6 MR. HAHN: Thank you, Mr. Kessler, Mr. Ritchie, as  
7 Mayor of the City of Los Angeles I'm appearing before  
8 you this evening to reaffirm my request that you fully  
9 develop a fifth alternative to the LAX Master Plan that  
10 focuses on increased safety and security at LAX.

11 As you know, I've historically supported a  
12 regional approach to accommodating growth in aviation  
13 demand. In order for a regional plan to work, other  
14 airports in the region must also take their fair share  
15 of air traffic. However, the tragic events of September  
16 11th have shown us our nation's aviation system  
17 continues to be a vulnerable target. Those events have  
18 caused me to focus my attention first and foremost on  
19 the issue of security to see if we can change it to make  
20 LAX as safe as we can.

21 As the third busiest airport in the country,  
22 LAX is a unique and vital asset for the Southern  
23 California region. More than 400,000 regional jobs have  
24 been associated with the airport. LAX has generated \$60  
25 billion dollars of economic activity annually. However,

1 since the tragedy of September 11th we have seen  
2 hundreds of Angelenos finding themselves out of work or  
3 in real danger of losing their jobs. Although I'm sure  
4 everyone had some sense of LAX's value to our region,  
5 the events of mid-September made clear that its  
6 contribution to our livelihoods can never be disputed.

7 In the aftermath of those terrorist attacks  
8 and after conferring with federal authorities, we took  
9 some immediate steps to protect the safety of passengers  
10 and employees at LAX. We made the difficult decision to  
11 keep the Central Terminal area, parking structures  
12 closed. That resulted in the loss of jobs. We now,  
13 thankfully, have been able to reopen that after  
14 conferring with federal authorities.

15 As airport employees return to their jobs, I  
16 think we need to continue to protect LAX. That's why I  
17 announced a new alternative a few weeks ago that I would  
18 like the commission to focus on, that would create a  
19 safe and secure terminal as well as a safer airfield  
20 that would accommodate no more than 78 million annual  
21 passengers. I would like to tell you what I would like  
22 to do.

23 First, make our terminals as safe and secure  
24 as we can possibly make them. My vision is to move  
25 traffic -- ticketing and baggage check in to a location

1 away from existing terminals. This would allow people  
2 to park, check their bags, get tickets, check-in in  
3 security checkpoints far away from the terminal areas.  
4 Once they were checked, they would be taken securely to  
5 the terminals and gates themselves.

6 Second, I think the concerns of airport  
7 communities need to be addressed. I would oppose  
8 continuing the idea of a ring road. I don't think we  
9 need that anymore and, that, also, I think will help the  
10 surrounding communities.

11 Third, I think the airfield itself needs to be  
12 reconfigured to increase safety. Airfield safety  
13 problems that existed before September 11th continue to  
14 plague us. I would like to reduce so-called "runway  
15 incursions" and create safer alternatives on the  
16 airfield.

17 I'm hopeful that this new alternative to the  
18 Master Plan would not move any runways closer to the  
19 communities surrounding the airport so we can address  
20 issues of noise surrounding our airport. We need to  
21 restore confidence in our nation's air transportation  
22 system, restore confidence at LAX. And I think we need  
23 to make Los Angeles, again, a destination of choice for  
24 travelers. Thank you.

25 (The statement submitted for the record

1                                was marked as Statement 2.)

2            MR. WALL: Thank you, Mr. Mayor, that was perfect.  
3 Ladies and gentlemen, we have a lot of seats over here  
4 on the other side if you would like to come in and find  
5 a seat.

6                                Our next speaker will be Los Angeles Police  
7 Department Chief, Bernard Parks.

8            MR. PARKS: Good evening. I really appreciate  
9 Mr. Kessler and Mr. Ritchie the opportunity to come and  
10 speak to you on this important issue. As you probably  
11 already know, the Los Angeles Police Department has had  
12 a long-term history of working with the LAX and its  
13 police department in developing strategy and plans that  
14 relate in dealing with security in and around the  
15 airport. Since September 11th those relationships have  
16 been renewed and strengthened as we look forward to  
17 developing continuous evaluations of the current and  
18 future safety plans. The fact that just 11 days ago  
19 that the Central Terminal was opened is an indication of  
20 a consideration that the planning and new security  
21 measures are in place that gave confidence in order to  
22 allow that Central Terminal to reopen to the public.

23                                We also know that in dealing with safety and  
24 security in the airport, it's everyone's responsibility,  
25 including those who come there to travel. They have to

1 be as vigilant as those who are being paid to perform  
2 that security service. We also rely on the different  
3 layers of responsibility. The FAA certainly has a  
4 responsibility of the overall operation of the airfield.  
5 But we have other law enforcement agencies dealing with  
6 DEA or the immigration or U.S. Customs. We also have  
7 the U.S. Marshal involved in a variety of functions and  
8 including, again, LAX and L.A. Police Department.

9           Between the LAPD and LAX Police Department, we  
10 have a very specific responsibility for safety in and  
11 around the terminal and for those who are approaching  
12 the terminal in the area and the facility in and around  
13 the exterior of the terminal. We also know that with  
14 the current L.A. World Airport, they are currently going  
15 through a process of completely re-evaluating the  
16 current safety measures at which this LAPD has been a  
17 partner in.

18           Mayor Hahn has given some very specific  
19 direction as it relates to looking at this fifth  
20 alternative. And we believe that you cannot have an  
21 operating airport without the security and the comfort  
22 that the passengers will feel along with the convenience  
23 that they believe they are also responsible for. We  
24 believe that in looking at the plan, we've offered some  
25 suggestions, some of which dealt with the exterior in



1 the areas of surveillance around the 12-square-mile  
2 plant, but we believe that security, like many other  
3 things, should be an evolving process, things we've  
4 learned from other cities, issues that we've learned  
5 from other countries, should constantly be placed into  
6 security and the safety net so we can come up with the  
7 most secure airport in this region and in this country.

8 I appreciate the opportunity of making these  
9 comments. And I am six seconds short.

10 MR. WALL: Thank you, Chief. If you would like to  
11 come back later and use those six seconds, you're more  
12 than welcome. Our next speaker will be Mike Gordon.

13 MR. GORDON: Thank you very much, Mr. Ritchie,  
14 Mr. Kessler. Let me begin by saying, those of us who  
15 for the last four and a half years have fought against  
16 Mayor Riordan's Master Plan want to applaud Mayor James  
17 Hahn for his commitment to limit growth to 78 million  
18 passengers, eliminating the ring road, a new west  
19 terminal and new cargo facilities. We believe all of  
20 these steps are in the right direction.

21 We support, again, and applaud Mayor Hahn in  
22 his efforts to make this airport more secure and safe,  
23 and we look forward to being his partner as we go  
24 forward.

25 And looking at the issues of security, we

1 think it's critical to understand increasing aviation  
2 demand at LAX is not going to make this airport more  
3 secure. It is only going to make this airport more  
4 inviting for terrorists.

5 In addressing issues of safety, it doesn't  
6 make sense when this airport already leads the nation in  
7 runway incursions to continue to allow airplanes to  
8 cross as taxiways. Instead, we need to bring into this  
9 system the end around taxiway system that will take  
10 planes out of the way and out of the sight of those  
11 crossing that airfield.

12 Let's address the specific concerns we have  
13 with what now is being discussed by Mayor Hahn. First  
14 and foremost, we need a commitment. The communities  
15 around L.A., cities of Southern California, the 78  
16 million passengers is a real figure, a figure that we  
17 will live with, a figure we will not go past and we will  
18 have 78 million as our absolute cap. Unfortunately, the  
19 new plan that is being discussed thus far is short on  
20 specifics. So, therefore, it's difficult for us to  
21 comment on the specifics of the fifth plan. However,  
22 the extension of the runway on the northern side is  
23 about expansion. It is not about making this airport  
24 more secure. Additional steps with respect to runways  
25 and gates and increasing capacity at those runways and

1 gates for larger planes is about expansion. It is not  
2 about making this airport more safe or more secure.

3 Rest assured, the 100 cities who are part of  
4 our coalition will continue to fight the expansion at  
5 every step of the way, and we will not fall for safety  
6 and security being the ruse to bring about airport  
7 expansion.

8 Now, we are in communities today that are  
9 under this flight path and have grave concerns. Over 80  
10 percent of the folks that are under the flight path of  
11 LAX come from minority communities. Many of these folks  
12 are coming from low income communities. The  
13 environmental justice issues continue to be as strong  
14 today as they have been for the last four and a half  
15 years. We can build a regional system, one that is  
16 fair, one that is safe and one that is secure for all of  
17 Southern California. We have 12 airports in this region  
18 that need to handle this demand. And we need to spread  
19 this demand in a way that is fair so that those people  
20 under this flight path, many, again, coming from  
21 minority and low-income communities are not negatively  
22 impacted.

23 We want to thank Mayor Hahn for his leadership  
24 on this issue. We want to say to the City of  
25 Los Angeles that we are ready and prepared to be your

1 partner as you go forward in this endeavor. But the  
2 most important piece of this we want you to understand  
3 is that the public -- we, the public expect and deserve  
4 the opportunity to review the details of this new plan  
5 once it is completed and to have the opportunity to  
6 comment in its entirety on the environmental impact  
7 review. We look forward to testifying on the new plan  
8 and we look forward to testifying when the new EIR is  
9 completed. (The statement submitted for the record  
10 was marked as Statement 3.)

11 MR. WALL: Thank you very much, Mayor Gordon. Our  
12 next speaker will be Los Angeles Airport Chief of  
13 Police, Bernard Wilson.

14 MR. WILSON: Thank you. I'm Bernard Wilson. I'm  
15 the Chief of Airport Police, Los Angeles International  
16 Airport. I've been in law enforcement for 26 years, 22  
17 of those years with LAX. I've also been a member of the  
18 aviation community since I was 16 years old and a  
19 licensed pilot since I was 17. I'm not here to endorse  
20 any particular option of the LAX Master Plan. I'm just  
21 here to talk about -- give an update of major security  
22 issues at LAX and talk about some concerns of the  
23 future.

24 I'm sure you're aware of the stepped-up  
25 security measures that have been implemented since

1 September 11th. I'll go through them very briefly.  
2 There is an increased scrutiny of carry-on baggage. The  
3 ban on curbside check in continues to apply to private  
4 vehicles, although, buses, shuttles, limos and taxis may  
5 unload passengers curbside. After a period of closure,  
6 we have reopened all but one of the parking structures  
7 inside the Central Terminal area while keeping the  
8 open-air parking lots and one other parking structure  
9 closed. Private vehicles may only enter LAX from  
10 Century and Sepulveda Boulevards. Commercial vehicles  
11 must use the 96th Street entrance where there is a  
12 security checkpoint. Random vehicle searches may be  
13 conducted. LAPD police canine patrols capable of  
14 detecting explosives are deployed at LAX with additional  
15 canine units for -- now under review by Airport Police.

16 California National Guard troops are  
17 monitoring baggage check in and have been requested to  
18 be used for patrol and other duties at LAX. There is an  
19 increase in the presence of LAPD officers beyond our  
20 normal complement in and around the airport. These  
21 steps and others have been taken to make LAX safe and  
22 secure for its passengers, employees and visitors. The  
23 leadership at Los Angeles World Airports is determined  
24 to do its part to make this airport the safest in  
25 America so passengers will again feel comfortable flying

1 again. But we fully expect new federal regulations  
2 relating to safety and security to be issued in the  
3 coming weeks and months, and much more needs to be done  
4 looking to the long term.

5 We expect in the coming months to be working  
6 even more closely with Federal agencies including U.S.  
7 Customs, Immigration and Naturalization, U.S. Marshal  
8 Service and the FBI regarding possible new security  
9 procedures.

10 Chief Parks has raised the issue of better  
11 technological surveillance of the perimeter of LAX. We  
12 are engaged in daily dialogue with LAPD about security  
13 measures at our airport.

14 Mayor Hahn has asked LAWA to review all the  
15 parking structures in Central Terminal in the long-term  
16 and new terminal built east of the current facility that  
17 would serve as the check point for all passengers and  
18 luggage. The Airport Police stands ready to work with  
19 all the agencies to make LAX the safest airport in  
20 America. Thank you for this opportunity.

21 (The statement submitted for the record  
22 was marked as Statement 4.)

23 MR. WALL: Thank you, Chief. Our next speaker will  
24 be Councilmember Dick Stanford from Azusa. While  
25 Councilmember Stanford comes up, I would like to remind

1 the speakers that Lisa and Kim are typing furiously over  
2 here. So you want to make sure that you speak slowly  
3 and clearly so they can get your testimony on the  
4 record. Thank you.

5 MR. STANFORD: Thank you. My name is Dick Stanford.  
6 I'm a member of the Azusa City Council. My address is  
7 1023 Lakeview Terrace, Azusa. Hearing Officers, thank  
8 you for the opportunity to testify tonight. I'm a  
9 member of the Southern California Association of  
10 Governments', Regional Council and Transportation  
11 Committee. But my testimony this evening is solely from  
12 my position as Azusa city councilmember.

13 Azusa is one of some 100 cities and other  
14 entities that respectfully request the City of  
15 Los Angeles to terminate plans for LAX expansion and  
16 concentrate instead on developing a truly regional  
17 airport system.

18 I hope I speak with some credibility. I  
19 helped build D/FW. I coordinated friends of Mueller  
20 Airport in Austin, Texas. I was on City of Ontario's  
21 Blue Ribbon Airport Committee, and I am a former Marine  
22 Corps fighter pilot.

23 In 1998 my friend Don Ameche, now deceased,  
24 starred in a movie called "Things Changed." In the  
25 movie his life was changed during the movie. Well,

1 since we have last met things have changed considerably.  
2 Mayor Hahn, whom I believe is no friend of LAX  
3 expansion, has replaced Mayor Riordan who champions LAX  
4 expansion. The events of September 11, by extension,  
5 ended our trust in major airport hubs. We're now well  
6 aware that grouping our air transportation assets makes  
7 it easier for terrorists to impact them than if our air  
8 transportation assets are spread over a regional system.

9 Quite simply, if you put your eggs all in one  
10 basket and drop that basket, you are really out of luck.  
11 The local example is overpowering. LAX is still trying  
12 to deal with security issues. Yet ONT almost overnight  
13 implemented its hard and soft security systems and is  
14 now working well. That is one of the results that  
15 almost all of Southern California air travelers would be  
16 enjoying today had regionalization been enacted sometime  
17 ago.

18 It was specifically because of the exclusion  
19 of the alternative of regionalization that the original  
20 Draft EIR/EIS for the LAX expansion was inadequate. All  
21 alternatives are to be considered and considered  
22 seriously in an EIR. Regionalization was not.

23 Now, as terribly disappointing that even  
24 though LAX expansion has been pronounced DOA, there are  
25 still projects that are part and parcel of expansion



1 that keep popping up. Hydra is alive and well right  
2 here in Los Angeles. You cut off the LAX-expansion head  
3 only to turn around and find another head that is  
4 Sepulveda widening, or another head that is changing  
5 rules to reinstate the Arbor Vitae intersection.

6 We respectfully ask Mayor Hahn to indicate to  
7 his many staffs that no LAX expansion means no LAX  
8 expansion. Remember, the Ontario Airport serves a  
9 population mass that would make that airport much more  
10 profitable for many more airlines that presently operate  
11 there. Many more passengers would spend considerably  
12 less time on the freeway and concurrently less time  
13 fouling the air if their ground travel was to ONT  
14 instead of LAX. But the beautiful terminal there tends  
15 to be a ghost town because the flights are not there  
16 because of preferable and convenient scheduling of LAX  
17 and because relative fare pricing deliberately forces  
18 passengers to use LAX. And that's the end of my  
19 testimony. I appreciate your time.

20 (The statement submitted for the record  
21 was marked as Statement 5.)

22 MR. WALL: Thank you, sir. Our next speaker will be  
23 Councilmember Dick Lau from Monterey Park. He'll be  
24 followed by Mayor Francisco Alonso from the City of  
25 Monterey Park.

1 MR. LAU: Thank you for the opportunity to speak in  
2 front of you. My major concern is, number one, the  
3 proposal on the Master Plan of a piece to be focused  
4 mainly on the areas within the four-mile radius from the  
5 LAX. So the -- and the environmental impacts on the  
6 San Gabriel Valley areas has not been addressed.

7 Number two, the transportation issue for the  
8 San Gabriel Valley cities also has not been, you know,  
9 covered. For instance, the plan appears to be  
10 addressing the, you know, Freeway 405. And I believe  
11 it's critical to also include freeways number 10 and  
12 number 60 in the study.

13 Number three, I think the noise levels caused  
14 by the airplanes, especially for cities like Monterey  
15 Park and Montebello, has not been adequately addressed.

16 Finally, I think in view of the 9/11  
17 incidence, it's critical to include these new security  
18 measures for the airport to ensure LAX is a safer and  
19 more secure airport for all of us. Thank you.

20 MR. WALL: Thank you, sir. Mayor Francisco Alonso.

21 MR. ALONSO: Good evening. I'm Francisco Alonso,  
22 the mayor of Monterey Park. We are all here in Monterey  
23 Park this evening at the Luminarias. The city of  
24 Monterey park has had the misfortune to be in the  
25 pathway of the approaching airplanes when weather

1 conditions exist and the citizens have been tormented  
2 for many, many years with unacceptable noise levels.  
3 The planes come in and approach at a 2,500-foot altitude  
4 from the sea level, but our city, of course, has an  
5 altitude of some of the hills being up to 700 feet high.  
6 So, obviously, they have a greater impact. The  
7 residents are horrified at the idea that the volume of  
8 flights over their city would be increased.

9           Consequently, we on the city council  
10 unanimously recommend that the burden of any increased  
11 air traffic be shared on a regional basis. I thank you  
12 for your attention.

13           MR. WALL: Thank you, Mayor. Our next speaker,  
14 Mr. Chris Jeffers from the City of Monterey Park.

15           MR. JEFFERS: As stated, my name is Chris Jeffers  
16 from the City of Monterey Park. First of all, we  
17 welcome you to our humble city. We hope you enjoy the  
18 time with us.

19           A couple of issues we would like to draw to  
20 the attention of the Board is traffic, as stated in the  
21 EIR, cargo traffic is expected to increase four fold  
22 from 1.9 million tons to 4.2 million tons. Again, we  
23 feel that due to a lack of regionalization study, this  
24 will have a greater impact on the San Gabriel Valley,  
25 particularly Monterey Park, as it borders both the 60

1 Freeway and the 10 Freeway as to traffic congestion.  
2 And the document itself, again, fails to analyze, as  
3 stated earlier, the impacts of that cargo impact on  
4 those freeways and what it will do to the San Gabriel  
5 Valley, in general.

6 In addition, as just stated by the mayor of  
7 the city, emphasizing the average height of the  
8 airplanes reaching over our highest points of our area  
9 in our city means that a 747 is flying about 1,600 feet  
10 above ground. It's not MSL. Again, they are at 2,500  
11 MSL minimum, but due to our topography, it means they  
12 are only 1,600 feet above. And the residents have no  
13 quality of life when it comes to nighttime or weekend  
14 activities as those airplanes are going through.

15 In addition, we have questions as to how the  
16 airport would actually cap passenger traffic at either  
17 the 95 million level or the 78 million that the mayor of  
18 Los Angeles is asking for. As already stated, the  
19 current and past EIR envisioned 40 million. Current  
20 numbers reflect that 67 million people are using LAX.  
21 Clearly there's no attempt to stop or cap or limit the  
22 activity and, thereby, not trying to be a regional  
23 partner in all this.

24 Again, the document fully does not consider  
25 the regionalization of other airports, Ontario,

1 Palmdale, El Toro, John Wayne, and so forth, that need  
2 to be put into this because those would dramatically  
3 affect the consideration and the numbers analyzed in  
4 this. And we would encourage the airport to go back and  
5 FAA to go back and scrap the document that is now before  
6 you, start anew, encourage and include the mayor of  
7 L.A.'s document and request you to start from the  
8 beginning as we go through this. Thank you.

9 MR. WALL: Thank you, sir. Are there any other  
10 elected officials whose names I have not called, whose  
11 cards I do not have? I'll need to ask you, sir, if  
12 you'll fill out a yellow card. You did? Let me call  
13 these names off, Mr. Lee Harrington, Mr. Robert Rodine  
14 and Mr. Mark Benner. And, sir, we will attempt to find  
15 those cards. I just don't have them here. Can I ask  
16 those three gentlemen to come forward, please, and we'll  
17 receive your testimony first. Mr. Lee Harrington.

18 MR. HARRINGTON: Good evening, and thank you. I'm  
19 here tonight on behalf of the Los Angeles County  
20 Economic Development Corporation. The LAEDC has had for  
21 some time an airport task force of business people with  
22 years of experience in the airport industry taking a  
23 look at the solutions for the region. I think I can  
24 agree with a lot of things said here tonight. I want to  
25 make sure we test some of them a little more carefully.

1           First we need the regional plan. There's no  
2 question about it. The air traffic that we expect for  
3 the future cannot be handled at one airport. It needs  
4 to be distributed around Southern California. We need  
5 the Ontarios. We need the El Toros. We need the other  
6 options available in a working part of a regional  
7 system. We need to meet the future growth demands of  
8 this region one way or the other. I think we've learned  
9 on the incident of 9/11 how important visitors and  
10 business visitors, in particular, are to this economy  
11 and the livelihood of the people here.

12           We also need long-term solutions, solutions  
13 that are well thought out that could serve us over the  
14 long term to meet the future growth needs. What we  
15 don't want to do right now is make near-term decisions  
16 in a crisis mode and not thoroughly think about what the  
17 right answers are here. When we did that on the energy  
18 crisis, we paid a dear price. We don't want to pay that  
19 in Southern California.

20           I think we have to recognize that under any  
21 scenario, LAX remains the front door to our community.  
22 It is in fact how the international visitor gets here,  
23 LAX is the busiest airport in the world in terms of  
24 arrivals and departures. It's a very important part of  
25 our economy. So we need to put the best minds together

1 to figure out how we make LAX work while we make the  
2 whole system work.

3 I would like to suggest that the new proposal  
4 by the Mayor deserves a good look, a good level of  
5 support, but good critical analysis. For example, the  
6 78 map limit can work if we have an El Toro Airport.  
7 Without an El Toro Airport we may be constrained.

8 Second, off-site check-in may be a benefit  
9 from the security standpoint. I think that needs to be  
10 looked at closely, but it also does speak to ease or  
11 lack of ease of access to LAX. If airports like  
12 San Francisco continue to allow curbside drop off in  
13 that convenience and also can address the security  
14 issues, then we may be displaced relative to an off-site  
15 alternative for check-in at LAX. We need to look at  
16 that carefully. I think it deserves a close look. The  
17 Airport Taskforce and the LAEDC is ready to take a look  
18 at that and offer the best recommendations we can come  
19 up with. Thank you.

20 MR. WALL: Thank you, sir. Our next speaker will be  
21 Mr. Robert Rodine.

22 MR. RODINE: Thank you. I'm Robert Rodine. I live  
23 at 14649 Tustin Street in Sherman Oaks. I'm speaking  
24 before you tonight as the chairman of the Aviation  
25 Committee of Valley Industry and Commerce Association, a

1 business advocacy organization representing  
2 approximately 325 major and regional companies.

3 In 1999 following numerous analyses, expert  
4 presentations and extensive discussion, VICA adopted a  
5 position supporting a Master Plan for LAX ensuring the  
6 capacity for 92 million annual passengers. With all due  
7 respect, for those who hold visions for the need of less  
8 capacity, we must impose upon you to recognize two  
9 immutable facts.

10 We are a resilient and resourceful society,  
11 and with our economy intact, we have rebounded from far  
12 worse disasters than the Al-Qaeda threat. And the  
13 demographic factors fueling the need for improved  
14 facilities at LAX are ever present and will relentlessly  
15 challenge the capacity of that facility into the future.

16 The only thing that has changed is the need  
17 for significantly heightened focus on safety and  
18 security. Local self-interest driving airport  
19 constraint is choking air commerce and the freedom of  
20 all citizens to travel expeditiously in our once proud  
21 air commerce system. The region suffers not less than  
22 three major regional commercial airports so constrained  
23 and another has yet to be established due to the same  
24 forces. If we fail to modernize LAX, to serve the  
25 ever-growing demand and to compensate for the refusal of



1 regional airports to serve the full demand of their  
2 constituents, then we will all be the losers. And that  
3 loss will be the equivalent of the planned capacity of  
4 LAX today and all the benefits accruing from that  
5 capacity.

6 VICA strongly urges you to accept only a plan  
7 that will fully serve this region's needs and to reject  
8 any plan based on non-existent, unrealistic and phantom  
9 alternatives. Thank you.

10 (The statement submitted for the  
11 record was marked as Statement 6.)

12 MR. WALL: Thank you, sir. The next speaker is  
13 Mr. Mark Benner.

14 MR. BENNER: Good evening. My name is Mark Benner.  
15 I'm an FAA air traffic controller at L.A. Tower. I'm  
16 here on the behalf of the National Traffic Controllers  
17 Association.

18 The controllers at the Los Angeles Tower are  
19 not here to support any plan thus far put forth. We are  
20 here to discuss the safety and delay problems that have  
21 existed for a long time, and it will not go away until  
22 something is done. We clearly understand the context  
23 that surround these remarks, that air traffic has been  
24 dramatically curtailed since September 11th. And we  
25 endorse Mayor Hahn's focus on safety and security at the

1 airport. But the public and elected and appointed  
2 officials have to understand that as air traffic into  
3 and out of Los Angeles returns to normal, as it  
4 undoubtedly will, the problems that existed prior to  
5 September 11th will remain the same.

6 LAX was built to handle aircraft that no  
7 longer utilize the airport. These aircraft were  
8 smaller, slower and there were far fewer of them. The  
9 aircraft today do not fit on the airport. Several types  
10 do not fit on the runways while some are so long that  
11 the tails stick out on the taxiways.

12 Several aircraft that have actually --  
13 correction. Several aircraft could have actually been  
14 hit on the taxiways because of insufficient taxiway  
15 widths. The next generation of aircraft will not be  
16 able to taxi on this airport. This day is coming soon.  
17 Last year 26 aircraft crossed the runways when they were  
18 not supposed to. Only eight were termed "runway  
19 incursions." The fact is that every time an aircraft  
20 crosses when they should not, it is a potential  
21 accident. Luck will determine how many of these  
22 incidents will become runway incursions and inevitably  
23 accidents. Last year we were lucky. So far this year  
24 the incursion rate is much higher. How much longer can  
25 we be at or near the top of runway incursion --

1 incursions and continue to be lucky.

2 There are many problems with the airport  
3 configuration that lead to our safety problems. The  
4 runways and taxiways are too close together. We have  
5 far too few gates to accommodate the traffic. LAX has  
6 added ways that force one aircraft to block several as  
7 they push off the gates and cause traffic jams in the  
8 taxiways and runway-exiting problems. These problems  
9 are too numerous to discuss them all at this time.

10 The controllers at L.A. Tower look forward to  
11 meeting with the FAA, the Airport Commission and Mayor  
12 Hahn to discuss these and other safety issues. Threats  
13 from terrorists are on everyone's mind including  
14 controllers. While I cannot go into details publically,  
15 we have recommendations to make that will reassure the  
16 security of the air traffic security system and the  
17 flying public. We look forward to beginning the  
18 discussion immediately, safety first. Thank you.

19 MR. WALL: Thank you, sir. Our next speaker will be  
20 Councilmember Benjamin Venti from the City of Monterey  
21 Park.

22 MR. VENTI: Good evening. Thank you for being here  
23 in Monterey Park, the great city in Southern California,  
24 but I have to tell you something. "But it's not in my  
25 backyard" is what we're hearing a lot about. We know

1 that safety is very important for all the people who are  
2 going to take those flights and those airplanes that are  
3 coming in and out. What I'm here about tonight is not  
4 just safety at the airport and the traffic on how to get  
5 there and get back. It's the traffic over our heads  
6 that we hear daily from aircraft coming in, the big 747s  
7 lumbering over us, the noise it causes, the vibration it  
8 causes in our community in Monterey Park. It's totally  
9 unacceptable. We're saying, "Not in our backyard," but  
10 we know that we're not going to be able to stop the  
11 airlines from having flight patterns. I'm also a  
12 helicopter pilot. I understand the flight patterns. I  
13 think they can be changed. I would much rather drive  
14 out to Palmdale and catch an airplane than I would to go  
15 into LAX if, in fact, that's going to solve our air  
16 traffic over Monterey Park and our area.

17 The safety issues that we're all talking about  
18 tonight are very important to us, not just on the ground  
19 but in the sky. I know. I live on top of one of the  
20 hills the city manager and the mayor alluded to being  
21 about 700 feet up. I know that I personally have looked  
22 out my window and seen a 747. I could almost wave at  
23 that pilot. I'm not exaggerating. I've seen that. I'm  
24 saying to you tonight, in this EIR you do, take into  
25 consideration our problems, that is, the flights that

1 come over low at 2,500. Sometimes I've seen them. I  
2 know they haven't been any higher than that over this  
3 community, the noise it makes to our community, the  
4 distortion it has on our community and traffic above us.

5 I would ask that you take that into  
6 consideration as you go forward with this EIR. Again,  
7 thank you very much and thank you for visiting our city.  
8 Goodnight.

9 MR. WALL: Thank you, sir. Our next speaker will be  
10 Aaron Gross representing L.A. City Councilmember Ruth  
11 Galanter's office.

12 MR. GROSS: My name is Aaron Gross. And I'm sorry  
13 Councilmember Galanter couldn't be here, but she asked  
14 me to make a statement on her behalf.

15 Thank you very much everyone for being here  
16 tonight. In light of the events of September 11th the  
17 entire Master Plan is most likely obsolete. The  
18 assaults on the World Trade Center and the Pentagon have  
19 demonstrated that airports must operate differently or  
20 they may not be able to operate at all.

21 Even before September 11th trends within the  
22 airline industry were unclear. While the Los Angeles  
23 World Airports' proposed Master Plan includes in all of  
24 its alternatives runways to accommodate planes carrying  
25 600 passengers or more, airlines have, in fact, been

1 flying and buying more 757s and 767s. Certainly since  
2 September 11th, demand has fallen off the charts and the  
3 demand forecasts that the entire Master Plan is based on  
4 are no longer useful. In fact, the EIS/EIR is so flawed  
5 in its conception and current relevance that the  
6 environmental assessment is inherently flawed as well.

7 I'm concerned that we're now being asked to  
8 comment on a Fifth Alternative that is conceptual, at  
9 best, with no opportunities to inspect any analysis on  
10 its impacts on the surrounding communities, businesses  
11 and residents. I'm concerned that as long as the EIR  
12 process is on the table, the door is still open for  
13 incremental expansion later in this decade. I am also  
14 concerned that nowhere on the existing plan document nor  
15 in the proposed fifth alternative is there an  
16 overarching plan to address projected aviation demand in  
17 the Southern California region using LAWA's other  
18 airports, Palmdale and Ontario.

19 I urge you to reject this planning process and  
20 begin anew with a true regional plan assessed with a new  
21 environmental document that adequately addresses impacts  
22 on a regional basis. Thank you very much.

23 MR. WALL: Thank you, sir. Our next speaker will be  
24 Mayor pro tem Bob Bruesch from the City of Rosemead.

25 MR. BRUESCH: Thank you for the opportunity to

1 testify. I am from the City of Rosemead, and I live in  
2 the same hills that Councilmember Venti alluded to. My  
3 community participated in the sound level studies a few  
4 years ago. We have a vested interest in seeing that the  
5 growth that is surely going to come in the MAP is fairly  
6 distributed throughout the whole region.

7 I am hoping that this growth is distributed  
8 fairly between all airports, Ontario, El Toro, Palmdale  
9 and March for two additional reasons and that being that  
10 it would distribute jobs to those who are in house-rich  
11 areas who would have the additional use of being able to  
12 alleviate -- ameliorate the imbalance in job-housing  
13 ratios in those areas. It also would be evenly  
14 distributing the cost of the security and safety issues  
15 that was alluded to by Mayor Hahn.

16 I also think that if certain areas in our  
17 region promote developments which pull in tourists, that  
18 those certain areas should be responsible for accepting  
19 the additional air passengers that those developments  
20 cause.

21 Finally, if a truly regional airport approach  
22 must be developed, then also the ground level  
23 connections between those airports must be improved.  
24 First, we must correct the mistake that we made many  
25 years ago by not having a terminal for the Green Line at

1 LAX. That has to be part of the new Master Plan.

2 Secondly, let's make all of our light-rail  
3 system more passenger and baggage friendly so that the  
4 passengers have an alternative of getting down there  
5 rather than the freeway.

6 And, finally, I'm hoping that the plan  
7 promotes a regional high-speed rail system which will  
8 interconnect the regional airports and also provide  
9 state air passengers another mode of transportation to  
10 go within the region and within the state. Thank you  
11 very much.

12 MR. WALL: Thank you, Mayor Pro Tem. The next three  
13 speakers will be Doyle Campbell, Tony Miera and Jon  
14 Russell. First, Mr. Campbell. This is Doyle Campbell  
15 representing the L.A. County Sheriff's Department.

16 MR. CAMPBELL: Thank you. I'm representing Sheriff  
17 Lee Baca tonight. He is currently on a plane bound for  
18 LAX coming back from New York where he spent the better  
19 part of the day touring ground zero with Governor Gray  
20 Davis. He asked me to come here this evening and share  
21 some comments about LAX security.

22 LAX may be within the boundaries of L.A. City,  
23 but a safe and secure airport is everyone's  
24 responsibility. At times like these, in particular, the  
25 geographic boundaries that separate the City of



1 Los Angeles from Los Angeles County or the incorporated  
2 cities for which we provide law enforcement  
3 responsibilities are never an issue.

4 The Los Angeles Sheriff's Department work  
5 closely with the LAPD and federal law enforcement  
6 agencies on improving safety and security of all major  
7 institutions in the region during these difficult times.  
8 We will continue to do so in the months and in the years  
9 ahead.

10 I'm not here today to suggest specific new  
11 security procedures for LAX, neither for the near term  
12 or the long term. You already have excellent people  
13 looking into that. I am here to offer the assistance of  
14 our department that we could provide in the coming  
15 months if you develop new security procedures and make  
16 changes to LAX to greatly discourage, if not, prevent  
17 future acts of terrorism.

18 While people may differ precisely on what  
19 needs to be done at LAX, I don't think anyone could  
20 disagree with Mayor Hahn's goals of making the L.A.  
21 Airport the safest in the nation. We owe that to the  
22 public, to the nearly 60,000 employees that work at LAX  
23 and all the communities that surround the airport.  
24 Thank you.

25 MR. WALL: Thank you, sir. Next will be Mr. Tony

1 Miera. That's M-i-e-r-a.

2 MR. MIERA: My name is Tony Miera. I'm a resident  
3 of Monterey Park. I reside at 551 Taylor Drive in  
4 Monterey Park. Just to give you a few notes about me.

5 44 and a half years ago I was recruited from  
6 out of state to come here to live in this area. And I  
7 looked at all the cities around here, and I selected  
8 Monterey Park because it's clean, nice and quiet. Well,  
9 I'm here to protect the turf of my neighbors who have  
10 talked to me about this for a long time.

11 Our neighbors have made thousands of  
12 improvements here in the city. We were hoping that  
13 things would be better, but before the 9/11 problem,  
14 disaster in New York, we sat down and we counted how  
15 many airplanes were coming. For three weeks it was a  
16 constant flow of airplanes. I live up in the 700 and 21  
17 feet level. So you could imagine seeing these planes  
18 coming in all evening long. They are not very quiet.  
19 But this city used to be extremely quiet, nice, clean  
20 city. It has turned out, I have a 93-year-old  
21 mother-in-law who has a hard time sleeping right now  
22 with all the planes coming in.

23 Since 9/11 I have traveled to Ontario, taken a  
24 plane out of there. There's a lot of possibilities in  
25 Ontario. I'll tell you, I'll never go to LAX. I used

1 to go to LAX about seven times a year. I'll never  
2 travel down that way. That's too far, too much traffic  
3 first of all. But I hope that you consider that the  
4 traffic of the planes coming over at one time had to go  
5 over the 60 Freeway. Now they are encroaching way  
6 beyond one and a half miles over my house. You can see  
7 them right over us. All evening long you could just see  
8 those flights. It's not fair for the residents that  
9 have spent a lot of money, a lot of improvements because  
10 we felt Monterey Park was a proper place for us to raise  
11 our family.

12 So my recommendation is that we start  
13 expanding the security at LAX, but also at Ontario.  
14 Let's make some improvements in Ontario so people will  
15 be more apt to drive down to Ontario because I think  
16 it's a lot better facility there than LAX.

17 I'll just tell you about me. I'm the ex-chief  
18 deputy controller for the City of Los Angeles. I worked  
19 for James Hahn for four years. I know the expenditures  
20 that were done in all facilities. I think you should  
21 consider expanding Ontario and come up with some  
22 security issues. Thank you.

23 MR. WALL: Thank you, sir. Our next speaker will be  
24 Mr. Jon Russell representing the Airline Pilots  
25 Association.

1 MR. RUSSELL: Good evening. Thanks for having me.  
2 Because I'm a pilot, I'll start with the aircraft. It  
3 sits parked on the tarmac. Who has access to a parked  
4 aircraft? As it turns out, a lot of people, caterers,  
5 cleaning crews and mechanics among others. Many of  
6 these individuals are neither airline nor airport  
7 employees nor do they have to pass through the same  
8 security screening points that I or my crew or  
9 passengers have to go through. For obvious reasons, I'm  
10 not going to discuss the details of these concerns,  
11 however, I will say that access to aircraft is an area  
12 where we need major improvement.

13 Another aspect of access is identification.  
14 Restricting access to authorized persons is only as good  
15 as the means we use to identify the persons seeking  
16 access.

17 Some of you may remember the PSA incident in  
18 the late 1980's where a fired employee used his ID card  
19 to smuggle a gun around the security checkpoints and  
20 used that same gun to kill the pilots while the aircraft  
21 was airborne. At that time it called for a universal  
22 access system using identification cards that would be  
23 scanned and checked by a computer against the central  
24 database.

25 Since then we have developed so-called "smart

1 cards" which incorporate a small computer chip that can  
2 store information such as a photo of the holder and a  
3 PIN number that would have to be entered by the employee  
4 whenever he passes through a controlled checkpoint.  
5 This would eliminate the use of fraudulent, expired,  
6 lost or stolen cards. It would also reduce or eliminate  
7 the need for pilots and others to carry multiple ID  
8 cards for use at different airports.

9 Moving away from the airplane, we need to talk  
10 about baggage and freight. Bombs on board -- excuse me.  
11 Bombs on board the aircrafts still are a security  
12 concern. To provide maximum protection we're going to  
13 have to move toward screening freight and checking  
14 luggage using the best detection technologies. This is  
15 going to be neither easy or cheap. We need to do it  
16 sooner rather than later. Purchasing these machines is  
17 the easy part. They must then be integrated into the  
18 flow of baggage and freight streams.

19 The other area that needs improvement is the  
20 matching of checked bags to passengers onboard the  
21 aircraft. This is done on many international trips. We  
22 need to expand this to cover domestic flights as well.  
23 As with screening freight and checking baggage, this  
24 will not be cheap or free, especially if we do not want  
25 this to become a major bottleneck to anti-performance.

1 I have to hurry up.

2 I do not want my next point to be taken as a  
3 criticism or a call to end the project. I understand  
4 there is a proposal to create a centralized security  
5 check-in facility for passengers away from the main  
6 terminals. I am not clear as to what all the benefits  
7 of such a facility might be. I would raise the  
8 following question: Given the cost of a particular  
9 project, would the net increase in security be more than  
10 the increase in security that might be realized by  
11 spending the same money on improvements in other areas  
12 such as the ones I've mentioned here?

13 Given there is enough money to do all the  
14 things we want to do, we must be judicious in  
15 prioritizing our needs and expenditures. I hope the  
16 planners and security experts will have done the math,  
17 so to speak, before moving ahead with this particular  
18 project.

19 MR. WALL: Thank you, Mr. Russell. Ladies and  
20 gentlemen, if you have comments more lengthy than three  
21 minutes, feel free to submit them in writing. I'm going  
22 to call two more speakers before we take a ten-minute  
23 break. Those speakers will be Mr. Tom Moxley and  
24 Mr. Douglas Williams. Mr. Moxley.

25 MR. MOXLEY: My name is Tom Moxley. I represent

1 some 4,000 ironworkers here in Southern California  
2 across the entire basin, their wives, their husbands and  
3 their families.

4 We want to see a regional airport created. We  
5 also want to see a modernization of LAX. It means jobs.  
6 It means construction jobs. It means permanent jobs.  
7 Wherever there is an airport, there are jobs.  
8 Businesses traditionally come to where the airports are.  
9 Our desire is for security, for safety, but also this  
10 economic engine needs to keep going. Today I listened  
11 to the news -- and Mayor Hahn says we're going to go  
12 into three quarters of deficit recession. Some 79,000  
13 jobs are going to be lost in the next year. This LAX  
14 modernization, the Regional Airport Plan addresses some  
15 450,000 permanent jobs, good-paying jobs, here in  
16 Southern California. There isn't a city that doesn't  
17 have an ironworker that lives in Southern California.  
18 Thank you.

19 MR. WALL: Thank you. Our last speaker  
20 before taking a break will be Mr. Douglas Williams.

21 MR. WILLIAMS: I'm Douglas Williams, 2057 South  
22 Atlantic Boulevard. I'm also an agent with the  
23 ironworkers.

24 There are a couple of things that have been  
25 brought up that we really need to address, first the

1 safety of the airport, all people flying out of it. I,  
2 too, come in and out of there all the time for two  
3 reasons, the availability of cheaper flights and the way  
4 that flights are structured. You could get a flight  
5 anywhere out of the country almost at any time. Until  
6 we get a regional airport system that will address that,  
7 you know, coast to coast, people are still going to come  
8 to LAX. Let's face it. It's convenient.

9 But I sit on those planes and watch those tips  
10 come real close. Traffic controllers want to see  
11 modernization to take care of that problem. If they  
12 address that, that will take care of the problem of the  
13 delays. There will be less fuel being burnt, the air  
14 will be cleaner, everything. I, for one, do not add to  
15 the problem of traffic at the airport. I like the  
16 off-site airport parking, take the shuttle in. That's  
17 the only way to do it.

18 One thing that everybody has to realize, all  
19 the unions are for the regional airport system, but LAX  
20 is a jewel. As the hub at the center point of the hub,  
21 it has to be the one that we use because people come in  
22 from anywhere in the world there. That's the economic  
23 engine of Southern California, believe it or not. Thank  
24 you very much.

25 MR. WALL: Thank you, sir. I want to congratulate



1 everyone. You've done a marvelous job with your  
2 comments, very clear and succinct. I'm sure the  
3 gentlemen that are receiving comments have gotten a lot  
4 of good information. It's 7:01. We'll start again at  
5 7:11. Let's take a ten-minute break.

6 (Recess was taken.)

7 MR. WALL: Ladies and gentlemen, if I could ask you  
8 to take your seats. We will reconvene the public  
9 hearing. I will welcome you, again, to the continuation  
10 of the public hearing to receive comment on the Master  
11 Plan Environmental Impact Statement and Environmental  
12 Impact Report.

13 Again, our format is that each speaker will be  
14 called to the lectern and given a total of three minutes  
15 to make your presentation. If have you written  
16 comments, please feel free to leave them with us. Those  
17 will be entered into the record as well. If you would  
18 like to leave a business card with the court reporter,  
19 we will make sure we get your business or home address  
20 entered into the record as well.

21 The next two speakers will be Richard Slawson  
22 and Sergio Rascon. Mr. Richard Slawson.

23 MR. SLAWSON: Good evening. My name is Richard  
24 Slawson. I'm the executive secretary of Los Angeles and  
25 Orange Counties Building Construction Trades Council.

1 Our group represents 130,000 craftsmen and women working  
2 throughout this region. Our address is 1626 Beverly  
3 Boulevard in Los Angeles.

4 We've followed the airport plans for a number  
5 of years now and attended quite a few hearings. And  
6 I've testified at quite a few hearings as well. And  
7 we've submitted written comments as well. I want  
8 everyone to know that the building trade's unions  
9 support the idea of regional airport expansion. And in  
10 fact, we worked hard to see that an international  
11 airport is constructed at the El Toro Airforce or Marine  
12 Base in Orange County and as well pushed for further  
13 modernization at Ontario Airport. We know also that  
14 there are many other airports in the area that could  
15 take up some of the slack. However, as was stated  
16 earlier, Los Angeles International is an important part  
17 of the overall air transportation system in Southern  
18 California. And it's vital that it be modernized.

19 Our elected officials need to move forward on  
20 modernization at LAX or it will put thousands of workers  
21 in jeopardy, thousands of families in jeopardy of losing  
22 their jobs. There are 400,000 jobs that are related to  
23 LAX, and the airport is a critical part of our economic  
24 infrastructure. While it is extremely appropriate and  
25 necessary to make sure LAX is the safest and securest

1 airport in the country, we can't lose sight of the fact  
2 that it remains an integral part of our overall  
3 infrastructure. We need a safe and secure airport, but  
4 we have to recognize the safety of our economic future  
5 and the security of working families in this area is  
6 also at stake.

7           There are hundreds and thousands of working  
8 families in our areas whose livelihoods depend on  
9 keeping LAX competitive with other airports in our  
10 region, not just in Southern California, but in the  
11 region of the western states. Let's have a regional  
12 solution to this issue, but LAX must be a major part of  
13 that solution.

14           The workers that we represent are very excited  
15 about the safety and security proposals that Mayor Hahn  
16 has put forth. In fact, tonight, I'm also happy to hear  
17 that Mayor Gordon of El Segundo is supportive of the  
18 possible changes the city will be proposing. I have not  
19 heard that before. Many of the speakers from the area  
20 of the airport have been against any proposals. I am  
21 happy to see there is some breakthrough.

22           The September 11 attacks were devastating,  
23 however, I believe the opposite effect that the  
24 terrorists expected has happened. We are coming  
25 together in this area. Listening to the testimony here

1 tonight I think we're close to a solution. We will come  
2 together on an LAX proposal, and I'm sure with the  
3 leadership of Mayor Hahn it will fulfill the safety,  
4 security and travel needs of our area. Thank you very  
5 much.

6 MR. WALL: Thank you, sir, for your testimony. The  
7 next speaker will be Sergio Rascon.

8 MR. RASCON: Thank you. My name is Sergio Rascon.  
9 I'm the business manager of Laborers Local 300 in  
10 Los Angeles. I represent over 6,000 members in the  
11 County of Los Angeles and, of course, this means a lot  
12 to us. As Dick just mentioned, it means a lot of jobs  
13 to Laborers Local 300.

14 Although we're not ignorant of the fact that  
15 there is a lot of concerns, and we stand with those  
16 concerns, we want to make sure that the people in the  
17 surroundings understand that we're not all about just  
18 jobs, but we are all about security and safety. And we  
19 will stand with them to make sure that their concerns  
20 are heard. But at the same time we must understand one  
21 thing. If we do not go ahead with the modernization of  
22 this airport, you can consider Los Angeles to be a ghost  
23 town. These jobs are much needed. Our people depend on  
24 it. As you can see, before the 9/11 incident, thousands  
25 and thousands of people were working there. Now

1 thousands and thousands of people have been laid off.

2 If we don't do something about it, again, I  
3 must repeat to you, this will be a ghost town. Sure we  
4 can go to Palmdale. Sure we can go to Ontario. Sure we  
5 can go anywhere else, but how many people are willing to  
6 go as far as Palmdale, as far as Ontario, for a job that  
7 only pays \$6, \$7 an hour. We must understand that. We  
8 have to have good paying jobs at this airport and any  
9 other job that is needed to keep the community healthy  
10 and have their benefits.

11 So I encourage each and every one of the  
12 people present that we're with you, even if you have the  
13 concerns and you're opposing it. But we're with you and  
14 we'll stand with you to make sure that you will be heard  
15 and that we can come to the middle of it and work  
16 together, and let's get this airport going, and let's  
17 get the jobs back where they belong. Thank you.

18 MR. WALL: Thank you, sir. Our next three speakers  
19 will be Sotero Lopez, Dan Humber and Eric Jackson.  
20 Mr. Lopez? Mr. Lopez is not here. I will call his name  
21 again later. Mr. Humber, Mr. Dan Humber.

22 MR. HUMBER: My name is Dan Humber. I'm an  
23 ironworker out of Local 433. I live in the Montebello  
24 area, 222 West Via Corona, Montebello.

25 I'm a native Californian here and I'm a

1 construction worker. I've been working construction  
2 here all my life since I got out of high school. L.A.  
3 Airport has been around ever since I can remember. When  
4 I was a kid, we used to go to the beach down there and  
5 by the airport. It's important that we keep this  
6 airport and get this recommendation done and make it  
7 secure for me and my family because when I travel, I use  
8 LAX because it's convenient for me. It's easy access,  
9 and I'm able to get to where I'm going. But we need  
10 these jobs here, and we need to maintain the airport  
11 there, especially if business does pick up in the air  
12 business.

13 I've been in airplanes sitting on that runway  
14 waiting to take off for a long period of time. There's  
15 been -- it's been very crowded. And I feel that we will  
16 need -- this airport needs to be renovated to make it  
17 safe and secure for everybody and -- you know, the  
18 airplanes nowadays are bigger. The stuff I heard here  
19 tonight makes me concerned we need to have an updated  
20 airport, a modern airport that's safe and secure for the  
21 family. Especially nowadays with new security, things I  
22 heard here about security, it's important that we have  
23 the security.

24 I know when I went to pick up one of my  
25 nephews at the airport a couple of weeks ago we went

1 over there to parking lot C. It was very inconvenient  
2 to go to that parking lot and shuttle and go through all  
3 the hassle. Now I understand they opened it up. It  
4 needs to be -- you know, the security needs to be where  
5 we could be safe and the airlines can be safe, but we  
6 don't want to lose this airport. We need to do this  
7 work, the renovation work. I'm just here to state my  
8 case. There's a lot of our members that do a lot of  
9 this renovation work on this airport and has been doing  
10 it for many years. Thank you.

11 MR. WALL: Thank you, sir. Mr. Eric Jackson  
12 followed by Mr. Rodger Visek.

13 MR. JACKSON: Good evening. My name is Eric Jackson  
14 I'm a pipe fitter. I've been a pipe fitter for 28  
15 years. For the last 28 years we've worked at that  
16 airport. The airport expansion is critical for economic  
17 growth, for jobs of people in the community. Safety now  
18 being the grave issue after 9/11.

19 But, again, I'm a pipe fitter. I work hand in  
20 hand with boilermakers, ironworkers, as Dick Slawson  
21 said, over 130,000 people in L.A. basin. We're  
22 constructors. We build things. If we don't have an  
23 opportunity to build things, we have to go somewhere  
24 else. It is vital for the people in the industry, the  
25 building craft industry, to have this airport

1 modernization built and expanded in a professional  
2 manner, fast, efficiently safe. To bring jobs to the  
3 community will help my family, my grandchildren, your  
4 grandchildren and a lot of other people. It's  
5 convenient as all the other people got up here and  
6 spoke. LAX is one of the few airports in Southern  
7 California, you can get a flight almost anytime, anytime  
8 of the day.

9 So I urge you to concur with the people that  
10 are for the airport, and I thank you at this time.

11 MR. WALL: Thank you, Mr. Jackson. Mr. Rodger Visek  
12 followed by Mr. Michael Collins.

13 MR. VISEK: Good evening. My name is Rodger Visek.  
14 I live at 1660 Kempton Avenue in the beautiful City of  
15 Monterey Park. I came to this city because I like the  
16 quality of life, the peace and the quiet that this city  
17 has afforded our family.

18 I attended a meeting of the FAA last year in  
19 which it was conducted in the City Hall of Monterey Park  
20 and it discussed the subject of the flights over the  
21 city and the quality of life. My credentials as far as  
22 knowing anything about aircraft, I served with an  
23 antiaircraft outfit in the United States Marine Corps in  
24 the Marianas in the '40s. So I know a little bit about  
25 tracking aircraft.



1           The aircraft have been coming over our home at  
2 a rate of about 22 to 24 an hour in a fog-bound LAX.  
3 They have been coming in at elevations somewhere between  
4 1,500 feet up to about 2,500 feet above sea level.  
5 However, we know that the topography of Monterey Park is  
6 in the area of 500 to 700, 800 feet. So we've got the  
7 planes coming in real close. Some FAA person came along  
8 and said, "Well, the noise isn't too bad," but the noise  
9 bounces off the walls, the hills and we get the echo  
10 effect.

11           So with that thought in mind, I'm asking that  
12 we propose raising the elevation up to the 3,500- or  
13 4,000-foot level when they are making their pass to  
14 connect into the glidepath which is running about 4,000  
15 or 5,000 feet about ten miles south of Monterey Park.  
16 If this can't be done, I was even thinking in terms of  
17 asking our city counsel to propose that Monterey Park  
18 become a no-fly zone and any aircraft coming over the  
19 city would be fined \$10,000 for soundproofing homes in  
20 the city.

21           I thank you very much for this opportunity to  
22 vent a little bit of frustration about the quality of  
23 life. I hope everybody will concur with it. As far as  
24 the Master Plan and job security and all that, I'm with  
25 that 100 percent. Thank you.

1 MR. WALL: Thank you, sir, for your comments. Next  
2 will be Mr. Michael Collins followed by Merry Norris.

3 MR. COLLINS: Hello. I'm Michael Collins. I'm  
4 executive vice president at the L.A. Convention  
5 Visitors' Bureau. I'll mention a couple of things that  
6 are probably obvious to many people in the room.

7 LAX is the distribution system for our visitor  
8 economy. That economy is a large 123 million visitors,  
9 13.6 billion dollars in direct, unmultiplied, new  
10 revenue coming into this market, 240,000 workers. And a  
11 better way of framing it is for every one percent of  
12 growth in the visitor arrivals, we find ourselves  
13 getting 280 million dollars in new revenue into this  
14 economy.

15 Virtually half of domestic visitors arrive by  
16 air and every single one, for all practical purposes, of  
17 international visitors arrive by air. They account for  
18 those international visitors, about one-third of the  
19 entire 13.6 billion dollars in this economy. And it's  
20 that segment of our economy right now that is in  
21 expansion. And it's that international market and its  
22 current afflictions that are driving the loss of about  
23 2 billion dollars that we anticipate between the end of  
24 September and the beginning of June, and perhaps more  
25 dramatically the loss of 41,000 jobs within Los Angeles.

1           We have to look to a future right now. We  
2 certainly aren't about to define the issues which we  
3 look forward to as being defined by the current status  
4 quo. The goal would be to maintain our Gateway status,  
5 protect share-of-market losses, especially in Asia,  
6 while taking advantage of every option to distribute the  
7 demand for L.A. throughout the LAWA system. To do that,  
8 we believe that security will indeed qualify this  
9 destination as open for business. Without it, any other  
10 considerations will not apply, especially if we're to  
11 address the international market that currently remains  
12 in paralysis largely because of the security concerns.

13           To be secure and user-friendly is the art  
14 form. That is the most difficult challenge that's  
15 facing this particular group. The timing for addressing  
16 that challenge could not be better. Now is that time to  
17 introduce the due dynamic of security into the planning  
18 alternative that is already building on the good work  
19 done to date. You could not pick a better time to  
20 introduce security into the current planning. Thank you  
21 very much.

22           MR. WALL: Thank you, Mr. Collins. Our next speaker  
23 will be Ms. Merry Norris followed by Mr. Nicholas Ragus.

24           MS. NORRIS: Good evening. I'm Merry Norris,  
25 executive director of Gateway to L.A. which is a

1 property-based business improvement district. Our  
2 offices are located at 6151 Century Boulevard in  
3 Los Angeles.

4 By way of explanation, the Gateway to L.A. is  
5 comprised of properties along Century Boulevard between  
6 the 405 Freeway and Sepulveda Boulevard at LAX as well  
7 as several properties on Airport and Aviation Boulevards  
8 between Century and 98 Street.

9 Gateway to L.A. is comprised of 13 hotels,  
10 7,200 hotel rooms, over 15,000 parking spaces and  
11 several million square feet of office and commercial  
12 space. Gateway to L.A.'s goal is to revitalize the  
13 properties and businesses within our borders and to  
14 create a meaningful and recognizable Gateway to the City  
15 of Los Angeles. We have worked successfully with LAWA  
16 on improvements to the LAX Gateway area. I'm sure  
17 you're aware of the beautiful enhancements, recent  
18 enhancements, which include the lighted pylons and palm  
19 trees which have become really a new landmark for the  
20 city.

21 Since well before September 11th, the Gateway  
22 bid has been working with the architecture for DMJM to  
23 develop a vibrant new vision for our area. We are  
24 hoping next to partner with LAWA with these plans  
25 because it is now time to take a different approach at

1 LAX. In considering a new approach, we all know that  
2 the assurance of safety and security is a paramount  
3 importance for all travelers. Any future changes are an  
4 opportunity for a win-win situation for businesses in  
5 and around Los Angeles as well as our neighbors. These  
6 opportunities would create new jobs, provide large scale  
7 entertainment, develop more parking and also to develop  
8 safer modes of ground transportation. In collaboration  
9 with DMJM, we have been developing really big ideas  
10 which we call "Aeratropolis," a Gateway, a destination  
11 point which exemplifies and proliferates the brightness,  
12 the grandness and bigness of the city in which we live.  
13 We look forward to sharing our ideas with you. Thank  
14 you very much.

15 (The statement submitted for the record  
16 was marked as Statement 7.)

17 MR. WALL: Thank you, Ms. Norris. Our next speaker  
18 will be Nicholas Ragus followed by Mr. Wayne Lovett.

19 MR. RAGUS: My name is Nicholas Ragus. I live at  
20 716 Rodman Circle in Monterey Park. I would like to  
21 welcome you here tonight. I want to demonstrate the two  
22 ways we carry on conversations in my neighborhood. This  
23 is the first way, (indicating). And this is the second  
24 way we do it (indicating).

25 Now, this started around 1995. Prior to then

1 I was always traveling. I noticed when I got home that  
2 I was always looking up at aircraft. Anyway, LAX has  
3 already unilaterally expanded operations over Monterey  
4 Park. This was accomplished without an environmental  
5 impact study nor a mention of any Master Plan. So I'm  
6 all for Mayor Hahn's new plan because you've already  
7 expanded over our city anyway. When we citizens called  
8 to complain to the FAA and LAX, the two agencies give us  
9 the City Hall salute.

10 While we may not know who's really in charge  
11 of the aircraft flying over our homes, we are sure of a  
12 few facts. One, outdoor conversations are nearly  
13 impossible now. Two, TV signals inside the house are  
14 interfered with, but that's okay because we can't hear  
15 the TV anyway. And, three, our children at school live  
16 under the shadows of these aircraft and our schools are  
17 not insulated to prevent this sound from interfering  
18 with the classroom time. I've talked to several  
19 teachers there. They stop instruction for these  
20 aircraft to fly over. It takes a long time for a 747  
21 with flaps and slats deployed and gears down to lumber  
22 on over our city. And, also, on Sundays our ministers  
23 have to stop sermons in order to accommodate LAX  
24 traffic.

25 So that's what life has been like here in

1 Monterey Park since 1995. The sound levels are  
2 equivalent to those of the cities adjacent to LAX.  
3 Unfortunately, when we call the FAA and LAX, they say,  
4 "Well the Master Plan and Environmental Impact Study  
5 really doesn't accommodate a city so far away from LAX.  
6 They are only for cities that are directly adjacent to  
7 the airport." See, we're kind of stuck in a Catch 22  
8 situation. While we're all for expansion of LAX, we all  
9 want jobs -- in fact, my career is in commercial  
10 aviation -- but if I wanted to hear airplanes 24 hours a  
11 day, I'd live at LAX. I chose Monterey Park because  
12 that's where I was born and raised and it was a quiet  
13 city at one time.

14 So I hope we can come up with a plan and move  
15 those aircraft north maybe over a small minority  
16 community like San Marino or south over the railroad  
17 yards in the City of Commerce, but keep them away from  
18 our homes here. Thank you.

19 MR. WALL: Thank you for your comments. Mr. Wayne  
20 Lovett followed by Mr. Luis Cabrales.

21 MR. LOVETT: Good evening. My name is Wayne Lovett.  
22 I'm with Mercury Air group which is an aviation service  
23 provider located here in Los Angeles. We have been at  
24 LAX since 1954 when we were founded by several members  
25 of the Flying Tigers Group out of China.

1           Our company is not just at LAX. We also are  
2 at Ontario. We are also at Burbank. We are also all  
3 over the country. So we don't have a particular grief  
4 about any particular place that should or should not be  
5 the Gateway to Los Angeles and Southern California. The  
6 fact of the matter is, LAX is the Gateway to Southern  
7 California. It is the regional airport that we have  
8 today. What we are looking for is a safe, secure and  
9 efficient airport.

10           We applaud the idea that this Master Plan  
11 should move forward. We applaud the idea that Mayor  
12 Hahn has to consider safety and security and going  
13 forward with the Master Plan. Surely anybody can see  
14 that that is necessary given the events of 9/11. Just  
15 as surely, if we needed a demonstration of what happens  
16 when you emasculate our system, you've seen it. You've  
17 seen the job losses. You've seen the economic loss.  
18 You've seen what happens when you don't pay attention to  
19 your economic infrastructure. What we are looking  
20 forward to here is a plan that does just that. It pays  
21 attention to the infrastructure and what is necessary to  
22 make this system work.

23           We believe that Mayor Hahn and LAWA have acted  
24 responsibly in moving forward with the LAX Master Plan  
25 at the same time focusing the process on safety and



1 security. The Mayor's fresh ideas on how to shape the  
2 Master Plan are constructive and most welcome.

3 The bottom line, ladies and gentlemen, all of  
4 us here, is that while some things have changed, other  
5 things have not. LAX is still the Gateway to this area.  
6 At the end of the day something needs to be done.  
7 Studies need to end and decisions need to be made. What  
8 we pay you to do is to make the studies, but at the end  
9 of the day what we pay you to do is to make the  
10 decisions. I would ask you to move forward and do that.  
11 Thank you.

12 MR. WALL: Thank you, Mr. Lovett. Luis Cabrales  
13 followed by Ms. Carole Hossan.

14 MR. CABRALES: Thank you, sir. Good evening, ladies  
15 and gentlemen. My name is Luis Cabrales. I'm an  
16 assistant director of outreach at the California League  
17 of Conservation Voters Education Fund.

18 According to Coalition for Clean Air, the  
19 Los Angeles Airport is the second largest industrial  
20 small source in the Los Angeles area. For many years  
21 low-income communities and communities of color located  
22 under the airport's flight path have endured these  
23 sources of pollution. The proposed expansion will  
24 intensify the airport's environmental impact of those  
25 communities.

1 I am also a resident of Pico Rivera. It's one  
2 of the communities located under the proposed LAX  
3 expansion pathway. But I have lived all my life in  
4 Southeast L.A. For many years I also had to endure the  
5 noise and air pollution created by the airplanes that  
6 flew just above my home, schools and parks where I  
7 lived, played and studied. I was actually living in  
8 Southgate when one of the tires from one of the  
9 airplanes fell not too far away from my house, by the  
10 way.

11 The proposed expansion, which according to the  
12 Environmental Impact Report has significant impacts for  
13 aircraft noise and pollution in low-income communities  
14 and communities of color making it one of the most  
15 important issues this community faces. Thus, it is time  
16 for L.A. officials to pay attention to the environmental  
17 injustice implications that the LAX has had for so many  
18 years and how this expansion will exacerbate this  
19 pollution rate.

20 It is important to mention that many of the  
21 people who have been impacted by health problems from  
22 this pollution are brothers, sisters, siblings,  
23 children, parents of union members and even union  
24 members themselves. So far the jobs and money created  
25 by the LAX have not improved the health status of the

1 Latino and African communities that surround the LAX.  
2 And the pollution increases that will come with the  
3 expansion will only exacerbate this problem. Thank you  
4 very much for your time.

5 (The statement submitted for the record  
6 was marked as Statement 8.)

7 MR. WALL: Thank you, Mr. Cabrales. Next will be  
8 Ms. Carole Hossan followed by Mr. Harry Rose.

9 MS. HOSSAN: Hi. My name is Carole Hossan. I live  
10 in Westchester. As a native of Westchester resident, I  
11 oppose LAWA's preferred Alternative C because it would  
12 remove homes in one-third of our central business  
13 district. I also oppose projects like the proposed  
14 Sepulveda widening, my community becoming a mere  
15 transportation corridor to LAX. In past expansions  
16 Westchester has lost thousands of homes and residents.

17 Frankly, I'm very displeased with the current  
18 situation of having the previous Master Plan alternative  
19 still looming over us. Now, we also have the nebulous  
20 fifth alternative, which according to an article in the  
21 L.A. Times is a proposal for a new security conscious  
22 LAX which exists only in Mayor Hahn's mind and in the  
23 preliminary concepts of airport planners which means the  
24 public is being asked to offer suggestions without  
25 seeing a single picture, map, sketch or even basic

1 description of the mayor's concept. I think we need  
2 more than that to work from. The devil is always in the  
3 details. Briefly, I believe the previous Master Plan  
4 should be officially declared dead in writing. I oppose  
5 the runway extension suggested in Alternative Five. I  
6 oppose incremental expansion and I favor lowering the  
7 noise levels.

8 As for safety improvements at LAX, one, having  
9 the allotted number of air traffic controllers on staff  
10 would be good. Two, adopting the solution proposed by  
11 NASA's Research Center for preventing runway incursions,  
12 and, three, making sure all luggage on domestic flights  
13 is screened. Thank you for your time.

14 MR. WALL: Thank you, Ms. Hossan. Mr. Harry Rose  
15 followed by Ms. Holly Hightower.

16 MR. ROSE: My name is Harry Rose. I live at 7725  
17 Hindry Avenue in the Westchester District in the City of  
18 Los Angeles. Historically, the communities of  
19 Westchester, Playa Del Rey, Inglewood and El Segundo  
20 have born the brunt of LAX expansion. We're the ones  
21 that must bear the increased air pollution, traffic and  
22 noise pollution of any proposed expansion of LAX. We  
23 are the ones who face the destruction of our business  
24 district and many of our homes by the proposed extension  
25 of the north runway.

1                   Last April Southern California Association of  
2 Governments endorsed a regional approach to increase the  
3 airport demand. We currently have only one  
4 international airport to serve a five-county region of  
5 what LAWA calls Ontario International Airport, it has no  
6 customs. From a logistical and safety standpoint,  
7 continued expansion of LAX is senseless. Continued  
8 expansion -- I'm sorry. This region needs another  
9 international airport, not just one in name only. Thank  
10 you.

11           MR. WALL: Thank you, sir. Ms. Holly Hightower  
12 followed by Mr. Darryl Bustamonte.

13           MS. HIGHTOWER: Good evening, gentlemen. Thank you  
14 for the opportunity to testify. My name is Holly  
15 Hightower. I'm the vice president for the Association  
16 of Flight Attendants. More importantly, I am a working  
17 flight attendant. Each day since September 11th myself  
18 and my flying partners have dealt with the grief and the  
19 fear associated in the aftermath of losing our  
20 colleagues to the terrorist attacks, men and women who  
21 went to work feeling safe. On September 10th, I, too,  
22 felt safe. Now we know better. And as the saying goes,  
23 when you know better, you should do better.

24                   There have been some improvements. We have  
25 the National Guard at the security checkpoints. We have

1 the one-bag-maximum imposed on the passengers, and I  
2 have seen that at work. And many items of a dangerous  
3 nature have been banned from the aircraft cabins. The  
4 front door of the airport is deadbolted. But the back  
5 door is swinging open and banging in the wind.

6 There are three simple things that need to be  
7 done to make Los Angeles International the premier  
8 airport for safety and security in the United States.  
9 One, screening checkpoints that can be set up for all  
10 ground personnel, caterers, baggage handlers, et cetera.  
11 Currently these people have access to our aircraft with  
12 only an ID badge too easily replicated. Two, all  
13 checked baggage must be screened. This is not done  
14 domestically and is a gaping hole in our security  
15 system. And, finally, three, passengers and their  
16 checked baggage must fly together. Positive bag match  
17 is essential to the integrity of the aircraft.

18 I'm certain Mayor Hahn and this body will want  
19 the best for the people who work at Los Angeles  
20 International and for those passengers who will be  
21 flying out of that airport. I believe that I will feel  
22 safe at my work place again. And I believe that the  
23 passengers will feel safe again and they will fly again.  
24 And I believe that you can help. Please set the  
25 standard. Thank you.

1 MR. WALL: Thank you, Ms. Hightower. Mr. Darryl  
2 Bustamonte followed by Mr. Bill Luddy.

3 MR. BUSTAMONTE: Good evening, ladies and gentlemen.  
4 My name is Darryl Bustamonte, concerned citizen at-large  
5 and a current user of one of the best aviation systems  
6 in the entire world.

7 I'm a firm supporter of LAX expansion. I'm a  
8 firm supporter of any airport expansion which increases  
9 not only just jobs, but the availability of one of the  
10 greatest commodities that we have. That's an airline  
11 seat. As demand for public transportation rises, that  
12 demand must be met. Regionalization, while may sound  
13 nice on the surface, airlines go where the demand is.  
14 If the demand isn't there, the airlines will not go.  
15 Shifting people and cargo to far out stations such as  
16 Palmdale may alleviate some flights, but they will  
17 increase the traffic on the roads.

18 As a citizen of Monterey Park as well, noise  
19 really is not an issue. Planes have been flying over  
20 Monterey Park for better of 40 years. I've been there  
21 for a good 35 of them. I can tell you today that CFM56  
22 is a lot quieter than a JTAD ever was. The greatest  
23 threat, I believe, as a citizen of Monterey Park is not  
24 airline noise, but people noise. Your gardeners, your  
25 barking dogs, your thumping stereos are a heck of a lot

1 louder than any airplane ever was. I believe that LAX  
2 has been a good citizen. The citizens also need to be  
3 good to the airport because it represents the lifeblood  
4 of the economy, jobs, and we need to travel. Americans  
5 do travel and we should not be stifled in that. And I  
6 thank you for your time.

7 MR. WALL: Thank you, Mr. Bustamonte. Next Mr. Bill  
8 Luddy followed by Luis Marquez.

9 MR. LUDDY: Thank you. My name is Bill Luddy. I'm  
10 representing the Southwest Regional Council of  
11 Carpenters for 533 South Fremont Avenue in Los Angeles.  
12 We represent approximately 50,000 working carpenters who  
13 live and work throughout this region. All of the cities  
14 that are represented, all of the cities that are  
15 impacted, we have members in there. We have members  
16 working there.

17 We've been in support of this plan for  
18 sometime now. We recognize the benefits of a regional  
19 approach and improvements in some of those airports and  
20 support that. But when all is said and done, there is  
21 nothing that is going to change the fact that LAX is, in  
22 fact, the central regional airport. With that said, I  
23 think the arguments that were presented by Mr. Collins,  
24 the economics out there, the job impacts, the economic  
25 engine that that represents is indisputable. It cannot



1 be ignored. It cannot be let run down.

2 We've seen since September 11th the types of  
3 impacts on the economy that are happening and that  
4 people have when they are unsure and unwilling to spend  
5 money or willing to move forward or willing to travel  
6 because they are not clear on their safety. This plan  
7 needs to be readdressed and has been refocused by Mayor  
8 Hahn's statement and by your actions on the question of  
9 safety and security. The traffic controllers, the  
10 Pilots Association, the attendants have all laid out an  
11 excellent list of issues that need to be addressed.  
12 None of that can be addressed at the facility as it  
13 stands now. It requires a new plan. It requires work.  
14 We do not have the luxury of another ten years to think  
15 about this. The economics, the safety, the security and  
16 the confidence of the public regionally and the  
17 travelers requires that we look at this issue, formulate  
18 the plan and move forward on it now. Thank you.

19 MR. WALL: Thank you, Mr. Luddy. Next will be Luis  
20 Marquez followed by Denny Schneider

21 MR. MARQUEZ: Good evening. My name is Luis  
22 Marquez. I'm a resident of the Los Angeles  
23 Florence-Graham area directly under the airport flight  
24 path. My family and neighbors, friends have been  
25 directly impacted by the airport's noise, traffic and,

1 of course, the fear of an airline air traffic tragedy  
2 directly over our houses. We have been bearing more  
3 than our fair share of the burden for a very, very long  
4 time. It's time for a truly Regional Airport Plan. We  
5 need a regional system that spreads the burdens of  
6 traffic, air pollution, noise and other impacts  
7 throughout the communities in the region. Keep LAX  
8 constrained to its physical capacity that does not go  
9 beyond the 78 million annual passengers.

10 Security and environmental justice in our  
11 airport systems have everything in common. A more  
12 decentralized airport system with LAX constrained is the  
13 best way to achieve both. Assuring maximum security  
14 dictates that we develop a more regional aviation system  
15 and not expand LAX. It makes no sense to expand LAX as  
16 it should make it a super target with no reasonable  
17 back-up options. It makes no sense to create an  
18 overcrowded LAX where the security challenges is made  
19 too complex, a security that is inevitably compromised  
20 to increased passengers throughout. It makes no sense.  
21 Common sense tells us that there is a regional planning  
22 dimension to our airport security. Common sense tells  
23 us a more decentralized airport system will be a safer,  
24 more secure airport system. Thank you.

25 MR. WALL: Thank you, Mr. Marquez. Mr. Denny

1 Schneider followed by Ms. Nora Frye.

2 MR. SCHNEIDER: Hi. I'm Denny Schneider. I come  
3 from the Westchester area. I've spoken before this  
4 board several times. I am a member of the LAX Community  
5 Noise Roundtable. I'm the subcommittee chair for the  
6 north and east sectors. I applaud the people that came  
7 out to this meeting and appreciate all of their efforts.

8 We have spoken many times about the expansion  
9 and the previous four alternatives that call for  
10 wholesale expansion of LAX. I'm glad to hear the Mayor  
11 has decided that it is unacceptable. I applaud the  
12 decision to try to make LAX safer. We look forward to  
13 working with LAWA and look forward to hearing some of  
14 the details which in the past have been very difficult  
15 to get before they were in firm concrete.

16 I also would like to commend the FAA for  
17 helping since 9/11. They are creating more jobs for the  
18 Hollywood industry because they are creating what we  
19 call the "Hollywood effect." That is, at night the  
20 planes are going every which way and making the stars  
21 look like they are moving all over the sky. In other  
22 words, the FAA has done less, not more, to control the  
23 noise in our communities. And we wish to get more  
24 control, not less.

25 We urge you to look at a regional solution

1 that spreads out the traffic, that allows people to go  
2 to an airport closer to their home so they don't have to  
3 spend two and a half hours on a freeway to get to LAX.  
4 Thank you.

5 MR. WALL: Thank you, Mr. Schneider. Next will be  
6 Ms. Nora Frye. You will be followed by Mr. Daniel  
7 Shriver.

8 MS. FRYE: Good evening. My name is Nora Frye. I  
9 live at 7844 Midfield Avenue, Westchester, California,  
10 home of the Los Angeles International Airport. I'm here  
11 all the way from Westchester. That's a long way in the  
12 evening to be driving, although I did get a ride, but  
13 I'm here in support of the people that live here locally  
14 in Monterey Park. I know what they are talking about  
15 noise. And any way that they can be helped, I'm for it.

16 I'm also here for safety and health situations  
17 at LAX International without any type of expansion.  
18 We've had enough. It's been expanded, expanded,  
19 expanded. And I personally know someone who has had to  
20 give up her home twice. As you get older, it's harder  
21 to do. I am for the Regional Airport Plan. And from my  
22 understanding, Ontario has room for a third runway  
23 within safety constraints. I think the question is how  
24 to get the airlines there. Well, where are the  
25 salespeople? Where are the salespeople to get the

1 people outside of California to fly into Ontario? I  
2 know my son has flown there on United two years ago and  
3 he had a better price than flying into LAX. Plus, he  
4 made it to our house in the same amount of time because  
5 it wasn't such a hindrance getting out of LAX.

6 Ontario is realistic for expansion. And I  
7 think every effort should be made to build the business  
8 so the airlines feel the need to go there. Thank you.

9 MR. WALL: Thank you, Ms. Frye. Mr. Daniel Shriver  
10 followed by Ada Wong..

11 MR. SHRIVER: Hello. My name is Daniel Shriver.  
12 And I'm here representing Atemi-Ryu JuJitsu, which is a  
13 close-range martial art that would be highly appropriate  
14 for flight attendants and flight crews. We've given  
15 information to Congressman Waxman. We've done a  
16 demonstration for his office, and he thinks it's highly  
17 effective and should be considered. It is a close-range  
18 combat skill. It is not a sport. It is something that  
19 is being trained right now in Fort Bragg. If we're  
20 going to have our flight attendants and flight crews to  
21 be on the front line of this new war, we should give  
22 them the tools to succeed.

23 If you have a sister or a mother or someone  
24 that you care about, you would want them to know this  
25 skill. It is a skill that uses leverage and knowledge

1 over size and strength. It is very effective. It is  
2 not a sport. It can take care of the drunken executive  
3 who is trying to take a crap on the tray. It could take  
4 care of the crazy man who is trying to pull a copilot  
5 out of the seat or it can take care of the deadly  
6 terrorist. Please consider this. We have given  
7 information to the FAA. We have given information to  
8 the Flight Attendants Association, and we are serious.

9           September 11th I lost a dear friend to the  
10 World Trade Center. He was a guy that lived in  
11 Los Angeles and got a great opportunity to be a  
12 stockbroker with his brother in the World Trade Center.  
13 He was a fighter. He was able to make some phone calls  
14 and talk about, "It doesn't look good and give everybody  
15 my best and let them know that I love them." This is a  
16 personal mission for me to see if you guys will take the  
17 opportunity to learn the skill or at least get a  
18 demonstration. It is effective. It is the real deal,  
19 and it is something that my friend from the Flight  
20 Attendants Association said, "We need to start that  
21 measure."

22           If we introduce a gun into the system, it can  
23 be used against you. A Taser is a one-fire shot. Cords  
24 come out. What if you miss the wrong person? You're  
25 done. We've eliminated pocketknives, all this stuff.

1 With a pen you can do the same damage that you could do  
2 with a box cutter. Every martial artist across the  
3 country when 9/11 happened said, "If the flight  
4 attendant that had the first box cutter to her neck only  
5 had simple martial arts, this would be a different world  
6 we're living in. I am genuine. I am sincere. This is  
7 effective. Please consider it, Atemi-Ryu LA.com is --  
8 Atemi-RyuLA@AOL.com is the way to get to me. My name is  
9 Daniel Shriver. My phone number is 310-871-9015.

10 Again, this is a personal mission. Once you  
11 see it, you'll see how effective and appropriate it is.  
12 A person could take multiple attackers. You don't have  
13 to worry if there are eight strong people in the cabin  
14 hoping they are brave and strong enough to pull somebody  
15 off. They are on the front lines. This is where the  
16 rubber meets the road. Let's give them the tools to  
17 succeed so we can all get back to flying and get back to  
18 the way we remember life.

19 MR. WALL: Thank you, sir. Ada Wong followed by  
20 Kevin Finney. Ada, are you here this evening?  
21 Mr. Kevin Finney. He'll be followed by Sotero Lopez.

22 MR. FINNEY: Kevin Finney representing the Coalition  
23 For Clean Air, 30 years of experience in Southern  
24 California working for practical solutions to our air  
25 pollution problems.

1                   Coalition for Clean Air firmly believes  
2 Southern California's future aviation demand must be met  
3 by a regional solution that will share both the  
4 substantial burdens of mitigation needed to reduce the  
5 significant environmental impacts associated with  
6 modern-day airport operations.

7                   Well before Los Angeles World Airports and the  
8 FAA proposed a massive expansion of LAX's facilities,  
9 Los Angeles International Airport was already identified  
10 as the second largest emissions source for smog-forming  
11 gases in the Los Angeles area. Currently only emissions  
12 from Chevron U.S.A. surpassed the levels of smog-forming  
13 emissions generated at LAX. The future of the airport  
14 is likely to surpass all emissions sources for  
15 smog-forming chemicals in the southcoast air basin,  
16 especially if the facility expands as proposed under the  
17 Draft Master Plan and Draft EIS/EIR as future regulatory  
18 actions where aircraft emission standards is restricted  
19 by international law.

20                   Although the Coalition is not opposed to a  
21 limited expansion scenario for the LAX facilities to  
22 help meet future aviation demand, none of the build  
23 alternatives presented in the Draft Master Plan and  
24 Draft EIS/EIR should be considered limited nor do they  
25 adequately mitigate the substantial environmental



1 impacts that will be brought upon the residential and  
2 business communities surrounding the airport and under  
3 its established flight paths.

4 If any of the three build alternatives are  
5 pursued, as described under the Draft EIS/EIR, the  
6 result is likely to be a significant increase in air  
7 toxics, fine particles, smog-forming chemicals, noise  
8 and other human health hazards. And since these impacts  
9 will fall most heavily on the low-income and minority  
10 communities surrounding the airport, they would seem to  
11 constitute a clear case of environmental injustice.

12 What is needed is, indeed, to focus on airport  
13 security and a regional solution with Los Angeles  
14 International Airport constrained in terms of its  
15 passenger capacity. The Coalition hopes that the  
16 airport authority and the FAA will consider the comments  
17 that we have submitted and will move forward on, both,  
18 adopting more significant mitigation measures and  
19 developing a new proposal that the public can comment on  
20 and a new Environmental Impact Report for that proposal.  
21 Thank you very much.

22 MR. WALL: Thank you, sir, for your comments. Is  
23 Sotero Lopez here? Mr. Verne Heitman.

24 MR. HEITMAN: My name is Vern Heitman. I live in  
25 Monterey Park under the glide path. I oppose expansion

1 of LAX. Future growth in this area is to the east and  
2 to the north in the region. Each area needs to take its  
3 share of the traffic and the economic opportunities with  
4 expansion in their areas. The current EIR needs to stop  
5 for Mayor Hahn's new proposals and to do a new EIR.  
6 Thank you.

7 MR. WALL: Thank you, sir for your comments. Is Ada  
8 Wong here? That's the last of the cards that I have.  
9 For those who wish to speak, we will remain open until  
10 9:00 o'clock in case there are others that want to come.  
11 Are there any other speakers who wish to speak.  
12 All right. We'll remain here, gentlemen, until 9:00.  
13 And we'll see if anybody else would like to join us and  
14 make a comment or presentation. Why don't we take a  
15 ten-minute stretch break. It's now 8:03. We'll be back  
16 at 8:13.

17 (Recess was taken.)

18 MR. WALL: Ladies and gentlemen, we will reconvene  
19 our public hearing. Our first speaker will be  
20 Counselwoman Norma Reid followed by Joy Rowe. Ms. Reid,  
21 are you ready? Welcome.

22 MS. LOPEZ-REID: Thank you. Good evening, everyone.  
23 My name is Norma Lopez-Reid, and I'm councilwoman from  
24 the City of Montebello. I'm also a member of the  
25 Airport Noise Community Roundtable. I would like to

1 talk about the residents of Montebello and how they have  
2 expressed ongoing legitimate concerns over this proposed  
3 expansion of LAX. In fact, the counsel and the staff  
4 receive noise and safety complaints regularly.

5 Our primary concern is the low overflights  
6 over our community. And, basically, to let you know,  
7 every time I look up in the sky, it feels like the  
8 airplane is going to land on my roof. And, you know,  
9 I'm a person who travels a good bit. So if I had wanted  
10 to live near the airport for convenience, I think I  
11 would have bought a house there. At this point in time  
12 it's not only annoying, but it's also, we believe, a  
13 safety factor.

14 At the airport's current operation,  
15 Montebello's residents as well as surrounding  
16 communities are severely impacted by the noise of low  
17 overflights. Expansion of LAX would compound the  
18 existing noise, safety and reduce quality of life  
19 issues. Because of the concerns, in August of 2000 the  
20 Montebello City Council adopted a resolution supporting  
21 a Regional Airport Plan. As such, the City Council --  
22 the City of Montebello remains steadfast in voicing our  
23 concerns and we are vehemently opposed to the expansion.

24 At this time we ask you to readdress your  
25 plan, spend time, perhaps a day in our city, and to

1 please listen to our concerns. Thank you.

2 MR. WALL: Thank you Councilmember Lopez-Reid. We  
3 appreciate your participation. Next will be Joy Rowe  
4 from Monterey Park.

5 MS. ROWE: Good evening. I'm Joy Rowe. 30 years  
6 ago the FAA designated this area Monterey Park,  
7 Montebello as a corridor, alternate corridor. Since  
8 then the demographics have greatly changed because it  
9 used to be cow pastures and hills, vacant hills.

10 We live in Monterey Park on a hill overlooking  
11 a school. We have jets going -- jumbo jets coming over  
12 at 2,500 feet. It's not 2,500 feet, it's 1,600 feet  
13 where they are coming over. The kids are stopping and  
14 looking up and waiving at the passengers in the plane as  
15 these big jets are banking and turning to go -- because  
16 we're in the downwind right now. That means they are  
17 coming -- they are going to start their landing pattern.  
18 And they are coming in not every 30 seconds, which I  
19 understand is like a mile apart. They are coming in at  
20 15 to 20 seconds over and over and over again. And I'm  
21 wondering why you have the EIR study for LAX and L.A.  
22 City, but you have not included EIR studies for out here  
23 where we are -- where we have been greatly impacted and  
24 the our kind of life has greatly changed with all the  
25 noise that we're having. Sometimes at 5:00 o'clock in

1 the morning -- we understand they are not supposed to  
2 fly after 10:00 o'clock or before 6:00 o'clock in the  
3 morning, but they do all the time. When we complain, we  
4 get no results whatsoever. So I don't know. I know  
5 L.A. City is getting money, not just LAX, but they are  
6 getting revenue. So if you're going to continue this, I  
7 propose that Monterey Park gets at least two cents per  
8 passenger that comes over Monterey Park in the planes  
9 because I know the bottom line is money. Thank you.

10 MR. WALL: Thank you for your testimony, Ms. Rowe.  
11 Our next speaker will be Marcus Hough.

12 MR. HOUGH: Good evening. My name is Marcus Hough.  
13 I am a resident of Lennox, California, which is adjacent  
14 to the L.A. Airport. We went to a lot of these meetings  
15 that the airport has been putting on, and we're trying  
16 to build a relationship with them in good faith. So  
17 what we did in Lennox is we came up, as with per the  
18 Mayor's direction as soon as he was elected, he said  
19 that he would make the airport a good neighbor or a  
20 better neighbor to the surrounding communities.

21 So what we drafted in Lennox is what we call a  
22 Good Neighbor Policy. We would like to submit that for  
23 the Mayor's consideration. We read in the paper on  
24 Sunday that he will be taking into consideration our  
25 comments. So we will submit our policy that we would

1 like him to look at and just to start working with the  
2 surrounding communities instead of having an adversarial  
3 relationship, to sit down and actually see what the  
4 Lennox community and what everybody else around the  
5 airport really wants and really could do for the airport  
6 as far as telling them how the airport is affecting us  
7 instead of just, you know, these things and meeting  
8 places that nothing really gets done, but you record and  
9 we say stuff and there's no back and forth. Thank you.

10 MR. WALL: Thank you, Mr. Hough. That's H-o-u-g-h?

11 MR. HOUGH: Correct.

12 MR. WALL: Thank you, sir. Our next speaker will be  
13 Daniel Walker. Daniel Walker.

14 MR. WALKER: Good evening. I'm Daniel Walker.  
15 Tonight I'm speaking on behalf of the Friends of the  
16 Green Line. We're a new organization this year that  
17 recently came out, basically transit users and people  
18 that ride the metrolines and the buses in the  
19 Los Angeles Airport area. And we would like to see the  
20 Green Line extended into LAX. Not necessarily the plan  
21 that was proposed originally in the Master Plan going  
22 around behind the airport to a new western terminal  
23 which might not be built now, but rather using the  
24 original concept of having the Green Line go into the  
25 front of the airport, the existing airport, maybe not

1 even the expanded airport.

2           The MTA owns a 26-mile long railroad track  
3 that runs in front of the airport right on Aviation  
4 Boulevard. It runs from L.A. Harbor to Alameda and  
5 Torrance. It runs right past the airport through  
6 Inglewood and eventually connects to the Union Station.  
7 We think that would be the ideal place to connect the  
8 Green Line from the current Aviation Station about a  
9 mile up Aviation Boulevard where they own the  
10 right-of-way to some kind of people mover or into  
11 parking lot C where you could easily connect the  
12 automated people mover system. I know there's been some  
13 articles in the L.A. Times that Mayor Hahn wants to look  
14 at improved security and improved access from the  
15 eastern side of the airport where they own some property  
16 now, where they are acquiring some property. So I think  
17 this makes sense.

18           I live about ten blocks north of the airport  
19 in Westchester. A lot of my neighbors would like to see  
20 reduced congestion, reduced air pollution. So the Green  
21 Line going into LAX is, I think, one thing that does  
22 that. It doesn't necessarily require an expansion. In  
23 fact, if the airport is smaller, it's still, I think, a  
24 good thing. Just last week the MTA voted to study for  
25 60 days extending the Green Line out to Norwalk to

1 connect to the Metrolink. In this part of town,  
2 Metrolink zooms by the freeway here. Metrolink connects  
3 to all of L.A. County and five counties in Southern  
4 California. So rather than having all these buses and  
5 cars congesting our streets in around the airport and  
6 throughout Southern California, if this Green Line is  
7 extended and improved, I think everyone benefits.

8 So we would like the airport to consider that  
9 seriously. We think it improves the safety in the area.  
10 It certainly can improve security. We could have  
11 security checkpoints where the Green Line enters the  
12 airport. It reduces congestion, noise in the area. So  
13 we're eager to work with LAX and MTA and local city  
14 officials to make the Green Line to go where it's meant  
15 to go all along, where it was originally designed to go.  
16 Thank you very much.

17 MR. WALL: Thank you, Mr. Walker. I have no other  
18 cards at this time. We'll take a five-minute break in  
19 anticipation of others that may want to arrive this  
20 evening.

21 (Recess was taken.)

22 MR. WALL: Our next speaker will be Mr. Hugo  
23 Bustamonte.

24 MR. BUSTAMONTE: Thank you, sir. Hugo Bustamonte,  
25 1451 Park Avenue, Monterey Park, California. What I



1 hear today, there is something wrong. I can't  
2 understand it. This afternoon I was reading a book of  
3 Shakespear or King Henry with a coffee and cigar. Every  
4 time a 747 went by my house I would look at it going by.  
5 To me these aircraft could be Beethoven, Bach. I enjoy  
6 the airplanes going by the houses. The Los Angeles  
7 Airport is fine where it is there, there's -- you don't  
8 have to make any additions. What you have to do is  
9 rearrange the buildings. The terminals should be pushed  
10 in. They are too far out. One of the AOPA fellows was  
11 talking about the runways are too short or too close  
12 together. They are not. I think an experienced pilot  
13 should know how to handle aircraft. Sometimes you get a  
14 good cross wind.

15           The problem is you have your freight lines.  
16 You have your little small -- we call them feeders, and  
17 your regular airlines. And you have the big one, the  
18 big troublesome one of all, the international.  
19 Regarding the lack of terminal space, the international  
20 should be pushed as far to the ocean as you can to the  
21 sand dunes. That's the best place. What I had seen,  
22 sometimes half-a-dozen small feeder lines from the  
23 skyways and American Eagle Airlines blocking 747s and  
24 their burning fuels standing there 10, 15 minutes.

25           So the problem is, L.A. Airport as the airport

1 is all right as it is, the trouble is -- reshuffle some  
2 of the buildings. There's one more thing that should be  
3 done, the island of hotel and buildings in the center of  
4 the airport between 25 and 24, they should be removed.  
5 They are in the way. That's where your problem is, if  
6 you have an accident there. That's all have I to say.  
7 There's no reason for any regional airport. These  
8 people, they are not aviation people. I'm 72 years old.  
9 That doesn't bother me. I love the airplanes, just  
10 reshuffle some of the buildings. That's all. Thank you  
11 very much, gentlemen.

12 MR. WALL: Thank you, Mr. Bustamonte. Are there any  
13 other speakers? Hearing none, I'll turn the public  
14 hearing over to Mr. Kessler and Mr. Ritchie.

15 MR. KESSLER: Thank you, Tom. I'll ask, is there  
16 anyone else who has not had an opportunity to speak  
17 concerning information on the Draft EIS/EIR? Not seeing  
18 anybody else, I would like to remind everyone that if  
19 you feel you're unable to provide us with verbal  
20 comments today, we are accepting written comments until  
21 5:00 p.m. Pacific Standard Time, Friday, November 9,  
22 2001. You can mail your comments to either me at the  
23 Federal Aviation Administration or to Jim Ritchie at the  
24 City of Los Angeles. Mailing addresses are listed on  
25 the cover of the Draft EIS/EIR.

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I want to take this opportunity to thank everyone for their comments today. This public hearing for the Draft EIS/EIR for the Los Angeles Airport is now concluded. Thank you.

(Whereupon the proceedings adjourned at 9:00 o'clock p.m.)

---oOo---

1 STATE OF CALIFORNIA )  
 ) ss.  
2 COUNTY OF RIVERSIDE )

3

4 I, LISA ANN VARGAS, certified shorthand reporter,  
5 License No. 12049, do hereby certify:

6 That the proceedings contained herein were taken  
7 before me at the time and place herein set forth and was  
8 taken by me in shorthand and thereafter transcribed into  
9 typewriting by me, and I hereby certify that the said  
10 proceedings are a full, true and correct transcript of  
11 my shorthand notes so taken.

12 I further certify that I am not interested in the  
13 event of the action.

14

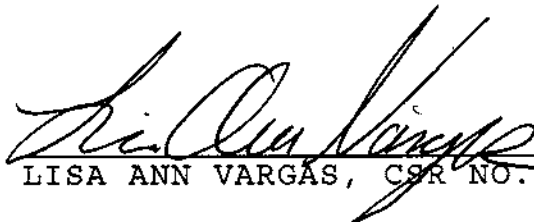
15

16 WITNESS my hand this 18th day of November 2001.

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LISA ANN VARGAS, CSR NO. 12049

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**U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration**

**Los Angeles International Airport  
Los Angeles, California**

**Draft Environmental Impact Statement/Environmental Impact Report  
Public Hearing Remarks**

**October 30, 2001**

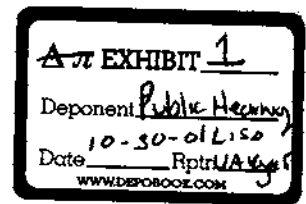
**AT THE LUMINARIAS RESTAURANT  
Monterey Park**

**David B. Kessler  
Environmental Protection Specialist**

Good evening ladies and gentlemen, my name is David Kessler; I'm an Airport Planner from the Federal Aviation Administration, Western-Pacific Region. I would like to welcome you to the sixth of a total of nine Public Hearings the FAA and the city of Los Angeles are conducting for the Draft Environmental Impact Statement/Environmental Impact Report or EIS/EIR for the proposed master plan at Los Angeles International Airport. The first three public hearings on this topic were held on Saturday, June 9<sup>th</sup> in Inglewood, Manhattan Beach, and Westchester. This is the first of a second set of hearings being held this week and next week. These hearings were originally scheduled for early September; however, they were postponed due to the terrorist attacks in New York and Washington, D.C. The next hearing will be held on Thursday, November 1<sup>st</sup> at Peck Park in San Pedro.

The purpose of these hearings is to collect comments from the general public, concerning the adequacy of the information disclosed in the Draft EIS/EIR. The FAA and the City of Los Angeles along with the Federal Highway Administration, as a cooperating agency, have prepared the Draft EIS/EIR.

I would like to take this opportunity to make sure that everyone understands that **NO** decisions will be made today regarding the proposed project. Today's hearing is **not** a question and answer type of forum. Our job is to listen to what you have to say about the adequacy of the information in the Draft EIS/EIR. In other words, it's your turn to talk to us. Since we are here to listen, we are not going to respond to questions about



the pros and cons of the proposed project. Since 5 o'clock this afternoon, the city has held a public workshop just outside of this room for anyone to ask questions about the master plan, the environmental process and the various proposed projects.

Following publication of the Draft EIS/EIR for comment, the next step in the joint federal and state environmental disclosure process is holding this and the other public hearings during this week and next week. The environmental disclosure process for this project began in 1997 with the publication of a Notice of Intent to prepare the joint EIS/EIR in the *Federal Register*. In July of 1997, we held a series of meetings with members of the public and governmental agencies to receive comments on the scope of the Draft EIS/EIR. Following those meetings, the Draft EIS/EIR was prepared considering the comments received during the scoping meetings and those submitted in response to the Notice of Intent. The document has also been prepared pursuant to the National Environmental Policy Act of 1969 or "NEPA", the Council on Environmental Quality Regulations, which are the implementing regulations for NEPA, the California Environmental Quality Act of 1970 or "CEQA", and the Airport and Airway Improvement Act of 1982, as amended.

Following today's hearings and the close of the comment period, we will then correct, and revise the EIS/EIR as necessary based on the comments received. We will also prepare responses to the comments we receive and include those responses in the **Final EIS/EIR**.

Before we begin receiving verbal comments, we would like to let you know the ground rules of this hearing. First, as I said earlier, we are not here to respond to questions about this project. We are only here to listen to your comments and take notes. We also have a court reporter present to ensure that we have an accurate transcript of this hearing.

For anyone who would like to speak, we ask you to fill out a speaker card, like this one and give it to the person at the sign in desk. That person will bring the speaker cards up to our facilitator who will call the names of each speaker so we can proceed in an orderly fashion. So that everyone gets an opportunity to provide verbal comments,

everyone will get three minutes to speak. To be fair to everyone, we are not going to allow people to transfer their allotted time to someone else. I ask that when you speak, you give us your name and address for the record. We also have a Spanish language translator for anyone wishing to provide comments in Spanish.

If there is anyone who uncomfortable speaking in front of a group or if you need more than three minutes to provide your comments, we ask that you provide your comments in writing. We have comment sheets, like this one, available for your use at the sign-in desk. You can leave your comments in the large box in the back of the room, or you can mail your written comments using the comment sheet or a letter to either address listed at the top of the sheet. I would like you to understand that a verbal comment is just as important as a written comment. So please feel free to provide any comments on the document you may have to us either verbally today, or in writing. Comments are due by **5:00 p.m., Pacific Standard Time, on Friday, November 9, ██████████, 2001.**

Lastly I would like everyone to know that even though we have this hearing scheduled until 9 o'clock this evening, we will stay here as long as necessary for everyone to get a chance to provide verbal comments on the Draft EIS/EIR. As I said earlier, our job here today is to listen to your comments.

Now, I will turn the Hearing over to our facilitator, **Tom Wall**, who will collect the speaker cards and call the name of our first speaker.

Thank you.



Is there any one else who has not had an opportunity to speak concerning the information in the Draft EIR/EIS? **[wait for anyone to speak up]** Not seeing anyone else, I will remind everyone that if you feel that you are unable to provide us with verbal comments, today, we will be accepting written comments until 5:00 p.m. Pacific Standard Time, Friday, November 9, 2001. You can mail your comments either to me at the FAA or to Jim Ritchie with the City of Los Angeles. The mailing addresses are listed on the cover of the EIS/EIR. I want to thank everyone for your comments today, this public hearing for the Draft EIR/EIS at Los Angeles International Airport is now concluded.



EXHIBIT 2  
Deponent Hearing  
Date 10-30-01 Rptr. LA  
WWW.DEPOBOOK.COM

Statement of Mayor James K. Hahn  
LAWA Public Hearing  
October 30, 2001

- Mr. Kessler, Mr. Ritchie. As the Mayor of the City of Los Angeles, I appear before you this evening to reaffirm my request that you fully develop a Fifth Alternative to the LAX Master Plan that focuses on increased safety and security at LAX.
- As you may know, I have historically supported a regional approach to accommodating growth in aviation demand. I favor expanding air service at Ontario and restarting service at Palmdale. In order for a regional plan to work, other airports in the region must also take their fair share of future traffic.
- However, the tragic events of September 11<sup>th</sup> have shown us that our nation's aviation system continues

to be a vulnerable target. Those events have caused me to focus my attention, first and foremost, on the changes that must be undertaken immediately to ensure safe and secure operations at LAX.

- As the third busiest airport in the Country, LAX is a unique and vital asset for the Southern California region. Immediately following the terrorist attacks and the FAA mandate that our national aviation system be shut down, it became abundantly clear how important LAX is to the City of Los Angeles.
- More than 400,000 regional jobs have been associated with the airport and LAX has generated \$60 billion of economic activity annually. However, in the wake of September 11<sup>th</sup>, the shipment of goods and the course of business operations dependent on aviation services came to a stunning halt, placing the benefits of a strong LAX beyond our immediate grasp. Our travel and tourism industries were gravely impacted. Most importantly, hundreds of Angelenos

found themselves out of work or in real danger of losing their jobs. Although I am sure all Angelenos had some sense of LAX's value to our City, the events of mid-September made clear that its contribution to our livelihoods can never be disputed.

- In the aftermath of the terrorist attacks — and after conferring with Federal authorities — we took some immediate steps to protect the safety of passengers and employees at LAX. We made a difficult decision to keep the Central Terminal Area and parking garages at LAX closed.
- That very necessary decision resulted in the loss of jobs for numerous airport workers. Thankfully, with new security guidelines, we have now relaxed some of the restrictions that were in place and many people have been able to return to work.
- But as airport employees return to their jobs, we must continue to remain diligent about protecting LAX. We

can never allow the events of September 11<sup>th</sup> to be repeated, and I believe that the first line of defense for safe and secure airplanes is safe and secure airports.

- That is why a few weeks ago, I announced a new vision for LAX, one that would create safe and secure terminals as well as a safer airfield that would accommodate 78 million annual passengers. I would like to take this opportunity to outline some of that vision to protect LAX employees, passengers and neighboring airport communities.
- First, our terminals must be as safe and secure as we can possibly make them. My vision is to move all ticketing and baggage check-in facilities to a location away from the existing terminals. This facility would allow passengers to park, check their bags and then pass through security checkpoints away from LAX's central terminal area. Once passengers and their baggage are thoroughly checked, they would board secure transportation to the terminal areas. This

separate facility will eliminate the need for cars inside the Central Terminal Area, providing maximum protection from the threat of explosives inside a car being near the terminals.

- Second, concerns of airport communities need to be addressed. To avoid disruptions to communities close to the airport, my vision would eliminate the need for a Ring Road around LAX. This costly project, part of the current Draft LAX Master Plan, would only serve to disrupt traffic patterns in these communities.
- Third, the LAX airfield needs to be reconfigured to increase safety. Airfield safety problems, that existed before September 11<sup>th</sup>, continue to plague LAX. My vision would seek to reduce so-called runway incursions and create safer conditions on the airfield. I am also hopeful that the new alternative to the Master Plan would not move any of the runways closer to the communities around the airport, thereby

avoiding increased noise over our neighborhoods surrounding LAX.

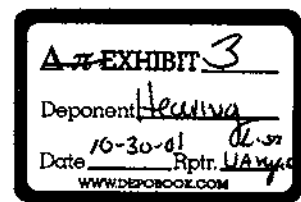
- My intent is to help restore confidence to the flying public so that Los Angeles and LAX become, once again, a destination of choice for business and leisure travelers.
- Along with the public comments you receive about the LAX Master Plan, I would ask that you also consider my vision for a safe and secure LAX that would serve to grow our economy and create thousands of needed jobs in our region.

Thank you.





**Mike Gordon  
LAX Public Hearing  
Monterey Park, CA  
October 30, 2001**



- Good evening. I'm Mike Gordon, Mayor of the City of El Segundo
- The City of El Segundo is pleased that Mayor Hahn has agreed to set aside the current LAX Master Plan
- And is now committed to developing a new plan for LAX that
  - Limits growth to 78 MAP
  - Eliminates the airport ring road,
  - the new west terminal, and
  - the new cargo facilities
  - And focuses on security and safety at the airport
- We agree that ensuring security and safety should be the highest priority in planning the future of LAX.
- truly regional system is the best way to secure these objectives.
- We know with certainty that LAX was a terrorist target even before the events of September 11.
- Common sense tells us that continuing to concentrate aviation activity at LAX will continue to provide an inviting target for terrorists.
- Developing a truly regional airport system reduces vulnerability at LAX and reduces the vulnerability of our regional economy.
- We also know with certainty that LAX has had more runway incursions than any other US airport for the last two years.
- Here, common sense tells us that preventing taxiing aircraft from crossing active runways by employing end-around taxiways will go a long way to reducing the incursion risk.
- Although we applaud Mayor Hahn's shift in focus, we have several key concerns

- First and foremost, the heavily impacted communities under and near the LAX flight path must be assured that the new plan will not permit LAX to grow beyond 78 MAP.
- Unfortunately, the new plan comes with few specifics and few assurances, particularly about runway modifications.
- Press reports indicate that LAWA may still plan to separate runways and may include extending a north side runway to 12,000 feet.
- Such runway modifications will create significant additional capacity at LAX and, therefore, are a cause for concern.
- **Mayor Hahn cannot constrain LAX to 78 million passengers and also increase runway capacity. You cannot have it both ways.**
- We also question the need to modify runways and gates to accommodate larger aircraft.
- The events of September 11 have seriously affected airlines and aircraft manufacturers.
- Airlines are canceling orders for new aircraft and delaying delivery of new aircraft that have already been ordered.
- New projections of fleet mix must reflect the financial downturn within the aviation industry
  - which is poorly positioned to acquire larger aircraft,
  - and unlikely to clamor for the next generation of Super Jumbo aircraft soon.
- This hearing is being held in the midst of some of the most heavily impacted communities under or near the LAX flight path.
- These and more than 100 cities, counties, transportation agencies and others in the region believe that a decentralized, *truly* regional airport

plan that absolutely constrains LAX to 78 MAP is the right plan for Southern California.

- More than 80% of the families living under the flight path are members of a minority community. Many are low income.
- A truly regional airport plan improves environmental justice by reducing the share of the aviation burden borne by low income and minority communities in the region.
- **We can have it both ways: A truly regional airport system with LAX constrained is both a more fair system, it is also a safer and more secure system.**
- It will reduce vulnerability in our airports system by adding regional airports in Southern California that can handle significant passengers and cargo - and thereby create flexibility and redundancy in the region's aviation system.
- It will reduce our vulnerability by allowing greater opportunities to separate passengers from mail and cargo by using specialty cargo airports in the Inland Empire.
- A truly regional plan will help to ensure that security will not take a back seat to passenger throughput.
- It will help to ensure that LAX receives only as much air traffic as it can safely handle.
- We are grateful to Mayor Hahn for setting aside the previous four Master Plan alternatives for LAX expansion.
- We are pleased to offer this preliminary public input for the Mayor's new plan.
- But the public expects and deserves the opportunity to review the details of the new plan once completed,

- and the opportunity to comment on an entirely new environmental impact review that must be undertaken for this entirely new plan.
- We look forward to participating in future public hearings once the details of the new plan are drafted and LAWA completes the new EIR that must be undertaken.

Thank you.

EXHIBIT 4

PHMP

**Airport Chief Wilson Notes**

- I'm Airport Police Chief Bernard Wilson. I've been chief for the last two and one half years and have 26 years of experience in law enforcement. *22 YEARS @ EMPLOYED IN AVIATION SINCE '86, LICENSED PILOT SINCE '87*
- I am not here to endorse any particular option of the LAX Master Plan under study.
- Am here to provide an update on major security steps we have taken at LAX and areas of concern for the future.
- I'm sure you are aware of the stepped up security measures that have been implemented since Sept. 11.
  - There is increased scrutiny of carry-on baggage
  - The ban on curbside check in continues to apply to private vehicles, though buses, shuttles, limos and taxis may unload passengers curb side.
  - After a period of closure, we have reopened all but one of the parking structures inside the Central Terminal Area while keeping the open-air parking lots and one other parking structure closed.
  - Private vehicles may only enter LAX from Century and Sepulveda Blvds.
  - Commercial vehicles must use the 96<sup>th</sup> St. entrance where there is a security checkpoint.
  - Random vehicle searches may be conducted.
  - LAPD Police canine patrols capable of detecting explosives are deployed at LAX with additional canine units for Airport Police under review.

*BY AIRPORT POLICE*

- California National Guard troops are monitoring baggage check in and have been requested to be used for patrol and other duties.
- There is an increase in the presence of LAPD officers beyond our normal complement in and around the airport.
- These steps and others have been taken to make LAX safe and secure for its passengers, employees and visitors. The leadership at LAWA is determined to do its part to make this airport the safest in America so passengers will again feel comfortable flying again.
- But we fully expect new federal regulations relating to safety and security to be issued in the coming weeks and months and much more needs to be done looking to the long term.
  - We expect in the coming months to be working even more closely with federal agencies, including U.S. Customs, Immigration and Naturalization, U.S. Marshal Service and the FBI regarding possible new security procedures.
- Chief Parks has raised the issue of better technological surveillance of the perimeter of the LAX. *AND WE ARE ENGAGED IN DAILY DIALOGUE WITH LAPD*
- Mayor Hahn has asked LAWA to review removal of all the parking structures in the Central Terminal Area in the long term and a new terminal built east of the current facility that would serve as the check in point for all passengers and baggage.
- The Airport Police stand ready to work with all these agencies to make LAX the safest airport in America.



EXHIBIT 5

PHMP

EXHIBIT 5  
Deponent Heaven  
Date 10-30-01 Rptr. LJR  
WWW.DEPOSOCKET.COM

Testimony of Dick Stanford, Councilmember, City of Azusa, California  
[1023 Lakeview Terrace, Azusa, CA 91702, 626/334-7335]  
Re: the Draft EIS/EIR for the Draft LAX Master Plan  
At the hearing by Los Angeles World Airports and the Federal Aviation Administration  
Baldwin Park, California  
October 30, 2001

**REGIONAL AIRPORT SYSTEM STILL BEING SHORTCHANGED**

Honorable Hearing Officers, my name is Dick Stanford. Thank you for the opportunity to testify.

Although I am a member of the Southern California Association of Governments' Regional Council and Transportation and Communications Committee, my testimony is presented solely in my capacity as a City Councilmember of the City of Azusa and for the City of Azusa.

Azusa is one of some 100 cities and other entities that respectfully request the City of Los Angeles to terminate plans for LAX expansion and concentrate, instead, on developing a truly regional airport system.

I hope I speak with some credibility. I helped build D/FW. I coordinated Friends of Mueller Airport in Austin, TX. I served on Ontario's Blue Ribbon Airport Committee,. And, I am a former Marine Corps fighter pilot.

In 1988, my friend, Don Ameche, now deceased, starred in a movie called "Things Change." In the movie, his life was changed drastically.

Well, since we last met, things have changed drastically in our own lives. Mayor Hahn, whom I believe is no friend of LAX expansion, has replaced Mayor Riordan, who championed LAX expansion.

The events of September 11, by extension, ended our trust in major hub airports. We are now well aware that grouping our air transportation assets makes its easier for terrorists to impact than if our air transportation system is regionalized into several airports.

Quite simply, if you put your eggs all in one basket and drop that basket, you are truly out of luck

The local example is overpowering. LAX is still trying to deal with security issues. Meanwhile, ONT almost overnight installed its hard and soft security measures and is now operating well.

That is one of the results almost all Southern California air travelers would be enjoying had regionalization of our airport system occurred long ago.

It was specifically because of the exclusion of the alternative of regionalization that the original draft EIR/EIS for the LAX expansion was inadequate. All alternatives are to be seriously addressed in an EIR; regionalization of the airport system was not.

Now, it is terribly disappointing that even though LAX expansion has been pronounced DOA, there are still projects which are part and parcel of expansion that keep popping up. Hydra is active right in Los Angeles. You cut off the LAX expansion head only to turn around and find another head that is Sepulveda widening, or another head that is changing rules to reinstate the Arbor Vitae intersection.

We respectfully ask Mayor Hahne to indicate to his many staffs that **NO LAX EXPANSION** means **NO LAX EXPANSION**...please ask the LAWA staff to quit trying to bring pieces of the expansion in via various and sundry back doors.

Remember, the Ontario Airport serves a population mass that would make that airport much more profitable for many more airline flights than presently operate there. Many more passengers would spend considerably less time on the freeway and concurrently less time fouling the air if their ground travel was to ONT instead of LAX.

But, the beautiful terminal there tends to be a ghost town because the flights are not there because the more convenient schedules are given to LAX, and because relative fare pricing deliberately forces passengers to use LAX.

LAWA, despite its protestations, can massively impact scheduling and which flights serve the Los Angeles area from which airport. We ask that they act accordingly.

Thus, we respectfully request that LAWA and the FAA join the many cities, Mayor Hahn, the Los Angeles County Board of Supervisors, a number of Members of Congress, and the Southern California Association of Governments in supporting a truly regional system which would be more efficient and less polluting for air travel in the greater Los Angeles region.

Thank you.

EXHIBIT 6

PHMP

Comments of Robert L. Rodine, Chairman, Aviation Committee, Valley Industry and Commerce Association ("VICA") at public hearing for LAX Master Plan before FAA and LAWA, October 30, 2001

I am Robert Rodine, speaking before you tonight as the Chairman of the Aviation Committee of the Valley Industry and Commerce Association, a business advocacy organization representing approximately 325 member companies.

In 1999, following numerous analyses, expert presentations and extensive discussion, VICA adopted a position supporting a Master Plan for LAX insuring capacity for 92 Million Annual Passengers.

With all due respect for those who hold visions for the need of less capacity, we must impose upon you to recognize two immutable facts -

We are a resilient and resourceful society, and with our economy intact, we have rebounded from far worse disasters than the Al Qaeda threat,

and,

The demographic factors fueling the need for improved facilities at LAX are ever present and will relentlessly challenge the capacity of that facility on into the future.

The only thing that has changed in the Al Qaeda era is the need for significantly heightened focus on safety and security.

Local self interest driving airport constraint is choking air commerce and the freedom of all citizens to travel expeditiously in our once proud air commerce system. This region suffers not less than three major regional commercial airports so constrained, and another has yet to be established due to the same forces. If we fail to modernize LAX, to serve the ever growing demand, and to compensate for the refusal of regional airports to serve the full demand of their constituents, then we will all be the losers, and that loss will be the equivalent of the planned capacity of LAX today and all of the benefits accruing to that capacity.

VICA strongly urges you to accept only a plan that will fully service this region's needs, and to reject any plan based on non-existent, unrealistic and phantom alternatives.

Regional Airport Capacity Analysis

Area/Factor	<u>Losses at Other Regional Airports</u> <u>Unacceptable Growth Above Current Loads</u>				<u>LAX 1995</u>	<u>ONT</u>	<u>TOTAL REGIONAL IMPACT</u>
	<u>BUR</u>	<u>SNA</u>	<u>LGB</u>	<u>ELT</u>			
Maximum Load to CAP or Limit	4.9	8.4	1.8	0.0	79.0	12.0	106.1
Current Load 1995	<u>(4.9)</u>	<u>(7.2)</u>	<u>(0.4)</u>	<u>0.0</u>	<u>(63.0)</u>	<u>(6.4)</u>	<u>(81.9)</u>
Unused Capacity	<u>0.0</u>	<u>1.2</u>	<u>1.4</u>	<u>0.0</u>	<u>16.0</u>	<u>5.6</u>	<u>24.2</u>
Projected Load *	7.0	7.0	2.8	22.2	94.2	15.3	148.5
Current Load 1995	<u>(4.9)</u>	<u>(7.2)</u>	<u>(0.4)</u>	<u>0.0</u>	<u>(63.0)</u>	<u>(6.4)</u>	<u>(81.9)</u>
Additional Capacity Required	<u>2.1</u>	<u>(0.2)</u>	<u>2.4</u>	<u>22.2</u>	<u>31.2</u>	<u>8.9</u>	<u>66.6</u>
Capacity Shortfall	<u>(2.1)</u>	<u>1.4</u>	<u>(1.0)</u>	<u>(22.2)</u>	<u>(15.2)</u>	<u>(3.3)</u>	<u>(42.4)</u>

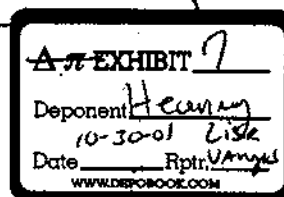
\*New Landrum & Brown Forecast

Prepared by: Robert L. Rodine  
The Polaris Group  
September 10, 2001



**Mary Brooks**

**From:** <MerryNor@aol.com>  
**To:** <mbrooks@e-znet.com>  
**Sent:** Saturday, November 03, 2001 1:55 PM  
**Subject:** PUBLIC TESTIMONY



GOOD EVENING!

I am Merry Norris, Executive Director of GATEWAY TO L.A.

which is a property-based Business Improvement District.

Our offices are located at 6151 Century Boulevard, Los Angeles.

The GATEWAY TO L.A. BID is comprised of properties along Century Boulevard between the 405 Freeway and Sepulveda Boulevard at LAX, as well as several properties on Airport and Aviation Boulevards between Century and 98th Street.

GATEWAY TO L.A. is comprised of 13 hotels, 7,200 hotel rooms, several million square feet of office and commercial space and contains over 15,000 parking spaces

GATEWAY TO L.A.'s goal is to revitalize the properties and businesses within our borders and to create a meaningful and recognizable "GATEWAY" to the city of Los Angeles.

We have worked successfully with LAWA on improvements to the LAX Gateway area. I am sure you are aware of the beautiful enhancements including lighted pylons and majestic palm trees which have quickly become a dramatic landmark for Los Angeles.

11/4/01

PHMP



Since well before September 11th, the GATEWAY BID has been working with the architecture firm of DMJM to develop a vibrant new vision for our area. We are hoping to partner with LAWA on these plans.

It is now very clearly time to take a different approach at LAX.

In considering a new approach, we all know that the assurance of safety and security is of paramount importance for all travelers

Any future changes are an opportunity for a win-win situation for businesses in and around LAX and for our neighbors- these opportunities would create new jobs, provide large scale entertainment, develop more parking and produce safer modes of transportation.

In collaboration with DMJM we have been developing BIG IDEAS which we call: AEROTROPOLIS - a gateway, a destination point which exemplifies and proliferates the brightness, the grandness and the bigness of the city in which we live: LOS ANGELES.

We look forward to sharing our vision with you.

Thank you for your time.

EXHIBIT 8

PHMP

EXHIBIT 8  
Deponent: Hearing  
Date: 10-30-01 Lish  
Rpt: Ungus  
WWW.DEPOBOOK.COM

Good evening ladies and gentlemen ~~\_\_\_\_\_~~ My name is Luis Cabrales, I am Assistant Director of Outreach at the California League of Conservation Voters Education Fund.

~~\_\_\_\_\_ today, the park on behalf of the underrepresented communities of color \_\_\_\_\_~~

According to the Coalition for Clean Air, the Los Angeles International Airport is the second largest industrial smog source in the Los Angeles area.

For many years low income communities and communities of color located under the airport's flight path have endured this source of pollution. The proposed expansion, ~~\_\_\_\_\_~~ will intensify the airport's environmental impact in those communities.

<sup>ALSO</sup>  
~~\_\_\_\_\_~~ I am a resident of Pico Rivera, one of the many communities of color located under the proposed LAX expansion plan's path way. But I have also lived all my life in Southeast L.A. For many years I too, had to endure the noise and air pollution created by the airplanes that flew just above my home, school and parks where I lived, studied and played.

The proposed expansion of LAX, which according to the environmental impact report, acknowledges significant impacts from aircraft noise and pollution on low income communities and communities of color, ~~\_\_\_\_\_~~ <sup>MAKING IT ONE OF</sup> the most important issues the communities under the airport's flight path face.

Thus, it is time for L.A. officials to pay attention to the environmental justice implications that the LAX has had, and how its expansion will exacerbate the pollution rates of the communities of color under its path way.

IT IS IMPORTANT TO MENTION THAT MANY OF THE PEOPLE WHO HAVE BEEN IMPACTED BY HEALTH PROBLEMS DUE TO POLLUTION ARE THE CHILDREN, ~~THE~~ SPOUSES & PARENTS OF UNION MEMBERS AND EVEN UNION MEMBERS THEMSELVES.

SO FAR THE JOBS & MONEY CREATED BY THE LAX HAVE NOT IMPROVED THE HEALTH STATUS OF THE LATINO & AFRICAN AMERICAN COMMUNITIES THAT SURROUND THE AIRPORT, AND THE INCREASE IN POLLUTION RATES THAT WILL RESULT FROM THE EXPANSION WILL ONLY EXACERBATE THOSE HEALTH PROBLEMS.

PHMP

**Official Hearing Transcript  
Peck Park Auditorium  
San Pedro, California  
Thursday, November 1, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHSP00001	Meryt McGindley	Councilmember Ruth Galanter's Office
PHSP00002	Denny Schneider	None Provided
PHSP00003	Kenneth Alpern	Friends of the Green Line
PHSP00004	Noel Park	San Pedro and Peninsula Homeowners' Coalition
PHSP00005	Daniel Shriver	None Provided
PHSP00006	Tom Politeo	None Provided
PHSP00007	Denny Schneider	None Provided
PHSP00008	Jerry Gaines	None Provided
PHSP00009	Daniel Walker	Friends of the Green Line

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.

**ORIGINAL**

LAX MASTER PLAN DRAFT EIS/EIR

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF

PUBLIC HEARING

TAKEN ON

THURSDAY, NOVEMBER 1, 2001

AT PECK PARK AUDITORIUM

560 NORTH WESTERN AVENUE

SAN PEDRO, CALIFORNIA

**Reported by:**

LISA ANN VARGAS, C.S.R. NO. 12049

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**APPEARANCES OF FACILITATORS:**

SHAUNA BAIN, Account Executive for Lee Andrews Group,  
DAVID KESSLER, Airport Planner for FAA  
JIM RITCHIE, Deputy Executive Director for LAWA

**APPEARANCES OF PUBLIC SPEAKERS:**

1. MERYT MCGINDLEY, Representing L.A. Councilmember Ruth Galanter
2. DENNY SCHNEIDER, Representing Self
3. KENNETH S. ALPERN, Friends of the Green Line
4. NOEL PARK, San Pedro and Peninsula Homeowners Coalition
5. DANIEL SHRIVER, Atemi-Ryu JuJitsu
6. TOM POLITEO, Resident of San Pedro Representing Self
7. JERRY GAINES, Resident of San Pedro Representing Self
8. DANIEL WALKER, Friends of the Green Line

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I N D E X

<u>STATEMENT NUMBER</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
1	Statement from David Kessler	8
2	Statement from Mike Salk read by Meryt McGindley	12
3	Statement from Tom Politeo	25

1 SAN PEDRO, CALIFORNIA, THURSDAY, NOVEMBER 1, 2001

2 6:00 O'CLOCK P.M.

3 ---oOo---

4

5 MR. KESSLER: Good evening, ladies and gentlemen.

6 My name is David Kessler. I'm the airport planner from

7 the Federal Aviation Administration Western-Pacific

8 Region. I would like to welcome you to the fifth of a

9 total of nine public hearings the FAA and the City of

10 Los Angeles are conducting on the Draft Environmental

11 Statement, Environmental Report of the EIS/EIR for the

12 proposed Master Plan of the Los Angeles Airport. The

13 first three public hearings on this topic were held on

14 Saturday, June 9th in Inglewood, Manhattan Beach and

15 Westchester. This last Tuesday was in Monterey Park.

16 Today's hearing is the second of six additional hearings

17 being held this week and next week. These hearings were

18 originally scheduled for early September; however, they

19 were postponed due to terrorist attacks of New York and

20 Washington D.C. The next hearing will be on Saturday,

21 November 3rd at Los Angeles High School located at 4650

22 West Olympic Boulevard in the Mid-Wilshire District of

23 the city of Los Angeles.

24 The purpose of these hearings is to get

25 comments from the general public concerning the adequacy



1 of the information disclosed in the Draft EIS/EIR. The  
2 FAA and City of Los Angeles along with the Federal  
3 Highway Administration as a cooperating agency has  
4 prepared the Draft EIS/EIR.

5 I would like to take this opportunity to make  
6 sure that everyone understands that no decisions will be  
7 made today regarding the proposed project. Today's  
8 hearing is not a question-and-answer type of forum. Our  
9 job is to listen to what you have to say about the  
10 accuracy of the information of the Draft EIS/EIR. In  
11 other words, it is your turn to talk to us. Since we're  
12 here to listen, we're not going to respond to questions  
13 about the pros and cons of the proposed project. This  
14 afternoon the City has held a public workshop just  
15 outside the room for anyone to ask questions about the  
16 Master Plan, the environmental process and the various  
17 proposed projects.

18 Following publication of the Draft EIS/EIR for  
19 comment, the next step in the joint federal and state  
20 environmental disclosure process is holding this hearing  
21 and other public hearings during this week and next  
22 week. The environmental disclosure process for this  
23 project began in 1997 with the publication of the Notice  
24 of Intent to prepare the joint EIS/EIR in the Federal  
25 Register. In July of 1997 we held a series of meetings

1 for members of the public and governmental agencies to  
2 receive comment of the scope of the Draft EIS/EIR.  
3 Following those meetings the Draft EIS/EIR was prepared  
4 considering the comments received during the scope of  
5 the meetings and those who submitted responses to the  
6 Notice of Intent. The document has also been prepared  
7 pursuant to the National Environmental Policy Act of  
8 1969 or NEPA, the California Environmental Quality Act  
9 of 1970 or CEQA, the Council on Environmental Quality  
10 Regulations, which are implementing regulations for  
11 NEPA, and the Airport and Airway Improvement Act of  
12 1982, as amended.

13 Following these hearings and the close of the  
14 comment period, we will direct and revise the EIS/EIR as  
15 necessary based upon comments received. We will also  
16 prepare responses to comments we receive and include  
17 those response in the final EIS/EIR. Before we begin  
18 receiving verbal comments, we want to let you know the  
19 ground rules of the hearing.

20 As I said earlier we're not here to respond to  
21 questions about the project. We're only here to listen  
22 and take notes. We also have a court reporter present  
23 to ensure we have an accurate transcript of this  
24 hearing. For anyone who wishes to speak, we're going to  
25 ask you to fill out a request-to-speak card, like this

1 one, that's available at the sign-in desk. The person  
2 at the sign-in desk will bring the speaker card to the  
3 facilitator who will call the name of the person so we  
4 can proceed in an orderly fashion. So that everyone  
5 gets an opportunity to provide verbal comments, everyone  
6 will get three minutes to speak. To be fair, we're not  
7 going to allow let them transfer their allotted time to  
8 someone else. I ask that when you speak, you give us  
9 your name, your address for the record. We also have a  
10 Spanish language translator for anyone wishing to  
11 provide their comments in Spanish.

12 If there is anyone who is uncomfortable  
13 speaking in front of a group or you need more than three  
14 minutes to provide your comments, we ask that you  
15 provide your comments in writing. We have comment  
16 sheets, like this one, available for you to use at the  
17 sign-in desk. You can leave your comments at the  
18 sign-in desk or you can mail your written comments using  
19 your comment sheet or a letter to either address listed  
20 on the cover of the Draft EIS/EIR. The city's address  
21 is listed at the top of the comment sheet. I would like  
22 you to understand that a verbal comment is just as  
23 important as a written comment. So please feel free to  
24 provide any comments on the document you may have to us  
25 and give it to us verbally today or in writing.

1 Comments are due by 5:00 p.m. Pacific Standard Time on  
2 Friday, November 9, 2001.

3 Lastly, I want people to know that although we  
4 have this meeting scheduled until 9:00 this evening, we  
5 will stay here as long as necessary for everyone to get  
6 a chance to provide verbal comments on the Draft  
7 EIS/EIR. As I said earlier, our job here today is to  
8 listen to your comments.

9 Now, I'm going to turn the hearing back over  
10 to the facilitator Shauna Bain to introduce Mr. Ritchie  
11 who will provide some introductory comments from the  
12 City of Los Angeles. Following Mr. Ritchie's comments,  
13 we'll collect the speaker cards and call the name of our  
14 first speaker. Thank you.

15 (The statement submitted for the  
16 record was marked as Statement 1.)

17 MS. BAIN: Thank you, Dave. Good evening. We have  
18 Jim Ritchie here. He's the deputy executive director of  
19 Los Angeles World Airports, and has some introductory  
20 remarks. Mr. Ritchie.

21 MR. RITCHIE: Thank you, Shauna. As Shauna said,  
22 I'm Jim Ritchie, deputy executive director for  
23 long-range planning for LA World Airports for the  
24 department of the city of Los Angeles. We received  
25 guidance from our mayor to expand opportunities for

1 public input into the LAX Master Plan process. And  
2 tonight we will receive your comments.

3 More recently the mayor identified a number of  
4 objectives to be incorporated into another alternative  
5 for the future planning of LAX. On November 9th this  
6 public comment period will close. After the close of  
7 public comment period, we will incorporate the mayor's  
8 guidance along with comments that we received throughout  
9 this process and move into the development of the new  
10 alternative. This alternative will undergo a rigorous  
11 environmental analysis, as did other alternatives, and a  
12 supplemental environmental document will be distributed  
13 for public review and comment. Very likely the  
14 development of this new alternative will necessitate  
15 another public hearing, similar to this, to comment on  
16 this new alternative as we finalize the environmental  
17 process. With that, I'll turn it over to Shauna.

18 MS. BAIN: Thank you. Again, I will be the  
19 facilitator this evening. My purpose here is to ensure  
20 that everyone gets to make their comments in a timely  
21 fashion and have your comments recorded by the court  
22 reporter. As Mr. Kessler mentioned, these are the  
23 comment cards. If you fill out one of these, they will  
24 give it to me and I will call your name. You can come  
25 up to any one of these podiums and make your comments.

1 You will have three minutes. You have a clock to refer  
2 to if you don't know how much time you have left. When  
3 you have one minute left, a light will show up. When  
4 you're out of time, it will beep. At that time if you  
5 still feel you have further comments to make, you're  
6 more than welcome to fill out another comment card, and  
7 we will call you after everyone has had a chance to make  
8 their verbal comments.

9 With that, I will start calling the first  
10 name. Also, I would also like to reiterate, we do have  
11 court reporters here. And if you could please speak  
12 your name clearly and slowly as possible in the  
13 beginning and give your address to the court reporter so  
14 they can record that. If you have any written comments  
15 or anything that you wrote down that you're saying that  
16 you can provide to us, we would appreciate that. You  
17 could give it to the court reporter here. That will  
18 help them complete the record. Okay. Thank you very  
19 much. I will start the time after you say your name for  
20 the record.

21 Our first speaker is Daniel Shriver.  
22 Mr. Shriver? And our second speaker will be Sensei  
23 Vince Cecere.

24 MR. SHRIVER: Did you want to change the order?

25 MR. RITCHIE: I think we better, Shauna, if we could

1 leave him for last. He would like to request a  
2 demonstration.

3 MS. BAIN: So I'm going to have Meryt McGindley,  
4 please, and Denny Schneider will speak after that.

5 MS. MCGINDLEY: Hi. My name is Meryt McGindley.  
6 I'm legislative deputy for policy and communications for  
7 Los Angeles Councilmember Ruth Galanter who chairs the  
8 Commerce Energy and National Resources Committee of the  
9 city council which oversees the Los Angeles World  
10 Airports Department.. The address is City Hall, Room  
11 475. I would like to read a statement by Councilmember  
12 Galanter on the record here tonight.

13 Thank you very much for being here tonight.  
14 In light of the events of September 11th the entire  
15 Master Plan is most likely obsolete. The assaults of  
16 the World Trade Center and the Pentagon have  
17 demonstrated that airports must operate differently or  
18 they may not be able to operate at all.

19 Even before September 11th, trends within the  
20 airline industry were unclear. While the LAWA-proposed  
21 Master Plan includes in all its alternatives runways to  
22 accommodate planes carrying 600 passengers or more,  
23 airlines have, in fact, been flying and buying more 757s  
24 and 767s. Certainly since September 11, demand has  
25 fallen off the charts and the demand forecasts that the

1 entire Master Plan is based on are no longer useful. In  
2 fact, the EIR is so flawed in its conception and current  
3 relevance, that the environmental assessment is  
4 inherently flawed as well.

5 I'm concerned that we are now being asked to  
6 comment on a Fifth Alternative that is conceptual, at  
7 best, with no opportunities to inspect any analysis on  
8 its impacts on the surrounding communities, businesses  
9 or residents. I'm concerned as long as this EIR process  
10 is on the table, the door is still open for incremental  
11 expansion later in this decade. I am also concerned  
12 that nowhere in the existing Master Plan document or in  
13 the proposed Fifth Alternative is there an overarching  
14 plan to address projected growth and demand in the  
15 Southern California region using LAWA's other airports,  
16 Ontario and Palmdale.

17 I urge you to reject this planning process and  
18 begin anew with a true regional plan assessed with a new  
19 environmental document that adequately addresses impacts  
20 on a regional basis. Thank you very much.

21 (The statement submitted for the  
22 record was marked as Statement 2.)

23 MS. BAIN: Mr. Denny Schneider.

24 MR. SCHNEIDER: Good evening. I'm Denny Schneider.  
25 My address is 7929 Breen, B-r-e-e-n, Avenue in



1 Los Angeles in Westchester. I'm here this evening with  
2 several hats on. Three and a half years ago I started  
3 out in favor of controlled expansion of LAX. The more I  
4 learned about it from heading up our neighborhood  
5 community organization, the more concerned I became  
6 because it was getting noisier and noisier. I  
7 discovered very rapidly that there is no way in which to  
8 control the amount of planes that are coming to LAX  
9 under the present circumstances. And so when someone  
10 tells you that the capacity of one level or another is  
11 our target for LAX, it's just an objective. It's not a  
12 thing that could be held accountable.

13 As we've seen, obviously, on the 11th the idea  
14 of expanding LAX has sort of gone away temporarily, at  
15 least. And what we really need is a regional solution  
16 whereby we build up our infrastructure all over the  
17 region and we spread the risks of a problem. Right now  
18 LAX is a single-point failure potential. If LAX has  
19 major damage, even from an earthquake, we in Southern  
20 California will have a major problem.

21 The environmental impacts on this area from  
22 the airport is of grave concern. For the people in this  
23 area you should be concerned of the way in which noise  
24 is defined. They use the number 65. My neighborhood  
25 happens to be 63. We are subjected to a number of

1 airplane noise and we've had things fall off the walls,  
2 but we don't qualify for soundproofing. We have on the  
3 average of 40 to 50 events per hour at 50 DBs, and at  
4 least one every hour of the night and day at 70 DBs.  
5 That's a very loud vacuum cleaner.

6 What we've been told by the FAA in the  
7 roundtable discussions is that LAX will get as many  
8 flights as airplanes want to fly there. That means more  
9 flights over you folks as well, and you won't be counted  
10 as being impacted. Thank you.

11 MS. BAIN: Thank you. Kenneth Alpern. After  
12 Mr. Alpern, we'll have Noel Park.

13 MR. ALPERN: Good evening. My name is Kenneth  
14 Alpern. I'm part of a voluntary organization called  
15 Friends of the Green Line. I've been objected to  
16 expanding the Green Line in LAX. My address is 3222  
17 Military Avenue, Los Angeles, California. I also wear  
18 more than one hat. I'm a physician who treats mostly  
19 Medi-Cal transit-dependent individuals. So the  
20 infrastructure that was alluded to by the previous  
21 speaker is very, very important to me, especially  
22 because we're so many decades behind in creating an  
23 appropriate infrastructure for the size and complexity  
24 of Southern California.

25 First off, as envisioned by Mayor Riordan, the

1 LA Master Plan is pretty much going to be a thing of the  
2 past especially after 9/11. Secondly, we're entering a  
3 recession. That's no secret, especially here in  
4 Southern California. Thirdly, Mayor Hahn, now the MTA,  
5 are indeed committed to connecting the Green Line to LAX  
6 to both enhance LAX security and our local economy which  
7 relies a lot on LAX.

8 For getting to and from LAX is a nightmare,  
9 afternoon driving on the 405, South Bay or the west side  
10 or pretty much anywhere between Long Beach and the  
11 valley, and a large part because of LAX. And the last  
12 of my first initial point is that we have two competing  
13 extremes. We have many within the LAWA that want to  
14 extend without really considering the impact on the  
15 neighbors and also neighbors who are so against  
16 expansion that they are unwilling to improve or update  
17 LAX for the future. My main point is to have LAWA and  
18 Californians to work together. To go correct the  
19 inadequacies by more security and efficiency for LAX.

20 Certainly expedition of linking LAX to the  
21 Green Line, we need to be helped by federal  
22 representatives, representatives and senators giving us  
23 the moneys to do this. This requires millions of  
24 dollars, if not billions. Furthermore, let's consider  
25 giving LAWA a great partnership in operating just the

1 parking lots, Norwalk, South Bay, so that they can  
2 comment and, therefore, put into the Green Line so they  
3 can be a positive cooperating partner to building a  
4 Green Line that will help Southern California and  
5 enhance LAX.

6 And I wanted to thank you very much for your  
7 time. Have a good evening.

8 MS. BAIN: Thank you.

9 MR. PARK: My name is Noel Park. I live at 3233  
10 South Walker Avenue in San Pedro. I'm the president of  
11 the San Pedro Peninsula Homeowners Coalition which  
12 represents 14 resident associations.

13 San Pedro -- some three years ago we got  
14 response from increasing noise issues in our community,  
15 especially Southern San Pedro and Palos Verdes, of  
16 aircraft noise. It's no coincidence that the highest  
17 noise levels in the 1999 Peninsula Noise Study was South  
18 Shores. We joined RSAC, which is the Alliance for  
19 Regional Solution to Airport Congestion, mainly  
20 consisting of people from Westchester to Playa Del Rey  
21 and surrounding areas. And I'm a member of the board of  
22 RSAC and, as such, Mayor Gordon of El Segundo and  
23 various other people. I just want to say, we stand here  
24 in total solidarity with RSAC, with El Segundo and all  
25 other 65 governmental entities that are assigned on to

1 their proposed regional plan of air travel expansion.

2 We submitted a written comment on this plan,  
3 as it's displayed in the lobby. I don't think I need to  
4 belabor any of that. We feel that the only alternative  
5 there acceptable is the no-project alternative. I have  
6 a document here I want to share with you. I'll leave it  
7 with the court reporter. It's called "As Inland Empire  
8 Grows, Freeway Commute Slows" from the Tuesday, October  
9 30 Los Angeles Times, which is about excruciating length  
10 of congestion on the 91, 60 and 10 Freeways as people  
11 try to head back to the evergrowing Inland Empire. I  
12 think that's just indicative. The same type of thing is  
13 going on in Santa Clarita, Valencia. Now, they are  
14 going to do a huge housing development on the Cajon  
15 Ranch. For all those people expected to drive to LAX to  
16 go on air travel, we don't think that's acceptable, the  
17 freeways, some of you on the 405, it just doesn't make  
18 any sense to us.

19 I want to say, I want to quote to you just  
20 from this Sunday, October 28th Los Angeles Times article  
21 entitled "Focus Shifts Hearings on LAX Expansion Plan."  
22 Does that mean that the public is being asked other  
23 suggestions at six public hearings beginning Tuesday,  
24 and doesn't have a single picture, map or sketch or  
25 basic description of the mayor's concept. We don't know

1 what to say about this new concept. It's hard for us to  
2 understand how the whole thing could be reconfigured and  
3 taken forward under this whole Master Plan with the old  
4 Environmental Impact Report still in compliance with the  
5 California Environmental Quality Act.

6 As far as the 78 map cap, if that could be  
7 somehow guaranteed, we could look at that. We've seen  
8 the airport grow from 40 of the existing Master Plan to  
9 68 (timer beeping over his words.) We're afraid it's  
10 going to happen again. Thank you.

11 MS. BAIN: Thank you. If I could have Daniel  
12 Shriver.

13 MR. SHRIVER: Hello. My name is Daniel Shriver. I  
14 live at 4741 Ben Avenue, Valley Village, California.  
15 I'm here representing Ateimi-Ryu JuJitsu. It is a  
16 close-range combat style of martial arts. It could be  
17 highly effective and appropriate to train flight crews.  
18 This is the same martial art that is being taught to  
19 special forces in Fort Bragg and it uses pressure points  
20 and joint locks.

21 The reason I'm here telling you this is has  
22 nothing to do with airport expansion. Everyone has been  
23 affected by 9/11. I've lost a friend in the World Trade  
24 Center. He had enough time to make some phone calls and  
25 tell his family that he loves them and his last words

1 was "It doesn't look good." His name is Joe. He used  
2 to live here . He's not with us anymore. He was a  
3 fighter, and we're fighters. We're going to pick up the  
4 fight where he left off for him and 6,000 other people.  
5 My mission, I'm spearheading a movement to raise  
6 awareness that this is a highly effective martial art.  
7 What we're going to do, we have people from our school  
8 that are going to be doing a small demonstration to show  
9 you people how effective it is.

10 We have flight attendants out there on the  
11 front lines. We need to give them the tools and  
12 training and be innovative how we approach the  
13 situations. My friend, the president of the Flight  
14 Attendants Association, testified when asked about  
15 introducing guns to the cabins, she had security experts  
16 across the country to come up with some ideas. There is  
17 a green laser light someone came up with. You could go  
18 blind, maybe. There are Tasers, two darts firing gun.  
19 They are attached, what happens if you miss? What  
20 happens if there are two pairs, two attackers? What if  
21 there's a crazy man with fear, breaks into the cabin and  
22 pulls off -- tries to pull off the co-pilot. Do you  
23 kill him? This is appropriate for the drunken executive  
24 who is trying to make a jerk of himself or the deadly  
25 terrorist. This is effective, a submission technique

1 that you don't have to worry about, are there eight  
2 brave, strong people in the cabin? One flight attendant  
3 of any size could take care of multiple attackers. It  
4 does not take size or strength. It takes skill and  
5 knowledge.

6 You've heard the expression, knowledge is  
7 power. It has never been more clear with Atemi-Ryu  
8 JuJitsu, which means a strike to the body's weak spot or  
9 pressure points. Jujitsu means "gentle art." We're not  
10 trying to sell you on the idea of getting a kickboxer in  
11 there and having them do high kicks and do something  
12 they can't do. This is something within your ability  
13 and something you should consider and debate and  
14 discuss, this highly effective skill. Mr. Ritchie, is  
15 this a good time to do the demonstration?

16 MR. RITCHIE: Yes. You might want to take advantage  
17 of the stage.

18 MR. SHRIVER: All right this is Vince Cecere who is  
19 a Sinsei. He is a third-degree black belt in Sanuces  
20 Ryu and second-degree in Jujitsu. The skills you are  
21 about to see are literally state of the art. There are  
22 very few people that could even teach this. There were  
23 725 different styles of Jujitsu. This is a gentle,  
24 appropriate one.

25 (Demonstration took place on the stage.)



1 MS. BAIN: Thank you. At this time I would like to  
2 remind anyone in the audience that wishes to comment to  
3 please fill out one of these yellow comment cards so  
4 that we can hear your comments here. If you do not wish  
5 to comment, do not forget that we do have written  
6 comment forms that you may use, and they are recorded  
7 just the same. They carry the same weight, if you want  
8 to write your comments down. We'll take a short break  
9 right now.

10 (Recess was taken.)

11 MS. BAIN: Just to reiterate some of the logistics.  
12 We have a timer. You have three minutes to make your  
13 comments as the time allows. When you have one more  
14 minute remaining, a yellow light will blink. When your  
15 time expires, you will hear a beep tone. If have you  
16 not had a chance to fill out a card and would like to  
17 make a public comment orally, please write out a card  
18 and give it to us. You can make your comment. If you  
19 do not want to make an oral comment, please fill out one  
20 of the forms and make your comment. It will be recorded  
21 just the same. I think we will begin now with Mr. Tom  
22 Politeo. And, Mr. Politeo, if you could state your name  
23 for the record and address, if you don't mind. Once you  
24 state your name and address for the record, we will  
25 start your time.

1 MR. POLITEO: Hi. My name is Tom Politeo. I live  
2 in San Pedro. My mailing address is P.O. Box 1256,  
3 San Pedro, 90733. I would like to start out by thanking  
4 Don Knabe for his leadership in supporting solutions for  
5 air travel in Southern California. In almost every  
6 corner in Southern California we are facing a  
7 transportation crunch. To ensure cities are attractive  
8 to live in and our region is prosperous, to ensure that  
9 we aren't wasting our lives stuck in traffic and in long  
10 lines at the airports, we need to explore a  
11 comprehensive transportation solution.

12 With new technology knocking on the door and  
13 especially after the tragedy of September 11, we need to  
14 look under every planning rock, security, convenience,  
15 diversity, competition, economics, technology,  
16 restructure management, redistricting, power-sharing  
17 livable communities and the environment so that we find  
18 good answers that work locally and regionally.

19 I think we should scrap our current plans for  
20 LAX and take a deep breath. So I'm supporting a no-plan  
21 option, but start planning anew. We need time after  
22 September 11th to develop perspective on important  
23 issues so we can act with enough understanding to avoid  
24 overreaction or missing points that might not yet be  
25 obvious.

1           We should look at diversity and good  
2 distribution, key planning points. For the sake of  
3 security, both against natural disasters and terrorist  
4 threats, it makes sense to distribute air travel use  
5 fairly, evenly throughout Southern California. If we do  
6 this, travelers may find airports conveniently close to  
7 home or work. On the other hand, the economies of scale  
8 for airlines may suggest greater service consolidation.  
9 Some airport neighborhoods may welcome expanded travel  
10 and others may reject it. We need to explore these  
11 issues to find optimal answers.

12           As part of travel needs, we should explore a  
13 high-speed rail network that links San Diego,  
14 Los Angeles, Las Vegas, San Fransisco and Sacramento.  
15 This could provide convenience and security. We cannot  
16 study our airports in a vacuum that does not consider  
17 this option.

18           Our planning should also be comprehensive. We  
19 should consider all of our seaports as part of  
20 transportation network that could serve Southern  
21 California. Business passengers, vacationers, tourists  
22 and cargo should move easily between these facilities  
23 and major destinations.

24           We should look at an automated electric-rail  
25 between moving cargo, between our air and seaports and

1 key industrial locations. Such a system could speed up  
2 cargo transit, improve security, help government  
3 inspections, improve street traffic and help clean up  
4 our air. It could be a vital cog in a powerful Southern  
5 California economic engine.

6 Exploring such an option will also have an  
7 impact on how we plan individual ports. We must  
8 modernize our plans. The city of Los Angeles is too  
9 small to be inclusive enough to be a good regional  
10 planning authority, and it is too large and  
11 geographically disjointed to serve the local needs  
12 properly. The City of Los Angeles is not a good  
13 authority to maintain such regionally-important  
14 facilities. Can I have a few seconds to go over,  
15 please? Thank you.

16 The City should transfer its land and seaports  
17 to the County. The County should run them as part of a  
18 regional network system in a framework with other  
19 Southern California counties. Each individual facility  
20 should be administered by a joint powers authority which  
21 the County is one partner and local neighborhoods near  
22 the facility are another.

23 The quality of our lives, our prosperity and  
24 the environment depend on what we do here. Let's take  
25 the time and develop the leadership and vision to move

1 us wisely into a future that will serve us well. I  
2 think a lot of good work has been done planning  
3 proposals for the airport. Thank you.

4 (The statement submitted for the  
5 record was marked as Statement 3.)

6 MS. BAIN: Thank you. Again, if you have some  
7 comments that you would like to make orally, these cards  
8 are available at the sign-in desk. Please fill out the  
9 card and we will call your name. We are here for the  
10 duration until 9:00 p.m., and we will stay here as long  
11 as we have cards to keep coming. With that, any  
12 comments from Mr. Kessler, Ritchie? We're going to take  
13 another break.

14 MR. SCHNEIDER: (Raised hand.)

15 I'm Denny Schneider. Again, I would like to  
16 take a couple more seconds to add a few more comments.  
17 One of the suggestions and concerns that we have is  
18 low-frequency noise around the airport. When you're  
19 considering all of your security issues, one of the  
20 things that we definitely want to see, according to the  
21 experts on noise transmission, is a sound -- is a berm  
22 of land that's about eight feet thick and probably at  
23 least 10 to 15 feet high. You could use it as a  
24 security wall, and it will protect the local  
25 neighborhoods from the low frequency noise that goes

1 right through buildings and travels for many, many miles  
2 and keeps many of us up at night.

3 In addition to that, this one is just specific  
4 about the EIR itself, and that is that there are a lot  
5 of mistakes in the EIR that needs to be addressed such  
6 as the one that defines how many people are impacted.  
7 The EIR states that about 40,000 people are impacted.  
8 When the airport and FAA came out and spoke to my  
9 community about a year and a half ago or two years ago  
10 now, they indicated in a view graph it was 87,000. We  
11 also took a census. We took the census charts and  
12 overlaid it with the charts that the airport puts out on  
13 a quarterly basis, and it also was in the 80- to  
14 90,000-people range. So there's a lot of questionable  
15 pieces of data.

16 In terms of the FAA, I would just encourage  
17 you to look at the flight paths and to try to tighten  
18 them up a little bit and, specifically, to go back and  
19 ask for the ability to limit the number of flights  
20 coming to any one airport. This area on this side of  
21 the airport, our area, are all going to be inundated  
22 when the economy picks up again. And because of the way  
23 the noise is calculated, it just isn't going to help.

24 We're told, for instance, by the FAA folks  
25 that the flights coming in along the Santa Monica

1 Freeway from the west to the east get in line and go  
2 around Monterey Park to get in line to land. Our  
3 eyesight is improving dramatically because we can now  
4 see those planes from Westchester going from the west to  
5 the east. At night the stars move in our sky in all  
6 directions. We call it the Hollywood effect. We're  
7 promoting it to promote tourism. Thank you.

8 MS. BAIN: Thank you. Jerry Gaines, can you please  
9 state your name and address for the record, and then  
10 I'll start the time. Thank you.

11 MR. GAINES: My name is Jerry Gaines. I'm at 2101  
12 West 37th Street, San Pedro in Los Angeles. Just a  
13 couple of brief comments. My many years of living in  
14 this area, I've been involved in a lot of landuse issues  
15 both as a taskforce chair for three council people -- I  
16 served on the charter commission -- and I'm also  
17 currently planning commissioner on the Harbor Planning  
18 Commission. So I have some city rep, but I also bring  
19 to you my wisdom, for whatever it's worth, in terms of  
20 the Harbor area as perceptions go.

21 You heard earlier about many of the homeowner  
22 groups being concerned about the impacts of any changes  
23 at LAX. I would also point out that we have a lot of  
24 experience with the other big industrial proprietorship  
25 organization called the Harbor at the World Port. Just

1 recently through Mayor Hahn's efforts and others, we  
2 adopted a standing committee in the Harbor Commission to  
3 put together about 30 stakeholders from a variety of  
4 different entities in areas here in the region and try  
5 to address the various kind of environmental issues of  
6 an industrial operation of the LAX complex itself. It's  
7 a new process. It's one that we look optimistic to  
8 because of the fact that all lines of communication are  
9 critical as you go through the pressures of economic  
10 growth, the entities these organizations represent, and  
11 the like.

12 I also, obviously, address as a citizen what  
13 I'm sure the draft process of any new plans that are  
14 trying to, transportation and egress. Security issues  
15 are obviously on everybody's minds now. The regional  
16 focus is critical. I know SCAG worked on this for  
17 years. It's difficult when you have multiple government  
18 and jurisdictions and groups that try to mitigate and  
19 get everybody to come together. But I think Supervisor  
20 Knabe is doing his best. I commend him for that.

21 As one person living in the Harbor area, I go  
22 back to this very room we're in when we first came here  
23 25, 30 years ago you were talking about an off-shore  
24 airport. That was a very strong meeting in this room  
25 that we're standing in -- about people's feelings about



1 an off-shore airport. You could see that airport issue  
2 has been going for many, many years as how you could do  
3 it, where you would put it, how you make it bigger. I  
4 just urge you to think about some of these suggestions,  
5 particularly the process of getting all of people's  
6 stakeholders involved. Thank you very much.

7 MS. BAIN: Thank you. Again, we have the yellow  
8 cards at the sign-in desk. If you wish to make a  
9 comment, please fill out the card and it will be given  
10 to us. We will call your name. If there are no  
11 comments right now, we will take a break. And we'll  
12 reconvene in ten minutes. Thank you.

13 (Recess was taken.)

14 MS. BAIN: We are reconvening at this moment. We  
15 have public comment that is in hand from Mr. Daniel  
16 Walker. Mr. Walker, can you please state your name and  
17 address for the record.

18 MR. WALKER: Sure. My name is Daniel Walker, 7416  
19 West 82nd Street.

20 MS. BAIN: Thank you.

21 MR. WALKER: Thanks for sticking around. I know I'm  
22 a little bit late. I represent a group called Friends  
23 of Green Line. We're mostly the West Los Angeles  
24 residents, and we would like to see the Green Line  
25 extend into LAX. That's the main reason why I came here

1 to talk to people, people of San Pedro, and also the  
2 staff here. I brought a little handout which kind of  
3 describes our group. We're volunteers, local residents.  
4 We use mass transit. We wanted to talk about the Green  
5 Line and also possibly extending mass transit to other  
6 areas of Los Angeles like the San Pedro area. The MTA  
7 owns the Harbor subdivision railroad tracks that run  
8 from San Pedro right to LAX and it runs further north  
9 from Inglewood and to Union Station. A lot of us  
10 residents of that area don't really want to see an  
11 expansion of LAX, but would like to see less cars and  
12 less pollution. So I think there's been some steps  
13 taken recently toward that end.

14 Just last week the MTA approved a study to  
15 extend the Green Line out from Norwalk to the Norwalk  
16 transportation center of Santa Fe Springs. Here's the  
17 EIR that they did a few years ago. They are going to  
18 revisit this. We would like them, also, to take a look  
19 at extending the Green Line to LAX, not necessarily to  
20 the Master Plan location on the western terminal, that  
21 implies there's going to be a larger expansion, but up  
22 the Harbor subdivision train tracks, perhaps up to  
23 Century, people would move there and go into LAX, take a  
24 lot of traffic off the street and reduce pollution and  
25 noise.

1           So we're a volunteer group. None of us are  
2 paid. We're users of mass transit. In fact, this  
3 Sunday we're going take a bike ride of the route at  
4 11:00 o'clock for everybody that wants to come and join  
5 us. We think this should be studied, at least looked  
6 at.

7           In fact, today we went and looked at the  
8 railroad tracks as they go past the runway just to get a  
9 look to see if there would be any concerns there. We  
10 studied them. We are going to submit some comment about  
11 that. There certainly are some issues that need to be  
12 looked at in terms of runway safety. This should be  
13 done in the most safest possible way. We think it's  
14 feasible. The railroad tracks run right next to the  
15 Aviation Boulevard, right next to the airport, so it  
16 should be a feasible project. And we want to work with  
17 the airport, work with other local residents that I  
18 recognize here, to make it happen, not for an expanded  
19 airport necessarily, but to alleviate traffic in the  
20 area. We think it could be done. Thank you very much.

21           MS. BAIN: Thank you. Again, if there is anyone  
22 that would like to fill out one of these yellow comment  
23 forms, it is 9:00 p.m. now. We would like to give you  
24 an opportunity to make any comments that you have.  
25 We'll wait a few moments and see if anyone turns in a

1 card. Thank you.

2 MR. KESSLER: Is there anyone else that has not had  
3 an opportunity to speak concerning the information about  
4 the Draft EIS/EIR? Not seeing anyone else, I will  
5 remind everyone, if you feel you are unable to provide  
6 us with verbal comments today, we will be accepting  
7 written comments until 5:00 p.m. Pacific Standard Time,  
8 Friday, November 9th, 2001. You can mail your comments  
9 either to me at the FAA or to Jim Ritchie with the City  
10 of Los Angeles. Mailing addresses are listed on the  
11 cover of the EIS/EIR. I want to thank everyone for your  
12 comments today. This public hearing for the Draft  
13 EIS/EIR for the Los Angeles Airport is now concluded.

14 (Whereupon the proceeding adjourned

15 at 9:00 o'clock p.m.)

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1 STATE OF CALIFORNIA )  
2 COUNTY OF RIVERSIDE ) ss.

3

4 I, LISA ANN VARGAS, certified shorthand reporter,  
5 License No. 12049, do hereby certify:

6 That the proceedings contained herein were taken  
7 before me at the time and place herein set forth and was  
8 taken by me in shorthand and thereafter transcribed into  
9 typewriting by me, and I hereby certify that the said  
10 proceedings are a full, true and correct transcript of  
11 my shorthand notes so taken.

12 I further certify that I am not interested in the  
13 event of the action.

14

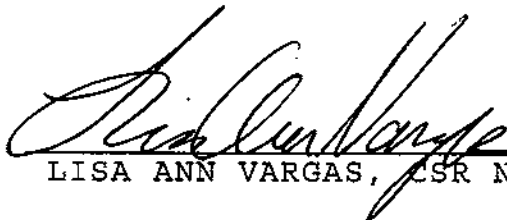
15

16 WITNESS my hand this 18th day of November 2001.

17

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LISA ANN VARGAS, CSR NO. 12049

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**U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration**

**Los Angeles International Airport  
Los Angeles, California**

**Draft Environmental Impact Statement/Environmental Impact Report  
Public Hearing Remarks**

**Thursday, November 1, 2001**

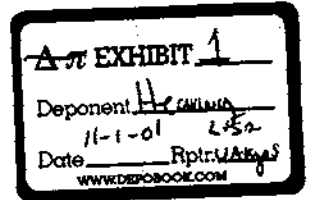
**Peck Park Auditorium  
San Pedro**

**David B. Kessler  
Environmental Protection Specialist**

Good evening ladies and gentlemen, my name is David Kessler; I'm an Airport Planner from the Federal Aviation Administration, Western-Pacific Region. I would like to welcome you to the 5<sup>th</sup> of a total of nine Public Hearings the FAA and the city of Los Angeles are conducting for the Draft Environmental Impact Statement/ Environmental Impact Report or EIS/EIR for the proposed master plan at Los Angeles International Airport. The first three public hearings on this topic were held on Saturday, June 9<sup>th</sup> in Inglewood, Manhattan Beach, and Westchester. The fourth was held this past Tuesday in Monterey Park. Today's hearing is the second of six additional hearings being held this week and next week. These hearings were originally scheduled for early September; however, they were postponed due to the terrorist attacks in New York and Washington, D.C. The next hearing will be held on Saturday, November 3<sup>rd</sup> at Los Angeles High School located at 4650 West Olympic Boulevard in the Mid-Wilshire District of the city of Los Angeles.

The purpose of these hearings is to collect comments from the general public concerning the adequacy of the information disclosed in the Draft EIS/EIR. The FAA and the City of Los Angeles along with the Federal Highway Administration as a cooperating agency have prepared the Draft EIS/EIR.

I would like to take this opportunity to make sure that everyone understands that **NO** decisions will be made today regarding the proposed project. Today's hearing is **not** a question and answer type of forum. Our job is to listen to what you have to say about



the adequacy of the information in the Draft EIS/EIR. In other words, it's your turn to talk to us. Since we are here to listen, we are not going to respond to questions about the pros and cons of the proposed project. Since 5 o'clock this afternoon, the city has held a public workshop just outside of this room for anyone to ask questions about the master plan, the environmental process and the various proposed projects.

Following publication of the Draft EIS/EIR for comment, the next step in the joint federal and state environmental disclosure process is holding this and the other public hearings during this week and next week. The environmental disclosure process for this project began in 1997 with the publication of a Notice of Intent to prepare the joint EIS/EIR in the *Federal Register*. In July of 1997, we held a series of meetings with members of the public and governmental agencies to receive comments on the scope of the Draft EIS/EIR. Following those meetings, the Draft EIS/EIR was prepared considering the comments received during the scoping meetings and those submitted in response to the Notice of Intent. The document has also been prepared pursuant to the National Environmental Policy Act of 1969 or "NEPA", the Council on Environmental Quality Regulations, which are the implementing regulations for NEPA, the California Environmental Quality Act of 1970 or "CEQA", and the Airport and Airway Improvement Act of 1982, as amended.

Following today's hearings and the close of the comment period, we will then correct, and revise the EIS/EIR as necessary based on the comments received. We will also prepare responses to the comments we receive and include those responses in the **Final EIS/EIR**.

Before we begin receiving verbal comments, we would like to let you know the ground rules of this hearing. First, as I said earlier, we are not here to respond to questions about this project. We are only here to listen to your comments and take notes. We also have a court reporter present to ensure that we have an accurate transcript of this hearing.

For anyone who would like to speak, we ask you to fill out a speaker card, **like this one** and give it to the person at the sign in desk. That person will bring the speaker cards



up to our facilitator who will call the names of each speaker so we can proceed in an orderly fashion. So that everyone gets an opportunity to provide verbal comments, everyone will get three minutes to speak. To be fair to everyone, we are not going to allow people to transfer their allotted time to someone else. I ask that when you speak, you give us your name and address for the record. We also have a Spanish language translator for anyone wishing to provide comments in Spanish.

If there is anyone who uncomfortable speaking in front of a group or if you need more than three minutes to provide your comments, we ask that you provide your comments in writing. We have comment sheets, **like this one**, available for your use at the sign-in desk. You can leave your comments at the sign in desk, or you can mail your written comments using the comment sheet or a letter to either address listed on the cover of the EIS/EIR. The city's address is listed at the top of the comment sheet. I would like you to understand that a verbal comment is just as important as a written comment. So please feel free to provide any comments on the document you may have to us either verbally today, or in writing. Comments are due by **5:00 p.m., Pacific Standard Time, on Friday, November 9, 2001.**

Lastly I would like everyone to know that even though we have this hearing scheduled until 9 o'clock this evening, we will stay here as long as necessary for everyone to get a chance to provide verbal comments on the Draft EIS/EIR. As I said earlier, our job here today is to listen to your comments.

Now, I will return the Hearing back to our facilitator, **Shauna Bain**, to introduce Mr. Ritchie who will provide some introductory comments from the city of Los Angeles. Following Mr. Ritchie's comments, we will collect the speaker cards and call the name of the first speaker.

Thank you.

Is there any one else who has not had an opportunity to speak concerning the information in the Draft EIR/EIS? **[wait for anyone to speak up]** Not seeing anyone else, I will remind everyone that if you feel that you are unable to provide us with verbal comments, today, we will be accepting written comments until 5:00 p.m. Pacific Standard Time, Friday, November 9, 2001. You can mail your comments either to me at the FAA or to Jim Ritchie with the City of Los Angeles. The mailing addresses are listed on the cover of the EIS/EIR. I want to thank everyone for your comments today, this public hearing for the Draft EIR/EIS at Los Angeles International Airport is now concluded.



~~A-7~~ EXHIBIT 2  
Deponent: Heavily  
Date: 11-01-01 Los Angeles  
www.DEPOBOOK.COM

I am Mike Salk, District Deputy to Councilmember Ruth Galanter who chairs the Committee on Commerce, Energy, and Natural Resources, which oversees the airport.

Thank you very much for being here today. In light of the events of September 11<sup>th</sup>, the entire LAX master plan is most likely obsolete. The assaults on the World Trade Center and the Pentagon have demonstrated that airports must operate differently or they may not be able to operate at all.

Even before September 11<sup>th</sup>, trends within the airline industry have been unclear. While the LAWA proposed master plan includes in all its alternatives runways to accommodate planes carrying 600 passengers or more, airlines have in fact been flying (and buying) more 757's and 767's. Certainly, demand has fallen off the charts and the demand forecasts that the entire master plan is based on are no longer useful. In fact, the EIR is so flawed in its conception and current relevance, that the environmental assessment is inherently flawed as well.

I am concerned that we are now being asked to comment on a fifth alternative that is conceptual at best, with no opportunities to inspect any analysis on its impacts on the surrounding communities, businesses and residents.

I am concerned that as long as this EIR process is on the table, the door is still open for incremental expansion later in this decade.

Finally, I am concerned that nowhere in the existing master plan document or in the proposed fifth alternative is there an overarching plan to address projected aviation demand in the Southern California region using LAWA's other airports -Ontario and Palmdale.

I urge you to reject this planning process and begin anew with a true regional plan assessed with a new environmental document that adequately addresses impacts on a regional basis.

also read by speaker # 12  
speaker # 1

on 10-30-01  
on 11-1-01



EXHIBIT 3  
Deponent: Heaney  
Date: 11-1-01 Rptr: [Signature]  
WWW.DEPOBOOK.COM

November 1, 2001

I'd like to thank Supervisor Don Knabe for his leadership in exploring a regional solution for air travel in Southern California.

In the air and on the streets, in almost every corner of Southern California, we are facing a transportation crunch. To ensure that our cities are attractive to live in and our region is prosperous, to ensure that we aren't wasting our lives stuck in traffic and in long lines at the airports, we need to explore a comprehensive transportation solution.

With new technologies knocking on our door, and especially after the tragedy of September 11th, we need to look under every planning rock: security, convenience, diversity, competition, economics, technology, restructured management, redistricting, power-sharing, livable communities and the environment so that we find good answers that work locally and regionally.

We should scrap our current plans for LAX and take a deep breath. We need time after September 11th to develop perspective on important issues, so we can act with enough understanding to avoid overreaction or missing points that might not yet be obvious.

Hasty action may commit us to spending that doesn't pay off. Mayor Hahn has proposed facial-recognition systems be used at LAX. We should take time to explore major projects like this. England has been using such systems for years now, and not one terrorist has been caught. Two reasons are given. First, the systems are easily fooled by changing hair, dress and makeup. Second, the identity of most terrorists aren't known until after they commit a terrorist act.

We should look at diversity and good distribution as key planning points. For the sake of security, both against natural disasters and terrorist strikes, it makes sense to distribute our air travel use fairly evenly throughout Southern California. If we do this, travelers may find airports conveniently close to home or work. On the other hand, economies of scale for airlines may suggest greater service consolidation. Some airport neighborhoods may welcome expanded travel and others may reject it. We need to explore these issues to find optimal answers.

As part of our travel needs, we should explore a high-speed rail network that links San Diego, Los Angeles, Las Vegas, San Francisco and Sacramento. This could provide more diversity than air transit alone, and hence more convenience and security. We cannot study our airports in a vacuum that does not consider this option.

Our planning should also be comprehensive. We should consider all of our air and sea ports as part of a transportation network that serves Southern California. Business passengers, vacationers, tourists and cargo should move easily between these facilities and major destinations.

We should look at an automated, electric-rail system for moving cargo between our air and sea ports and key industrial locations. Such a system could speed up cargo transit, improve security, help government inspections, improve street traffic and help clean up our air. It could be a vital cog in a powerful Southern California economic engine. Exploring such an option will also impact how we

plan individual ports.

We must also modernize planning authority over our ports. The City of Los Angeles is too small to be inclusive enough to be a good regional planning authority. And, it is too large and geographically disjointed to serve local need properly. The City of Los Angeles is not a good authority to manage such regionally-important facilities.

The City should transfer its land and sea ports to the County. The County should run them as part of a regional system in a framework with other Southern California counties. Each individual facility should be administered by a joint powers authority in which the County is one partner and local neighborhoods near the facility are another.

The quality of our lives, our prosperity and the environment depend on what we do here. Let's take the time and develop the leadership and vision to move us wisely into a future that will serve us well.

Tom Politeo  
P.O. Box 1256  
San Pedro, CA 90733-1256  
tom@politeo.net  
562-618-1127

**Official Hearing Transcript  
Los Angeles High School  
Los Angeles, California  
Saturday, November 3, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHL00001	Tessie Cowder	None Provided
PHL00002	Roy Hefner	LAX Area Advisory Committee
PHL00003	Dana Gabbard	Southern California Transit Advocates
PHL00004	Denny Schneider	LAX Community Noise Roundtable
PHL00005	Judi Russell	None Provided
PHL00006	Anne Clark	None Provided
PHL00007	Darrell Clarke	None Provided
PHL00008	Mike Salk	Councilmember Ruth Galanter's Office
PHL00009	Roger Rudick	None Provided
PHL00010	Richard McNish	City of Inglewood
PHL00011	Cecil Carpio	None Provided
PHL00012	Brian Weis	None Provided
PHL00013	Ronald Murphy	None Provided
PHL00014	Roy Hefner	LAX Area Advisory Committee
PHL00015	Denny Schneider	LAX Community Noise Roundtable
PHL00016	Daniel Shriver	None Provided
PHL00017	Sensei Vince Cecere	None Provided
PHL00018	Michael Cecere	None Provided
PHL00019	Bryan Clarke	None Provided
PHL00020	Stacy Brown	None Provided
PHL00021	Cecil Carpio	None Provided
PHL00022	Brian Weis	None Provided
PHL00023	Brian Weis	None Provided
PHL00024	Sensei Vince Cecere	None Provided
PHL00025	Roy Heffner	LAX Area Advisory Committee
PHL00026	Stacy Brown	None Provided
PHL00027	Brian Weis	None Provided
PHL00028	Cecil Carpio	None Provided
PHL00029	Brian Weis	None Provided
PHL00030	Christopher Weis	None Provided
PHL00031	Ellen Weis	None Provided
PHL00032	Brian Weis	None Provided



<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHL00033	Nicholas Weis	None Provided
PHL00034	Brian Weis	None Provided
PHL00035	Christopher Weis	None Provided

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.

**ORIGINAL**

LAX MASTER PLAN DRAFT EIS/EIR

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF

PUBLIC HEARING

TAKEN ON

SATURDAY, NOVEMBER 3, 2001

AT LOS ANGELES HIGH SCHOOL

4650 WEST OLYMPIC BOULEVARD

LOS ANGELES, CALIFORNIA

**Reported by:**

**LISA ANN VARGAS, C.S.R., NO. 12049**

**Norman Schall & Associates**

**Certified Shorthand Reporters**

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Los Angeles, California 90010

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(800) 734-8838

1 **APPEARANCES OF FACILITATORS:**

2 SHAUNA BAIN, Account Executive for the Lee Andrews Group

3 DAVID KESSLER, Airport Planner for the Federal Aviation  
4 Administration

5 JIM RITCHIE, Deputy Executive Director for the  
6 Los Angeles World Airports

7 **APPEARANCES OF PUBLIC SPEAKERS IN THE ORDER CALLED:**

8 1. TESSIE CROWDER, LAXEN

9 2. ROY HEFFNER, LAX Area Advisory Committee

10 3. DANA GABBARD, Southern California Transit Advocates

11 4. DENNY SCHNEIDER, LAX Roundtable

12 5. JUDI RUSSELL, Concerned Resident of Venice

13 6. ANNE CLARK, Concerned Resident of Westchester

14 7. DARRELL CLARKE, Representing Self

15 8. MIKE SALK, District Deputy to Councilmember Ruth  
16 Galanter

17 9. ROGER RUDICK, Friends of the Green Line

18 10. RICHARD MCNISH, City of Inglewood

19 11. CECIL CARPIO, Concerned Resident of Inglewood

20 12. BRIAN WEISS, LAXEN

21 13. RONALD MURPHY, Concerned Citizen

22 14. ROY HEFFNER, (Second Public Comment.)

23 15. DENNY SCHNEIDER, (Second Public Comment.)

24 16. DANIEL SHRIVER, Atemi-Ryu JuJitsu of L.A.

25 17. SENSEI VINCE CECERE, Atemi-Ryu JuJitsu of L.A.

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**APPEARANCES OF PUBLIC SPEAKERS CONTINUED:**

- 18. MICHAEL CECERE, ADT Security
- 19. BRYAN CLARKE, Atemi-Ryu JuJitsu
- 20. STACY BROWN, Representing Self
- 21. CECIL CARPIO, (Second Public Comment.)
- 22. BRIAN WEISS, (Second Public Comment.)
- 23. BRIAN WEISS, (Third Public Comment.)
- 24. VINCE CECERE, (Second Public Comment.)
- 25. ROY HEFFNER, (Third Public Comment.)
- 26. STACY BROWN, (Second Public Comment.)
- 27. BRIAN WEISS, (Fourth Public Comment.)
- 28. CECIL CARPIO, (Third Public Comment.)
- 29. BRIAN WEISS, (Fifth Public Comment.)
- 30. CHRISTOPHER WEISS, Representing Self
- 31. ELLEN WEISS, Representing Self
- 32. BRIAN WEISS, (Sixth Public Comment.)
- 33. NICHOLAS WEISS, LAXEN
- 34. BRIAN WEISS, (Seventh Public Comment.)
- 35. CHRISTOPHER WEISS, (Second Public Comment.)

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I N D E X

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1 LOS ANGELES, CALIFORNIA, SATURDAY, NOVEMBER 3, 2001

2 10:00 O'CLOCK A.M.

3 ---oOo---

4  
5 MR. KESSLER: Good morning, ladies and gentlemen.  
6 My name is David Kessler. I'm an Airport Planner from  
7 the Federal Aviation Administration, Western-Pacific  
8 Region. I would like to welcome you to the sixth of a  
9 total of nine public hearings the FAA and the City of  
10 Los Angeles are conducting for the Draft Environmental  
11 Impact Statement, Environmental Impact Report or EIS/EIR  
12 for the proposed Master Plan at Los Angeles  
13 International Airport.

14 The first three public hearings on this topic  
15 were held on Saturday, June 9th in Inglewood, Manhattan  
16 Beach and Westchester. The fourth and fifth were held  
17 this past week in Monterey Park and San Pedro. Today's  
18 hearing is the third of six additional hearings being  
19 held this week and next week. These hearings were  
20 originally scheduled for early September, however, they  
21 were postponed due to terrorist attacks in New York and  
22 Washington, D.C. The next hearing will be held on  
23 Monday evening, November 5th at Palmdale Regional  
24 Airport in Palmdale.

25 The purpose of these hearings is to collect

1 comments from the general public concerning the adequacy  
2 and the information disclosed in the Draft EIS/EIR. The  
3 FAA and the City of Los Angeles along with the Federal  
4 Highway Administration, as a cooperating agency, have  
5 prepared the Draft EIS/EIR.

6 I would like to take this opportunity to make  
7 sure that everyone understands that no decisions will be  
8 made today regarding the proposed project. Today's  
9 hearing is not a question-and-answer type of forum. Our  
10 job is to listen to what you have to say about the  
11 adequacy of the information in the Draft EIS/EIR. In  
12 other words, it is your turn to talk to us. Since we  
13 are here to listen, we are not going to respond to  
14 questions about the pros and cons of the proposed  
15 project. Since 9:00 o'clock this morning, the City has  
16 held a public workshop just outside of this room for  
17 anyone to ask questions about the Master Plan, the  
18 environmental process and the various proposed projects.

19 Following publication of the Draft EIS/EIR for  
20 comment, the next step in the joint federal and state  
21 environmental disclosure process is holding this and  
22 other public hearings during this week and next week.  
23 The environmental disclosure process for this project  
24 started in 1997 with the publication of a Notice of  
25 Intent to prepare the joint EIS/EIR in the Federal

1 Register. In July of 1997 we held a series of meetings  
2 with members of the public and governmental agencies to  
3 receive comment on the scope of the Draft EIS/EIR.  
4 Following those meetings, the Draft EIS/EIR was prepared  
5 considering the comments received during the scoping  
6 meetings and those submitted in response to the Notice  
7 of Intent. The document has also been prepared pursuant  
8 to the National Environmental Policy Act of 1969 or  
9 NEPA, the Council on Environmental Quality Regulations,  
10 which are the implementing regulations for NEPA, the  
11 California Environmental Quality Act of 1970 or CEQA and  
12 the Airport Airway Improvement Act of 1982, as amended.

13 Following today's hearing and the close of the  
14 comment period, we will then correct and revise the  
15 EIS/EIR, as necessary, based on the comments received.  
16 We will also prepare responses to the comments we  
17 receive and include those responses in the final  
18 EIS/EIR.

19 Before we begin receiving verbal comments, we  
20 would like to let you know the ground rules of this  
21 hearing. First, as I said earlier, we are not here to  
22 respond to questions about this project. We are only  
23 here to listen to your comments and take notes. We also  
24 have a court reporter present to ensure we have an  
25 accurate transcript of this hearing.



1           For anyone who would like to speak, we will  
2 ask you to fill out a speaker card, like this one, and  
3 give it to the person at the sign-in desk. That person  
4 will bring the speaker cards up to our facilitator who  
5 will call the names of each speaker so we can proceed in  
6 an orderly fashion. So that everyone gets an  
7 opportunity to provide verbal comments, everyone will  
8 get three minutes to speak. To be fair to everyone, we  
9 are not going to allow people to transfer their allotted  
10 time to someone else. I ask that when you speak, give  
11 us your name and address for the record. We also have a  
12 Spanish language translator for anyone wishing to  
13 provide comments in Spanish.

14           If there is anyone who is uncomfortable  
15 speaking in front of a group or you need more than three  
16 minutes to provide your comments, we ask you provide  
17 your comments in writing. We have comment sheets, like  
18 this one, available for your use at the sign-in desk.  
19 You can leave your comments at the sign-in desk or you  
20 can mail your written comments using the comment sheet  
21 or a letter to either address listed on the cover of the  
22 EIS/EIR. The City's address is listed at the top of the  
23 comment sheet. I would like you to understand that a  
24 verbal comment is just as important as a written  
25 comment. So please feel free to provide any comments on

1 the document you may have to us either verbally today or  
2 in writing. Comments are due by 5:00 p.m. Pacific  
3 Standard Time on Friday, November 9, 2001.

4 Lastly, I would like everyone to know that  
5 even though we have this hearing scheduled until 1:00  
6 this afternoon, we will stay here as long as necessary  
7 for everyone to get a chance to provide verbal comments  
8 on the Draft EIS/EIR. As I said, our job today is to  
9 listen to your comments.

10 Now, I will turn the hearing back over to our  
11 facilitator, Shauna Bain, to introduce Mr. Ritchie who  
12 will provide some introductory comments from the City of  
13 Los Angeles. Following Mr. Ritchie's comments, we will  
14 collect the speaker cards and call the name of our first  
15 speaker. Thank you.

16 (The statement submitted for the  
17 record was marked as Statement 1.)

18 MS. BAIN: Thank you, Dave. Again, as David said, my  
19 name is Shauna Bain. I will be the facilitator today.  
20 But before I begin, I would like to introduce Jim  
21 Ritchie, the Deputy Executive Director of  
22 Los Angeles World Airports, and he has some introductory  
23 remarks for you.

24 MR. RITCHIE: Good morning. Thank you for joining  
25 us. I'm glad to see some of our community friends in

1 the audience, Roy, Denny, Cecil. More importantly, I'm  
2 glad to see a Trojan sweatshirt out there. We have a  
3 big game at the Colosseum on 12-30. So we'll have to  
4 monitor that closely.

5 By way of introduction, I am Jim Ritchie.  
6 Shauna introduced me and, again, welcome and thank you  
7 for joining us this morning. We have received guidance  
8 from our mayor, Jim Hahn, to expand the opportunities  
9 for public input into the LAX Master Plan process. And  
10 today we will receive your comments.

11 More recently the mayor identified a number of  
12 objectives to be incorporated into another alternative  
13 for the future planning of LAX. On November the 9th of  
14 next Friday the public comment period will close. After  
15 the close of the public comment period, we will  
16 incorporate the mayor's guidance along with comments  
17 received from sessions like this into the development of  
18 a new alternative. This alternative will undergo a  
19 rigorous environmental analysis, as did the other  
20 alternatives, and a supplemental environmental document  
21 will be distributed for public review and comment. Very  
22 likely the development of this new alternative will  
23 necessitate another public hearing to comment on this  
24 new alternative as we finalize the environmental  
25 process.

1           Before I turn this session over to you, I  
2 would like to thank all those folks you see out there  
3 wearing a Staff button, Phil our audio man. The lady  
4 out front has provided us refreshments so we can make  
5 this an enjoyable morning session. With that, I turn it  
6 over to Shauna, and the morning is yours.

7           MS. BAIN: Thank you. As Dave already told you, my  
8 name is Shauna Bain. I'll be your facilitator today.  
9 My only purpose here is to ensure all of you have an  
10 opportunity to make your comments in a timely fashion.  
11 If you have one of these yellow cards, please fill it  
12 out, turn it into the sign-in desk. I will receive it,  
13 and we will call your name.

14           When we call your name, we would like you to  
15 come up to the microphone, speak as clearly and loudly  
16 and slowly as possible for the court reporter to get  
17 your full name and address. I will start the time after  
18 you have given your name and address to the court  
19 reporter, and you will have three minutes. When you  
20 have a minute of time left, if you look at this clock  
21 here, which will count down your time for you, you will  
22 see a yellow light flash. Then you can start wrapping  
23 up. When your time is expired, you'll hear a beep tone.  
24 And at that time if you still feel like you have further  
25 comments to make and you didn't have sufficient time to

1 do so, you're welcome to fill out another yellow card.  
2 And as soon as we are finished with the first round of  
3 everyone having had an opportunity to speak at least  
4 once, we will call your name again.

5 And without any further ado, I will call the  
6 first few names in the order that we received them so  
7 you can prepare for the next speaker. Tessie Crowder,  
8 Roy Heffner and Dana Gabbard. Ms. Crowder.

9 MS. CROWDER: My name is Tessie Crowder. I live at  
10 9622 7th Avenue, Inglewood, 90305. I would like them to  
11 hold the expansion just like it is as the airport was  
12 built for 40 million passengers a year. We're now up to  
13 68. They want to expand to 79. This will mean  
14 extending runways, and that will put a whole lot of  
15 people out of their homes, plus the noise will be very  
16 bad. It's already bad. It would be worse. And the  
17 traffic will be bad. The pollution will increase more  
18 so than what it is now. And that's why I would like  
19 them to hold to the regular plan like it is. Thank you.

20 MS. BAIN: Thank you. Mr. Heffner.

21 MR. HEFFNER: Hi. I'm Roy Heffner at 6548 West 80th  
22 Place, Westchester, California 90045. I am a member of  
23 the LAX Area Advisory Committee. In fact, at the  
24 present I'm the chair of that committee. We have  
25 submitted a long list of written comments comprised of

1 about 44 pages; however, I felt incumbent upon me to  
2 represent my committee to come at least to one of these  
3 activities. And seeing as how L.A. High School, the  
4 bravest high school in the city of Los Angeles, was my  
5 alma mater, I could not avoid coming back here.

6 I want to congratulate David and Jim for going  
7 to all these meetings and sitting here with great  
8 patience listening to many of the same stories over and  
9 over, and I will not disappoint. There are certain  
10 questions that we are still very concerned about.

11 In all of the alternatives that you have at  
12 the present time -- and I assume in Mayor Hahn's one,  
13 that you're going to have listed some type of maximum  
14 capacity both in tons of cargo and in flight operations  
15 and in number of passengers. However, as has happened  
16 back with the 40 million annual passengers, when the  
17 City Council agreed, 40 million annual passengers, when  
18 the Board of Airport Commissioners agreed to the number  
19 of annual passengers, when we reached that point, there  
20 was no cap. I want to know how you're going to cap  
21 these figures that you have in the Environmental Impact  
22 Report. I think there are 78.9. There is 89 something.  
23 There is 98 million. There is 4.2 million tons of  
24 cargo.

25 Mayor Hahn's last proposal, which is verbal

1 and not in written form -- we're very happy with the  
2 fact they are not going to have a Ring Road; that they  
3 are not going to have a west terminal; that they are  
4 going to not add anymore gates. But throughout the  
5 years we would like to see that, as you have indicated,  
6 will come about in very a firm fashion, in written  
7 capacity.

8           Going back to this particular EIR/EIS, I want  
9 to trace the world of history for the record. In 1986  
10 the 40 million annual passengers were surpassed. I  
11 believe it was around November of that year. In 1988 in  
12 February the Department of Airports submitted an EIR  
13 called 2000. That was supposed to take care of  
14 passengers up to the year 2000 and the expansion up to  
15 the year 2000. The City Council decided that they did  
16 not like that, and they wanted LAX to be part of the  
17 City. So it was submitted down to the City Planning  
18 Department around 1989. They held a couple of meetings,  
19 nothing to speak of any importance. And finally the  
20 airport said, "You're not doing anything. So we're  
21 going to take it back."

22           And back around 1994, 1995, the airport, once  
23 again, picked this up. They hired consultants and came  
24 up with four concepts. And at the time they were  
25 presented to the general public, there was comment made.

1 Since that time, though, two of those were reduced. My  
2 time has expired. If I could continue, I will. If I  
3 can't, I won't. Your choice.

4 MR. KESSLER: Come back after everyone else has  
5 spoken.

6 MS. BAIN: Thank you. Dana Gabbard.

7 MR. GABBARD: Good morning. My name is Dana  
8 Gabbard. I'm executive secretary of Southern California  
9 Transit Advocates. I currently reside at 2424 Wilshire  
10 Boulevard, Los Angeles. I'm going to try to speak a  
11 little slowly since I can see our court reporters are  
12 working diligently, but it makes their lives a little  
13 easier to not speak so fast, which is my habit.

14 Well, you know, it's very hard to know what to  
15 comment on because we're being handed material that  
16 we're being told is obsolete. And it's rather  
17 discouraging to hear that there may be additional  
18 hearings after this mysterious Fifth Alternative is  
19 formulated. That's just a sort of bureaucratic hedging  
20 that really discourages the public. I mean, you better  
21 be more forthcoming in saying "we're going to have  
22 meetings about the Fifth Alternative" because we have no  
23 ability to comment on it because there's nothing in  
24 writing. How can we comment on something that the mayor  
25 is sort of pulling out of his hip pocket and just sort



1 of blowing the breeze with? We're going to have to have  
2 meetings. You're going to have lawsuits over that,  
3 otherwise. I think you have to admit that.

4 We're concerned about the ground  
5 transportation component. The original plan, in my  
6 opinion, stunk. It served bureaucracies. They were  
7 going to hold the Green Line extension hostage to the  
8 dubious extra terminal they wanted to the west. I think  
9 it's incumbent now to relook at what we're going to do  
10 about connecting the Green Line. I think we need to  
11 understand what we'll need to do is get it close to the  
12 airport and have some sort of people mover arrangement  
13 because of various constraints on curvatures, et cetera.  
14 What we hope we can have is a regional transportation  
15 center that will be multi-mobile for the buses and  
16 trains that meet there and have the people mover serve  
17 that. That would be a logical thing to do, and it would  
18 actually probably be an improvement and hopefully will  
19 facilitate getting more people out of their cars when  
20 they are going to the airport.

21 I just hope maybe after the meeting I could  
22 ask Mr. Kessler a question or two just personally about  
23 one or two things I've heard about what's going on at  
24 the Department of Transportation with the meeting in  
25 Washington with Mr. Menetta and congressmen about a

1 month and a half ago. No big deal, but I'm just curious  
2 about what's going on there. We're watching the  
3 process.

4 I'll just conclude. It amazes me how clueless  
5 bureaucrats are. For three years the people around the  
6 airport were organizing and the bureaucrats basically  
7 seemed totally full of themselves. We are the ones who  
8 make the decisions, and the public is there after the  
9 fact. It's already proven we have a voice in these  
10 issues, and bureaucracy has now been shown they have to  
11 answer to the public concerns.

12 My only concern is that the logical  
13 alternative, El Toro, is now being held hostage by  
14 certain people down there. Without that alternative, I  
15 don't know what the hell we're going to do. Thank you.

16 MS. BAIN: Thank you. Denny Schneider, Judi  
17 Russell. Mr. Schneider, if you could excuse me for one  
18 moment. You can stay there. I just want to add, if any  
19 of you have any of your comments in a written form that  
20 you don't mind providing to the court reporters, that  
21 would help them with their transcribing as well. Okay.  
22 Mr. Schneider.

23 MR. SCHNEIDER: My name is Denny Schneider. I've  
24 spoken before more than a few times. In my capacity as  
25 the subcommittee chair for the LAX Community Roundtable,

1 Noise Community Roundtable and other capacities in the  
2 Westchester Playa del Rey neighborhood. We, obviously,  
3 have been concerned about expansion for years and years  
4 and the environmental noise and all the other traffic  
5 issues that are aligned with any of the expansion  
6 alternatives.

7 What I'm addressing, myself today, is to  
8 Alternative Five and, specifically, although we don't  
9 have anything in writing at this point, we are providing  
10 just simply suggestions of what we would like to see and  
11 hope to review at some point in the future at another  
12 hearing. Basically, I've mentioned that we could have  
13 some larger berms around with larger sound walls.

14 I applaud the mayor in his decision to remove  
15 the Ring Road in any of the west terminals. Also, we  
16 would like to -- as the gentleman before me said, it  
17 would be nice to have a multi-mobile transportation  
18 center someplace in the area locally. I brought some  
19 pictures of what they've done in Minneapolis for the  
20 record so you could take a look at what they've done. I  
21 think that would help considerably.

22 In addition to that, we would just like to  
23 thank you for your efforts in advanced because we are  
24 concerned about expansion and the regional solution.  
25 And we hope that what you write into your final comments

1 supports the regional solution and ties it in very  
2 effectively. That's what we're looking forward to.  
3 Thank you.

4 MS. BAIN: Thank you, Mr. Schneider. Judi Russell.  
5 Is Judi Russell available?

6 MS. RUSSELL: I have this in written form. I am  
7 going to read it. Then I'll give it to you afterwards,  
8 if you want. My name is Judi Russell. I live at 724  
9 Milwood Avenue in Venice, 90291. This is a letter that  
10 we wrote to Mayor Riordan when he was still around. It  
11 still applies as our response to this Master Plan.

12 "We are two artists who are lucky enough to  
13 own a house and a studio in Venice. We moved here in  
14 1993 because it was quiet, had good air and was close to  
15 the ocean, a good environment to create in. The coast  
16 of Southern California is one of the best places in the  
17 world to live. We are privileged and don't take it for  
18 granted. About three years ago, in August when we  
19 usually sleep with the windows open, all of a sudden  
20 during the whole night there was a constant roaring  
21 sound and vibration much like a continuous thunder. We  
22 found out after many calls that some Class-B airspace  
23 had been opened up over our area. We live about 20  
24 minutes north of LAX. And it often keeps us awake all  
25 night long. Closing the windows doesn't help enough and

1 sound proofing with dual-glazing is effective only if  
2 you don't open your windows and never spend time outside  
3 in your yard. But this is Southern California. And we  
4 do that. Now they've added a couple of flight patterns  
5 over our area during the day and a dreadful holding  
6 pattern at night. It's definitely been getting worse,  
7 and this is without the expansion.

8 We had always supported you as mayor until  
9 now. It is so hard to believe the compassionate  
10 conservative could not only allow but actually promote  
11 and support the expansion of LAX. It is going to have  
12 such an obviously negative impact on so many residents,  
13 not only the noise, but the traffic and pollution will  
14 be unbearable. Have you tried driving down Lincoln  
15 Boulevard lately? It's uncomfortably packed almost all  
16 the time, not to mention the effect on our property  
17 value. There must not be any flight patterns over your  
18 homes, Mayor Riordan, or you would never consider this  
19 project. We are miles away. Think of how it is for the  
20 residents that live closer.

21 We invite you to spend the days with us to get  
22 a real flavor of what it's like. We are unfortunately  
23 also under a flight pattern from  
24 Santa Monica Airport, but we are very aware of the  
25 differences between those flights and those of LAX.

1 They are at least not asking to double their size.

2 The major airports around the world are all  
3 outside of town. It always takes at least a half hour  
4 to one and a half hours to get into the city. This  
5 doesn't seem to interfere with people traveling.  
6 Palmdale wants it. That's important. All we need is  
7 some quick transportation.

8 Our peaceful lifestyle is being threatened,  
9 and we are very concerned and upset about that. It's  
10 cancelled out all the good you've done. Hopefully you  
11 read this and maybe reply, which of course he didn't.  
12 Thank you.

13 (The statement submitted for the record  
14 was marked as Statement 2.)

15 MS. BAIN: Thank you. Anne Clark. And Darrell  
16 Clark after Anne, please.

17 MS. CLARK: Good morning.

18 MS. BAIN: Good morning.

19 MS. CLARK: My name is Anne Clark. I'm a new  
20 resident of Westchester at 7717 Dunbarton Avenue. I'm  
21 not a president or chair of anything. I'm merely a  
22 citizen who's concerned. I'm not used to public  
23 speaking, so I wrote a few notes if you don't mind.

24 I've been confused by about why common sense  
25 is called common sense because it does not appear to be

1 very common. I am at a loss to understand how the  
2 expansion of LAX or the increase of traffic to LAX and  
3 the surrounds of traffic can benefit anybody. The  
4 following are just a few obvious reasons why this whole  
5 Master Plan and any considered incremental additions are  
6 in no way advantageous to the local public.

7 First, most people who live close to the  
8 airport are low-income working-class people. The  
9 reasons for this are obvious; those who can afford to,  
10 live further away from the noise and the airport. If  
11 the residents of the LAX Airport and areas are  
12 displaced, where can they go? Where can they afford to  
13 buy or rent? I know of no place. In a time when there  
14 is a resurgence of gang activity in the area probably  
15 due to poor education, dilapidated school buildings and  
16 a lack of cohesiveness in the city, how could we  
17 possibly justify subjecting our youngsters to additional  
18 pollution. Pollution takes many forms, poor air  
19 quality, additional noise, disregard for our fellow  
20 citizens, and the worst pollution of all, the haves  
21 versus the have-nots. Do you think we would be having  
22 this discussion if the airport abutted up Bel Air or  
23 Beverly Hills?

24 I don't know if there is any scientific  
25 evidence, but I would guess living in an environment

1 filled with all the mentioned pollutions and violations  
2 of human needs must surely result in psychological  
3 despair. Again, it appears to be an overpowering of the  
4 less advantaged. I would like each of the decision  
5 makers to take a moment and reflect, how would you feel  
6 if it were your children or your grandchildren were  
7 being forced to live in this environment? It is not in  
8 their best interest. What kind of message do you think  
9 we are sending to our youngsters and how do you think it  
10 will affect their self esteem if we go on and pulverize  
11 our city? Can we adopt a policy of sanity, one that's  
12 in the best interest of all our citizens?

13 Orange County and El Toro can and must handle  
14 their own residents' air needs and not expect  
15 Los Angeles to carry the whole load. It's not right.  
16 It's not fair, and it certainly makes no sense, common  
17 or otherwise. Thank you.

18 (The statement submitted for the record  
19 was marked as Statement 3.)

20 MS. BAIN: Thank you. Darrell Clarke.

21 MR. CLARKE: Thank you. Okay. I am Darrell Clarke  
22 at 339 10th Street, Santa Monica, 90402. I'm cochair of  
23 the Sierra Club Angeles Chapter Transportation  
24 Committee, vice chair of the City of Santa Monica  
25 Planning Commission and newly appointed to the Lincoln



1 Corridor Task Force Citizens' Advisory Committee,  
2 although speaking here as an individual.

3 I don't need to repeat the major impact LAX  
4 has on its neighbors, the pollution of jet fuel dumped  
5 over Inglewood, jet exhaust and, of course, oppose its  
6 further expansion. I would like to make a few specific  
7 points.

8 First, from where I am, LAX is my most  
9 convenient airport, but it certainly isn't that close to  
10 many other people in the L.A. basin, which is in and of  
11 itself a major argument for Palmdale, for Orange County,  
12 other locations where the airports are closer to people  
13 who live there. I'm glad the Ring Road is gone because  
14 it struck me as absurd to add capacity to roads going  
15 from LAX to the 405 Freeway when the 405 is gridlocked  
16 already. You just get to the gridlock a little faster.  
17 That was a pointless way of mitigating traffic issues to  
18 the airport itself and, in fact; this Monday of this  
19 week in the evening there was an excellent meeting in  
20 Westchester on the subject of widening Sepulveda  
21 Boulevard from Westchester up to Howard Hughes Center.  
22 And the community got together behind a livable-streets  
23 approach as opposed to turning it into another Wilshire  
24 Boulevard.

25 There absolutely needs to be a Green Line

1 connection to LAX. There also needs to be a north-south  
2 connection, say, from LAX up the 405 Freeway to the  
3 San Fernando Valley as an alternative to driving to LAX.  
4 These are farther down the road, but they absolutely  
5 need to be done, and not as to support future growth of  
6 LAX, but to mitigate the impact that LAX already has on  
7 its immediate neighbors. LAX needs to step up and  
8 mitigate and help fund the rail alternatives to traffic  
9 gridlock that's there now.

10 As an example for the sort of support in  
11 L.A. -- this is a book of 3,000 signatures we submitted  
12 to the MTA in support of the exposition light-rail line  
13 from downtown L.A. to Santa Monica. This is the support  
14 of the expanded light-rail network in L.A. And, of  
15 course, we need a high capacity people mover moving  
16 through the airport. It's ridiculous. The terminal  
17 loop is jammed with cars, shuttles, big buses when we  
18 need a very high-capacity, reasonable people mover going  
19 through that terminal loop to connect these rail lines  
20 to connect with off-site use.

21 And, finally, I'm absolutely looking forward  
22 to the next round of public hearings when we have a more  
23 detailed proposal to review. Thank you.

24 MS. BAIN: Thank you. Again, I would like to remind  
25 you that if you have collateral materials that you would

1 like submitted to the record in addition to your oral  
2 comments, if you have a written comment that you read  
3 from when you provided your oral comments, you can  
4 provide those to the court reporter, and that will help  
5 us with the record. Next, I would like Mike Salk. And  
6 after that Roger Rudick, please.

7 MR. SALK: My name is Mike Salk. I'm a District  
8 Deputy to Councilmember Ruth Galanter who chairs the  
9 Committee on Commerce, Energy and Natural Resources  
10 which oversees the airport. Thank you all for being  
11 here today.

12 In light of the events of September 11th, the  
13 entire LAX Master Plan is most likely obsolete. The  
14 assault on the World Trade Center and the Pentagon have  
15 demonstrated the airports must operate differently or  
16 they may not be able to operate at all. Even before  
17 September 11th trends within the airline industry have  
18 been unclear. While the LAWA proposed Master Plan  
19 includes in all of its alternatives runways to  
20 accommodate planes carrying 600 passengers or more,  
21 airlines have, in fact, been flying and buying more 757s  
22 and 767s. Certainly demand has fallen off the charts  
23 and the demand forecasts that the entire Master Plan is  
24 based on are no longer useful. In fact, the EIR is so  
25 flawed in its conception and current relevance that

1 environmental assessment is inherently flawed as well.

2 I am concerned we are now being asked to  
3 comment on a Fifth Alternative that is conceptual, at  
4 best, with no opportunities to inspect any analyses on  
5 its impacts on the surrounding communities, businesses  
6 and/or residents. I am concerned as long as this EIR  
7 process is on the table, the door is still open for  
8 incremental expansion later in this decade.

9 Finally, I'm concerned nowhere in this  
10 existing Master Plan document or in the proposed Fifth  
11 Alternative is there an overarching plan to address  
12 projected aviation demand in the Southern California  
13 region using LAWA's other airports like Ontario and/or  
14 Palmdale.

15 I urge you to reject this planning process and  
16 begin anew with a true regional plan assessed with a new  
17 environmental document that adequately addresses impacts  
18 on a regional basis. Thanks a lot.

19 MS. BAIN: Thank you. Roger Rudick. After  
20 Mr. Rudick we'll have Richard McNish.

21 MR. RUDICK: Hi, Roger Rudick, 1943 Rodney Drive,  
22 Los Angeles. I'll be real brief.

23 I moved here a little over a year ago from New  
24 York City and noticed right away that you have a bit of  
25 a traffic problem. I got a flyer from Darrell Clark

1 shortly after moving here asking for people to support  
2 the building of the exposition line, which is a  
3 light-rail line which has been approved, from downtown  
4 almost all the way to Santa Monica. In the course of  
5 going through that and taking signatures for the expo  
6 line, I find overwhelming support for the Green Line  
7 going all the way to LAX to the terminals. This wasn't  
8 something I solicited. It came up over and over again.  
9 People would say, "What's with the Green Line?" I don't  
10 think this really has anything to do with whether or not  
11 you expand the airport. The bottom line is, you have a  
12 tremendous traffic problem for people getting to the  
13 airport. I know. I've done it several times, even  
14 before I moved here. It's almost painful to stand on  
15 Aviation Station platform and watch the planes land, and  
16 you have another half hour to get to the airport because  
17 of the shuttle bus is sitting in traffic with everybody  
18 else.

19 I think you guys should explore the simplest  
20 way to get the Green Line to the terminals, which may be  
21 just going along the road where the Harbor subdivision  
22 is, if you know the area I'm talking about. And I also  
23 don't think you should preclude the idea of the Green  
24 Line itself actually going and circling around the  
25 terminals. I heard someone say it can't be done, but

1 I'm almost sure it can. There are plenty of places  
2 where light-rail lines make sharp 90-degree turns. I  
3 don't see why it couldn't make the loop itself. Of  
4 course, I agree, you should look into extending  
5 northward. That's all I have to say. Thank you very  
6 much for your time.

7 MS. BAIN: Thank you. Richard McNish.

8 MR. MCNISH: I'm Richard McNish. I'm with the City  
9 of Inglewood. It appears from everything that I've  
10 looked at or read in recent weeks that the expansion  
11 plan has been stopped. That doesn't stop the increase  
12 in demand for airport-related services. And it  
13 creates -- September 11th, in my opinion, creates what  
14 we look at as a regional problem.

15 City of Inglewood's proximity to the airport  
16 ought to make it a player in the resolution to that  
17 problem. The restrictions that are placed on ingress  
18 and egress in the airport for passenger traffic, for  
19 pick-ups and drop-offs for off-site parking create  
20 problems from the standpoint that the service demand  
21 continues to increase and the service capabilities have  
22 been restricted. It would seem to me that the City and  
23 the airport need to be sitting at the table together to  
24 figure out how resources that we have and other abutting  
25 jurisdictions have to solve what the airport faces which

1 now is a larger regional problem. As many people have  
2 suggested here, to seriously address mitigating the  
3 kinds of problems that are going to occur now that we're  
4 not going to be able to expand the airport under any  
5 circumstances. Thank you.

6 MS. BAIN: Thank you. Cecel Carpio or Cecil?

7 MS. CARPIO: Cecil.

8 MS. BAIN: And Brian Weiss after Cecil.

9 MS. CARPIO: Yes. Good morning. I'm from the city  
10 of Inglewood. The reason I'm up here right now is I'm  
11 concerned about the Arbor Vitae interchange. It seems  
12 to me that Mayor Hahn's idea of holding back that Ring  
13 Road is disingenuous because if you look at the Ring  
14 Road, you'll see that it's about seven-eighths,  
15 nine-tenths two-thirds already built. We have  
16 Westchester Parkway, Pershing and Imperial Highway. We  
17 just need to hook up here and there. So when people are  
18 real happy that the Ring Road is dead, I say that it's  
19 alive and kicking.

20 And MTA, L.A. Dot and Caltrans are doing their  
21 best to try to get a project reinstated. That's the  
22 Arbor Vitae interchange. According to Alternative A --  
23 and why anybody says Arbor Vitae has nothing to do with  
24 LAX expansion plans, here on figure three nine,  
25 "Landside access projects," it says on number eight is

1 "build more Arbor Vitae 405 interchange." What a  
2 surprise.

3 Southern California Association of Governments  
4 understood that link and went through a long process  
5 with the community, with the public, with MTA, Caltrans  
6 and L.A. Dot, who would say different, and pull that  
7 project from their long range -- excuse me, from their  
8 Regional Transportation Plan for the year 2001. And now  
9 L.A. Dot, Caltrans and MTA are doing everything they can  
10 to get that little puppy back into the RTP.

11 So I am concerned that Mayor Hahn says, "No  
12 Ring Road," when, in fact, the Ring Road is just about  
13 finished being built. And there are just a few key  
14 projects that need to be implemented. And when the  
15 representatives from the Sixth District, from L.A.  
16 Transportation agencies say that that needs to be put  
17 back into the SCAG Regional Transportation Plan, it  
18 concerns me. That's for my first card. I'll be putting  
19 in another card shortly. Thank you.

20 MS. BAIN: Thank you. Brian Weiss.

21 MR. WEISS: Yeah, my name is Brian Weiss. I live at  
22 8836 Croydon Avenue. That's Westchester, California  
23 90045.

24 MS. BAIN: Excuse me, Brian, can we adjust your  
25 mike?



1 MR. WEISS: I would like to comment to the mayor's  
2 statement about the new focus is on airport security  
3 being the number one priority. By definition, security  
4 means restricting access in some way, shape or form.

5 One of the fundamental problems that I see  
6 that LAX has in terms of security, especially in light  
7 of terrorist types of situations, is the fact that two  
8 of its runways run over top of a major road. I've  
9 traveled dozens of airports within the United States and  
10 probably over a dozen international airports. I can't  
11 remember ever finding one of those same situations where  
12 the runways run over top of a major road. So it's not  
13 beyond imagination that some terrorists could have --  
14 make a truck-type bomb similar to the one used in  
15 Oklahoma City driving a truck into the Sepulveda Tunnel  
16 at the appropriate time, blowing up the two -- you know,  
17 the two south runways. It could be done, you know, at a  
18 time when either jets are taking off or landing.

19 I don't think that if you talk to any airplane  
20 designer or commissioned airport designer and just gave  
21 them a blank sheet of paper and said "design me an  
22 airport," I don't think there would be any way somebody  
23 would consider trying to put two runways over top of a  
24 major road like that for that reason to restrict that  
25 access. And one -- a number of the plans call for doing

1 the same mistake again to try to put a third runway over  
2 Sepulveda Boulevard. It's just blatantly ludicrous to  
3 think that those kinds of things could be allowed. The  
4 thing you need to concentrate on, focus on, is  
5 alleviating these kinds of situations that terrorists  
6 could take advantage of. You need to not have a roadway  
7 under a runway. It is just fundamentally not a good  
8 idea.

9 Another situation that's probably of major  
10 security problem is the fact that the fuel depot -- I  
11 don't know how many hundreds of gallons, maybe millions of  
12 gallons of fuel are situated adjacent to Bradley  
13 Terminal and they are above ground. Some terrorist  
14 could get in there and take that fuel, too. It should  
15 be restricted somehow.

16 MS. BAIN: Thank you. Ronald Murphy.

17 MR. MURPHY: Good morning. My name is Ronald  
18 Murphy. I live at 3310 West 74th Street. I'm not going  
19 to bore you with all these facts and figures, but I do  
20 have some concerns. My main concern is, you know, when  
21 you start talking expansion, you're talking about moving  
22 people away from homes that they've been in for years,  
23 although I read in the L.A. Times where 57 people are  
24 going to lose their homes because of expansion.

25 I live on -- as I said, I live on 74th Street,

1 four houses away from Crenshaw Boulevard. I'm right in  
2 the midst of air traffic. Not only that, I have to deal  
3 with bus traffic, being an ex-bus driver myself,  
4 retired. We get a lot of noise. Every five minutes my  
5 house is shaking due to noise. That is mainly my  
6 concern. Not only the air pollution, it's the noise  
7 pollution and the traffic. It goes along with it. With  
8 LAX expansion it's going to bring more headaches, more  
9 problems and problems that seem like no one is willing  
10 to solve. And with that, I would like to thank you very  
11 much.

12 MR. KESSLER: Thank you.

13 MS. BAIN: Thank you. Mr. Heffner. And after that  
14 Mr. Schneider again, please.

15 MR. HEFFNER: The continuing saga, part two. I was  
16 in the midst of tracing the history of the EIR process  
17 at LAX. I had gotten up to the point whereby there had  
18 been four concepts originally presented. Two of those  
19 concepts ended up in the final EIR. Two of them had  
20 been eliminated and two additional ones added. However,  
21 the two additional ones, there was no public input in  
22 the process of determining them. It ends up it started,  
23 in essence, in 1986. We're now in the year 2001. It  
24 appears that we're not going to get anything done until  
25 2002. So we're talking 16 years for this particular

1 process. In the meantime that airport has grown from  
2 40 million to over 67 million. I think we can safely  
3 say that the airport is not going to increase this year  
4 and probably not next year.

5 One of the things that they talk about is  
6 regional airports. And you want regional airports. We  
7 want regional airports. Everybody wants regional  
8 airports, except if the airport is in your region.

9 Back in 2000 the executive summary of the EIR  
10 Draft 2000, it states, as follows -- and I would like to  
11 read this.

12 "A Master Environmental Impact Report that  
13 contained an assessment of the impacts associated with  
14 Los Angeles International Airport accommodating  
15 approximately 40 million annual passengers was certified  
16 by the City of Los Angeles, the Board of Airport  
17 Commissioners in 1978. The approximate 40 AMP level of  
18 service was planned and analyzed on the basis of a  
19 number of regional perimeters."

20 Next paragraph, "LAX has been forced to go  
21 faster than originally anticipated and has to  
22 accommodate a portion of unmet regional demand that  
23 other regional carrier airports were unable to satisfy.  
24 These are the same arguments presented today that were  
25 presented in 1988. It's not a question that LAX goes

1 out and tells fables to people. They usually tell the  
2 truth, but they don't tell the whole truth. We come  
3 back down here. They are in favor of regional  
4 development, but there is really no way they can't  
5 enforce regional development. The flight paths are not  
6 taken into account in these activities."

7           Mentioning very briefly about the Green Line.  
8 We had the representative from MTA prior to the Green  
9 Line being built. We asked them if the cars were going  
10 to have spaces on the cars for luggage. They were  
11 shocked. You're going to come out and this is going to  
12 help alleviate the traffic, but you have no place to  
13 place the luggage. To this day no plans for luggage.

14           My final statement what I started off with,  
15 how are you going to cap the number of passengers? How  
16 are you going to cap the amount of cargo, and how are  
17 you going to cap the number of operations? Thank you.

18           MS. BAIN: Thank you. Mr. Schneider.

19           MR. SCHNEIDER: If there are not a lot of speakers,  
20 I would give up my time to extend my remarks for Roy.

21           MR. KESSLER: You can't do that.

22           MS. BAIN: And if you could repeat your name again.

23           MR. SCHNEIDER: Denny Schneider, 7929 Breen,  
24 Los Angeles, Westchester, 90045. I just have one more  
25 suggestion that might be useful for Alternative Five.

1           There are several areas that are fairly  
2 blighted around the airport along Century. There are  
3 areas that those could be used for an off-site. We  
4 would not want to use necessarily Manchester Square, but  
5 it would make a nice park. And Westchester and Playa  
6 del Rey has the lowest ratio of parks anywhere in the  
7 city which is less than most of the country. Thank you.

8           MS. BAIN: I think can take a 10- or 15-minute break  
9 right now -- a 10-minute break. We'll reconvene at  
10 11:00 o'clock exactly. Again, if you have public  
11 comments to make, please fill out the yellow card and  
12 turn them into the sign-in desk, and we will call your  
13 name.

14                   (Recess was taken.)

15           MS. BAIN: We will reconvene. If I could get  
16 everyone to take their seats, please. Just to go over  
17 the timer for everyone that is just joining us. You  
18 have three minutes to make your comments. When you have  
19 a minute left, you'll see a yellow light, and you can  
20 start wrapping up. At the end of three minutes, if you  
21 feel you need more time to make your comments, you're  
22 welcome to fill out a yellow card, and we'll call you  
23 again. If you come to the mike, please speak your name  
24 clearly with your address so the court reporter can  
25 record it. I will start the timer after that. If you

1 have written comments you want to submit to the court  
2 reporter for the record, we would like those as well.  
3 We will begin with Daniel Shriver. Mr. Shriver.

4 MR. SHRIVER: Hello. My name is Daniel Shriver.  
5 I'm with the Ate-mi-Ryu JuJitsu. I'm here to speak of  
6 the issue -- oh, you need to know my address; 4741 Ben  
7 Avenue, Valley Village, California 91607.

8 MS. BAIN: Can you adjust your mike up a little bit?  
9 Perfect.

10 MR. SHRIVER: I lost a friend at the World Trade  
11 Center. He's not with us today. One of the things that  
12 could have changed that was self defense, a simple  
13 close-range combat style Ate-mi-Ryu JuJitsu. I've given  
14 a demonstration to -- we've given a demonstration to  
15 some of the people that were here last Thursday. This  
16 morning I understand we are going to be able to do that.

17 What we want to show is that security is a big  
18 thing. We're talking about, what's the cost of  
19 security? What's the cost of expansion? United  
20 Airlines lost a billion dollars last quarter. What if  
21 they lose another billion next quarter and next quarter  
22 and the other airlines? We're not going to be talking  
23 about airline expansion, but bus expansion. We're not  
24 going to be flying as much because of no confidence in  
25 the flights.

1           We have a simple, effective easy-to-use  
2 martial art that is not only appropriate for the sky  
3 marshals -- if you know about the sky marshals right  
4 now, your chance of being on a plane with a sky marshal  
5 is two percent. You see the National Guard in the  
6 airports. You see them with guns, but no bullets. They  
7 weren't issued with bullets. We're talking about making  
8 the airports safer, but we have the attendant's  
9 association saying the flight door, attendant back door,  
10 is open; people are getting in. We have to check bags.  
11 Will screeners be Federal employees or overseen by  
12 Federal employees? Would you feel safer if you knew the  
13 check was coming from the government or private  
14 individual or would you feel safer that the people that  
15 are in the front line of the new war we're on had enough  
16 training to keep from being captured or being kept from  
17 having an airplane taken over?

18           It's easy to do. It's easy to learn and  
19 appropriate. It uses joint lock and strikes to pressure  
20 points or weak spots on the body that allows a smaller,  
21 slighter person overtaking a larger more aggressive  
22 person and multiple attackers. You'll see this for  
23 yourself. The other day we had Susan, one of the staff  
24 here, take five minutes. She learned enough to possibly  
25 save her life. It doesn't take long. It's simple.



1 It's effective, and it's easy to use. I have an  
2 information packet I want to submit into the record,  
3 including a letter from Congressman Waxman's office.

4 "I want to say thank you for coming to my  
5 district office to give my staff a demonstration of  
6 JuJitsu techniques. I know my staff was very impressed  
7 and felt these techniques would be very beneficial to  
8 the airline industry."

9 They forward it on to the FAA, Mr. Kessler.  
10 And I want thank you for forwarding it on to the  
11 security people involving sky marshals. We shouldn't  
12 stop with the sky marshals because they are not going to  
13 be on every flight. If we could train every flight  
14 attendant, that's one less seat that has to be taken up  
15 by a sky marshal, and it increases the odds against the  
16 terrorists. We're not looking for just one sky marshal.  
17 We're looking for everybody.

18 I want to introduce Sensei Vince Cecere, who I  
19 believe will be conducting the next demonstration.

20 MS. BAIN: Thank you. Mr. Cecere.

21 MR. CECERE: My name is Sensei Vince Cecere. I live  
22 at 4463 Laurel Canyon Boulevard, Studio City, 91607. I  
23 am a third-degree black belt in Sanuces Ryu JuJitsu,  
24 combat JuJitsu under Grand Master Moses Powell, and I'm  
25 a second-degree black belt, chief founder of Atemi-Ryu

1 JuJitsu of

2 Los Angeles. I am also amongst the men who were  
3 implemented to train people at Fort Bragg, and various  
4 police tactical units.

5 As of September 11th everyone knows that we  
6 live in a new world. Former Governor Tom Ridge, the  
7 chief of homeland security, was on television yesterday  
8 saying how the public needs to help the government with  
9 the security problems and issues that we're having with  
10 the airline industry. I assure you that everything that  
11 we're talking about is not just for the airline  
12 industry, but any person who lives in a home or is  
13 underneath an airline that could possibly come down on  
14 their house is a possible victim.

15 Every good mechanic knows that you use the  
16 right tool for the right job. You don't ask a doctor to  
17 tune your car. You don't ask a fireman to represent you  
18 in court. If you have a combat and security problem,  
19 you go to a combat expert. You go to somebody that  
20 knows what they are talking about and could see through  
21 the loopholes of the individuals that think they are  
22 going to create terror on the airlines. The only way  
23 that you're going to absolutely control incidents aboard  
24 an aircraft is to train the crew with the knowledge to  
25 deal with the situation. Empower them. Don't let the

1 flight crew, the American people, innocent children,  
2 people that are on the ground for plane crashes be lambs  
3 for the slaughter anymore. We want to get all Americans  
4 as well as all human beings to live in peace and  
5 security and not deal with these problems where we could  
6 enjoy our lives again. Thank you. And may God continue  
7 to bless America.

8 MS. BAIN: Thank you. Michael Cecere.

9 MR. CECERE: My name is Michael Cecere. I live in  
10 Murrieta, California, which is a long way from here.  
11 And the closest that planes fly above my house are  
12 30,000 feet. I'm here at this expansion meeting, once  
13 again, to support the Atemi-Ryu JuJitsu and proper  
14 security in the airline industry. What I'm here to say  
15 is that these meetings might be an exercise in futility  
16 if the airlines don't start getting passengers on board  
17 again and flying up to the standards that they were  
18 before this terrorist attack.

19 I've been in the security industry almost 20  
20 years now. I'm familiar with all types of executive  
21 protection, asset protection, electronic security and as  
22 well as hand-to-hand combat and various types of martial  
23 arts. I'm familiar with Tia Kwondo and Aikido and  
24 everything else. Basically, the security and the  
25 techniques that you see here displayed by Sensei Vince

1 Cecere are the only techniques that could work aboard an  
2 airplane. You can't do a high kick aboard an airplane.

3           Once again, it comes down to money. There  
4 will be no expansion on LAX, Ontario, Palmdale or  
5 anywhere else if the airlines don't start picking up  
6 passengers and getting back to where they were before.  
7 Everyone makes a commitment to security, but believe me,  
8 we've been working on both ends of this country with  
9 a lot of political officials, and we're getting a lot of  
10 lip service, but nothing more than that so far. I  
11 believe that the flying public is not going to go back  
12 to the way it was before unless they are assured that  
13 there is a program in place to certify all these  
14 qualified people. You will make your airline crews feel  
15 a lot safer. And, basically, I truly believe that a  
16 person cannot totally be free unless they can defend  
17 themselves.

18           You can be the most intellectual person in the  
19 world, the most spiritual person in the world; but if a  
20 thug comes up and lays his hands on you and you can't  
21 protect yourself physically, which does not require  
22 a lot of size and strength but strictly technique, then  
23 you will never truly be free. Before you talk about  
24 airplane and airport expansion, once again, you're going  
25 to have to talk about getting the flying public back up

1 in the skies. Until we make our airports and planes  
2 safe, that will not happen. Thank you.

3 MS. BAIN: Thank you. Bryan Clark and James Karin  
4 after that.

5 MR. CLARKE: I want to know if I could use my time  
6 and James Karin's time in order to demonstrate what  
7 we're trying to do for the security of the FAA and what  
8 we're trying to demonstrate for the JuJitsu?

9 MR. KESSLER: Okay.

10 (Demonstration took place.)

11 MS. BAIN: Thank you. Next we will have Stacy  
12 Brown. And after Stacy we'll have Cecil Carpio.

13 MS. BROWN: Good afternoon. My name is Stacy Brown;  
14 2727 Butler Avenue, Los Angeles, 90064. I have  
15 submitted written comments in a prior comment period.

16 I have one comment or two for today. And that  
17 has to do with the current trends in aviation, that they  
18 tend to be toward the smaller jets, whether that be  
19 regional or private business jets. The use of private  
20 and business jets is increasing rapidly at a phenomenal  
21 rate. These jets are currently using small -- what I  
22 would call -- neighborhood airports. That's having a  
23 huge impact on surrounding communities. In my case that  
24 would be Santa Monica Airport, which is surrounded on  
25 three sides within 500 feet, I believe, of the runways

1 with homes.

2 The LAX Master Plan appears to reduce services  
3 to general aviation. These smaller jets are covered  
4 under general aviation rules and regulations. What we  
5 would like to see, what my neighbors and I would like to  
6 see, would be for LAX to increase, not decrease,  
7 services to the private and business jets and take them  
8 from Santa Monica Airport and from whatever other  
9 airports are being impacted.

10 LAX theoretically has the ability to provide  
11 appropriate security. One of these jets here is  
12 certainly much smaller than commercial aircraft, but  
13 used strategically we know can be done. They can still  
14 cause great damage to local facilities, local buildings.  
15 And this is a huge concern of mine as well as just the  
16 nuisance value and the health values -- or the health  
17 impacts on myself and my community. Thank you.

18 MS. BAIN: Thank you. Cecil Carpio.

19 MS. CARPIO: Cecil Carpio, resident of Inglewood.

20 After September 11th we live in the exact same  
21 world we've always lived in. It's just that now maybe  
22 some people have awakened to reality. A strong push for  
23 a regional solution is the only answer in response to  
24 LAX expansion. LAX expansion plans are obviously  
25 obsolete, but not dead. I urge community outreach and

1 community participation in formulating Plan Five. What  
2 I would also like to know, perhaps you'll have this  
3 information at the next public hearing, is how do I  
4 review the transcripts of previous public hearings?  
5 Thank you.

6 MS. BAIN: Thank you. At this time I do not have  
7 any more public comment cards. If you still wish to  
8 make a public comment, please fill out this yellow card  
9 and bring it to us. We will call your name. If you  
10 have a written comment, please fill out one of these  
11 cards. They have one of these sheets at the sign-in  
12 table. It is recorded with the same weight and value as  
13 your oral comments. Until we get some more comment  
14 cards, we will be here awaiting any more oral comments.  
15 And we will take a break until then. Thank you. I'm  
16 sorry, we have one more comment, Mr. Brian Weiss.

17 MR. WEISS: The name is B-r-i-a-n. Last name Weiss,  
18 W-e-i-s-s, 8836 Croydon Avenue, Westchester, California  
19 90045. I want to ask a few questions -- or to bring up  
20 a few comments about LAX just dealing with the public in  
21 general.

22 Two of the biggest complaints that the  
23 citizens surrounding LAX has had over the last decades  
24 is the fact that the jets continue to do early turns.  
25 And the second big complaint is sound mitigation. I

1 think it's really pretty poor how LAX has dealt with the  
2 community on these -- both of these issues. For  
3 instance, with regard to early turns, it's difficult to  
4 understand how -- how the airport can control or the  
5 airlines and the air traffic controllers can control  
6 with such accuracy the takeoff and landing and how close  
7 they are spacing each other and all the traffic on the  
8 ground. But yet, it seems that as soon as the plane is  
9 off the ground, they have no control over when the plane  
10 does early turns. The people in El Segundo have had to  
11 spend their own taxpayer's money from the City of  
12 El Segundo to install video cameras. The LAX's solution  
13 has been to have a round-the-clock toll free number you  
14 can call to try to report the time of day, and so on and  
15 so forth, so they can try to figure out what airline it  
16 was that was doing the early turn.

17 I mean, trucking fleets, if you call Fedex or  
18 UPS or a lot of these trucking fleets, they have GPS  
19 tracking systems on board their trucks so they know that  
20 the drivers aren't off goofing off at the beach or  
21 something all day. They know exactly where every single  
22 truck is. Why is it that you can do that on a \$20,000  
23 truck, but you can't do it on a hundred-million-dollar  
24 aircraft to know exactly the flight projectory so that  
25 as soon as somebody veers on one the designated air



1 spaces, that you send the airline \$100,000 bill for  
2 violating the traffic. I mean, these people need to be  
3 able to fly their planes and control air space to know  
4 where they are going.

5 With respect to sound mitigation, the Federal  
6 Government had billions of dollars set aside to  
7 soundproof homes. Why is it it took years and years and  
8 years to have this money become available? Why is it if  
9 I wanted sound mitigation, I have to sign away my future  
10 rights that says the airport could revise the runways so  
11 they land across the street from my house, and I have  
12 nothing to say about that. Why is it that the airport's  
13 response is so one-sided, overwhelming, unfair to the  
14 surrounding communities? The cities of Boston, Logan  
15 Airport, Chicago, Denver, a whole list of airports,  
16 other airports, don't have aggregation easement that  
17 takes away the rights of the citizens. I think it's a  
18 poor instance on any kind of business to propose that  
19 they want to do good for everybody, and then turn around  
20 and just give them the worst deal that they can possibly  
21 come up with.

22 MS. BAIN: Thank you, Mr. Weiss. Again, do we have  
23 any more cards? We don't have any cards in right now.  
24 Please feel free to fill out a card if you have some  
25 oral comments to make. We will take another

1 15-minute break. We'll reconvene at 11:45. Thank you.

2 (Recess was taken.)

3 MS. BAIN: Okay. If we can begin, my name is Shauna  
4 Bain. I'm your facilitator this morning and this  
5 afternoon. I'm going to turn the mike over to Mr. David  
6 Kessler. He's here from FAA. He will give you some  
7 introductory remarks again.

8 MR. KESSLER: Good morning, ladies and gentlemen.  
9 My name is David Kessler. I'm an Airport Planner from  
10 the Federal Aviation Administration, Western-Pacific  
11 Region. I would like to welcome you to the sixth of a  
12 total of nine public hearings the FAA and the City of  
13 Los Angeles are conducting for the Draft Environmental  
14 Impact Statement, Environmental Impact Report or EIS/EIR  
15 for the proposed Master Plan at Los Angeles  
16 International Airport.

17 The first three public hearings on this topic  
18 were held on Saturday, June 9th in Inglewood, Manhattan  
19 Beach and Westchester. The fourth and fifth were held  
20 this past week in Monterey Park and San Pedro. Today's  
21 hearing is the third of six additional hearings being  
22 held this week and next week. These hearings were  
23 originally scheduled for early September, however, they  
24 were postponed due to terrorist attacks in New York and  
25 Washington, D.C. The next hearing will be held on

1 Monday evening, November 5th at Palmdale Regional  
2 Airport in Palmdale.

3 The purpose of these hearings is to collect  
4 comments from the general public concerning the adequacy  
5 and the information disclosed in the Draft EIS/EIR. The  
6 FAA and the City of Los Angeles along with the Federal  
7 Highway Administration, as a cooperating agency, have  
8 prepared the Draft EIS/EIR.

9 I would like to take this opportunity to make  
10 sure that everyone understands that no decisions will be  
11 made today regarding the proposed project. Today's  
12 hearing is not a question-and-answer type of forum. Our  
13 job is to listen to what you have to say about the  
14 adequacy of the information in the Draft EIS/EIR. In  
15 other words, it is your turn to talk to us. Since we  
16 are here to listen, we are not going to respond to  
17 questions about the pros and cons of the proposed  
18 project. Since 9:00 o'clock this morning, the City has  
19 held a public workshop just outside of this room for  
20 anyone to ask questions about the Master Plan, the  
21 environmental process and the various proposed projects.

22 Following publication of the Draft EIS/EIR for  
23 comment, the next step in the joint federal and state  
24 environmental disclosure process is holding this and  
25 other public hearings during this week and next week.

1 The environmental disclosure process for this project  
2 started in 1997 with the publication of a Notice of  
3 Intent to prepare the joint EIS/EIR in the Federal  
4 Register. In July of 1997 we held a series of meetings  
5 with members of the public and governmental agencies to  
6 receive comment on the scope of the Draft EIS/EIR.  
7 Following those meetings, the Draft EIS/EIR was prepared  
8 considering the comments received during the scoping  
9 meetings and those submitted in response to the Notice  
10 of Intent. The document has also been prepared pursuant  
11 to the National Environmental Policy Act of 1969 or  
12 NEPA, the Council on Environmental Quality Regulations,  
13 which are the implementing regulations for NEPA, the  
14 California Environmental Quality Act of 1970 or CEQA and  
15 the Airport Airway Improvement Act of 1982, as amended.

16 Following today's hearings and the close of  
17 the comment period, we will then correct and revise the  
18 EIS/EIR, as necessary, based on the comments received.  
19 We will also prepare responses to the comments we  
20 receive and include those responses in the final  
21 EIS/EIR.

22 Before we begin receiving verbal comments, we  
23 would like to let you know the ground rules of this  
24 hearing. First, as I said earlier, we are not here to  
25 respond to questions about this project. We are only

1 here to listen to your comments and take notes. We also  
2 have a court reporter present to ensure we have an  
3 accurate transcript of this hearing.

4 For anyone who would like to speak, we will  
5 ask you to fill out a speaker card, like this one, and  
6 give it to the person at the sign-in desk. That person  
7 will bring the speaker cards up to our facilitator who  
8 will call the names of each speaker so we can proceed in  
9 an orderly fashion. So that everyone gets an  
10 opportunity to provide verbal comments, everyone will  
11 get three minutes to speak. To be fair to everyone, we  
12 are not going to allow people to transfer their allotted  
13 time to someone else. I ask that when you speak, give  
14 us your name and address for the record. We also have a  
15 Spanish language translator for anyone wishing to  
16 provide comments in Spanish.

17 If there is anyone who is uncomfortable  
18 speaking in front of a group or you need more than three  
19 minutes to provide your comments, we ask you provide  
20 your comments in writing. We have comment sheets, like  
21 this one, available for your use at the sign-in desk.  
22 You can leave your comments at the sign-in desk or you  
23 can mail your written comments using the comment sheet  
24 or a letter to either address listed on the cover of the  
25 EIS/EIR. The City's address is listed at the top of the

1 comment sheet. I would like you to understand that a  
2 verbal comment is just as important as a written  
3 comment. So please feel free to provide any comments on  
4 the document you may have to us either verbally today or  
5 in writing. Comments are due by 5:00 p.m. Pacific  
6 Standard Time on Friday, November 9, 2001.

7 Lastly, I would like everyone to know that  
8 even though we have this hearing scheduled until 1:00  
9 this afternoon, we will stay here as long as necessary  
10 for everyone to get a chance to provide verbal comments  
11 on the Draft EIS/EIR. As I said, our job today is to  
12 listen to your comments.

13 Now, I will turn the hearing back to Shauna  
14 Bain to reintroduce Mr. Ritchie who will provide some  
15 introductory comments from the City of Los Angeles.  
16 Following Mr. Ritchie's comments, we will collect the  
17 additional speaker cards and call the name of our first  
18 speaker. Thank you.

19 MS. BAIN: Thank you, Mr. Kessler. We have Mr. Jim  
20 Ritchie, Deputy Executive Director of Los Angeles World  
21 Airports here to make some further introductory remarks.  
22 Mr. Ritchie.

23 MR. RITCHIE: Yes, thank you, Shauna. Very briefly,  
24 I am Jim Ritchie from Los Angeles World Airports. And  
25 on behalf of the City of Los Angeles, we appreciate your

1 interest and your involvement this morning. So with  
2 that, let's go to work. And Shauna, would you read the  
3 next comment for us, please.

4 MS. BAIN: Certainly. Again, I would just like to  
5 reiterate the timer and how it works. You have three  
6 minutes. When you're down to one minute of time, which  
7 is your summation time, you will see a yellow light  
8 blink here on the timer. When your time is expired, you  
9 will hear a beep tone. After the beep tone, if you  
10 still feel you need further time for comment, please  
11 fill out your comment card, and we will call your name  
12 again. If you could, again, speak your name loudly and  
13 clearly at the beginning and spell your name, if  
14 necessary, for the court reporters. We would appreciate  
15 it. The first name is Mr. Brian Weiss. After Mr. Weiss  
16 we'll have Mr. Vince Cecere.

17 MR. WEISS: Yeah. I would like to comment on --  
18 Brian Weiss, W-e-i-s-s, 8836 Croydon Avenue,  
19 Westchester, California 90045. I would like to comment  
20 on part of the sound study environmental -- I guess it  
21 would be the EIR.

22 A portion of the study referred to the loudest  
23 impacted area of the sound contour being cited at  
24 sometimes at being 109 DBs, decibels. And that was  
25 along the Imperial Highway and El Segundo. I'm certain

1 that all that data that was obtained for that study was  
2 done with the flights taking their normal straight line  
3 flight path. It probably didn't address what typically  
4 happens -- well, may not typically happens, but it  
5 doesn't frequently capture the fact that there are these  
6 early turns. The studies really need to include the  
7 worst-case situation, not just what the ideal is and  
8 whether or not there was any filtering of that data. In  
9 other words, the people conducting the sound study, they  
10 may have recorded data that was worse than that and  
11 thrown it out. Basically, when I review a report, it's  
12 nice to know where the raw data and the technical  
13 information came from. With just kind of a synopsis of  
14 what's given there without being able to see any of the  
15 actual data taken, there's no indication of what was  
16 really done.

17 Just as a general comment about all of the  
18 reports, I'm sure there is some -- the agencies or the  
19 companies that work on, I'm sure they have some kind of  
20 letter of certification in there. I would think as a  
21 matter of report -- I do a lot of technical work  
22 involved with the government. And, typically, we submit  
23 reports from my company. And when other test labs  
24 submit reports, there is some signature in there from  
25 some authority at that company, an officer of the



1 company, that states that all information in there is  
2 true and correct to the best of their knowledge and all  
3 that. And along with all that, there should be the  
4 calibration, traceability. I didn't see any of that in  
5 any of those reports.

6 One of the things that was cited in the sound  
7 report, which I found kind of ironic, was that they  
8 referred to a 75 DB outside noise level as being  
9 equivalent to like a 65 DB interior sound level. They  
10 also trying to put that in perspective or justify that  
11 wasn't too loud. They cited a British sound study that  
12 was done that said for 100 -- a sample of 100 people,  
13 only two percent woke up for a noise between 70 and 80  
14 decibels. An average alarm clock is far less than that.  
15 So are telephones. So the problem that I see with that  
16 data is that the average noise that wake people up are  
17 lower than what the study said. Only two percent of  
18 people woke up. There are blatant errors in this. It  
19 makes you wonder how accurate that information is that  
20 was provided by that whole agency.

21 MS. BAIN: Thank you, Mr. Weiss. Vince Cecere.  
22 After Mr. Cecere, Roy Heffner.

23 MR. CECERE: Good afternoon. My name is Sensei  
24 Vince Cecere. I'm a combat instructor. I'm  
25 third-degree black belt in Sanuces Ryu JuJitsu, head

1 representative of JuJitsu under Grand Master Moses  
2 Powell as well as being the founder, chief instructor of  
3 second-degree belt in Ateimi-Ryu combat JuJitsu systems.  
4 We trained the very same people, a million of our  
5 associates, same men that are on the ground right now in  
6 Afghanistan. We trained at Fort Bragg. We trained many  
7 street tactical units.

8 As of September 11th we all know we live in a  
9 new world, as former governor and chief of security Tom  
10 Ridge has asked, to get the public involved because the  
11 government can't handle all the problems. So that's the  
12 reason why we're here.

13 Every mechanic will tell you, you need the  
14 right tool for the right job. We have a security  
15 problem aboard an aircraft. You don't ask a cook to fix  
16 your car. You don't ask a fireman to represent you in  
17 court. The only ways to control incidents of aircraft  
18 is to train them to deal with the situation and empower  
19 them. Don't let the flight crew and innocent American  
20 people or anyone that lives in a place where an airline  
21 is going to fly over their house be victimized or be a  
22 lamb to the slaughter again. We're all in this  
23 together. This is not just an airline problem. This is  
24 an every American citizens' problem because we're all at  
25 risk. Together we should be able to solve this problem.

1           We have an illness of security, and this is a  
2           cure. We have to live together as residents of  
3           Los Angeles of the State of California of the great  
4           country of America. And we're all human beings, and we  
5           must live together in peace and enjoy it because without  
6           freedom and being in fear, which is what the terrorists  
7           are looking for, fear -- I assure you if they take a  
8           chance and take a look at what we have proposed, there  
9           shouldn't be fear aboard aircraft anymore. Don't fear  
10          anybody. You don't have to. Thank you.

11          MS. BAIN: Thank you. Mr. Roy Heffner. Can you  
12          please state your name for the record.

13          MR. HEFFNER: Roy Heffner, 6548 West 80th Place,  
14          Westchester, California 90045. I'm glad to be back  
15          again. This is series number three now of the saga.  
16          This will be a little fragmented because I never  
17          anticipated having an opportunity to speak three times  
18          at this meeting after attending the first one way back  
19          at the Airport Marina Hotel.

20                 I would like to first deal with the concept of  
21          the Regional Airport Authority. When we talk about  
22          expansion of any airport, it seems today that the  
23          Southern California Regional Airport Authority under the  
24          leadership of Supervisor Don Knabe of Los Angeles  
25          County, this would be a place that regional activity

1 would be emphasized. I realize they have no authority,  
2 but there's not too many outfits that have authority. I  
3 would like to emphasize that LAX does have not any  
4 authority over any plane that takes off.

5 I hear people talk about noise and aircraft  
6 flying over their homes. LAX cannot control that.  
7 That's under jurisdiction of the Federal Aviation  
8 Administration.

9 We know that at one time the Federal Aviation  
10 Administration was concerned with promoting air  
11 commerce. Since some time ago they have been eliminated  
12 of the responsibility to control or to promote air  
13 commerce. The only problem is the bureaucracy has been  
14 so set in that they still think that is their job. We  
15 would like to see the FAA in this expansion process set  
16 down some ridged rules as far flight paths are  
17 concerned, where they come in and where they go out.  
18 The global system is certainly something that should be  
19 involved with every particular plane.

20 We would also like to see -- seeing as how we  
21 have in 1984 the part 150 study there to create  
22 capability between the airport and the surrounding  
23 community pertaining to noise, those are supposed to  
24 only last for a few years. We are now in the year 2001,  
25 17 years later. We're still operating under that same

1 guideline as part 150. Many of those have not been  
2 adopted or incorporated in a proper fashion. The  
3 Variance Hearing -- following comment made by another  
4 person, the Variance Hearing of 1990 we would encourage  
5 the Board of Airport Commissioners to eliminate the  
6 aggregation easement for sound insulation, which they  
7 did. The Board of Airport Commission did not require  
8 aggregation easements. In 1993 or 4, one of those  
9 years, they reinstated aggregation easement. However,  
10 they know have a memorandum of understanding in  
11 Inglewood where Inglewood will not have to sign an  
12 aggregation easement, yet the citizens of the city of  
13 Los Angeles, which are owners of that particular  
14 airport, still have to sign that airport -- that's that.

15 The Board of Airport Commissioners changes.  
16 They don't always know what has always happened before.  
17 Since I've been involved in the LAX Area Advisory  
18 Committee, I have experienced 35 different  
19 commissioners, and those commissioners truly try to do a  
20 good job, but they don't know what has happened before  
21 and, thus, they cannot continue. I don't plan to be  
22 back for a fourth.

23 MS. BAIN: Thank you very much. Stacy Brown,  
24 please.

25 MS. BROWN: Good afternoon, Stacy Brown, West

1 Los Angeles. My second round of comments is relating to  
2 the plan itself. The assumption underlying the existing  
3 Master Plan has changed dramatically. Part of that  
4 change is the remix that we're looking at into the  
5 future. And the Master Plan and EIR must address the  
6 likely difference in the fleet mix, which will certainly  
7 be included in many more smaller jets that will be used  
8 regionally as well as the private and business jets that  
9 I mentioned earlier. The truly Regional Plan proposed  
10 by the City of El Segundo and, also, I believe, by Mayor  
11 Hahn is the best means of achieving security for the  
12 region. And decentralizing air traffic and use of  
13 airports provides an alternative if one airport is  
14 somehow damaged. It also makes it much less likely that  
15 the airports are going to be the main target of  
16 terrorist attack only because we are not putting all  
17 our eggs in one basket. They will not be able to create  
18 the same type of havoc as would happen if the original  
19 LAX Master Plan would be put into effect.

20 In addition to that, I think we've seen a part  
21 of the problem that we were looking at today. And we  
22 saw on September 11th that's due to the amount of  
23 control having been given to the airlines. And I  
24 believe that control over the airport and over air  
25 traffic, in general, needs to be taken from the airlines

1 and also that local communities be given some amount of  
2 control in the way the airports in their communities are  
3 developed and are operated.

4 The idea of having the Federal Government come  
5 in and fully control the operations at the airport,  
6 which severely impact the surrounding communities, is  
7 not acceptable. There are health effects. There are  
8 quality of life issues that all need to be addressed.  
9 This is why the communities need to be involved as well  
10 as the FAA, and the FAA does need to have far more  
11 control over how the airlines are used in the airports.  
12 Thank you.

13 MS. BAIN: Mr. Weiss again. Brian Weiss.

14 MR. WEISS: Brian Weiss, 8836 Croydon, Westchester,  
15 California 90045. I would like to just continue a  
16 little bit with some thoughts as far as the legal issues  
17 regarding any actions that happen out of LAX.

18 One of the things I talked about in my  
19 previous statement was making sure that all the reports  
20 and every -- all the documents are actually signed by  
21 someone to validate that the work was done by, you know,  
22 an official company so that in the future when -- if and  
23 when there are any class action lawsuits, the airport  
24 won't be trying to figure out who it was that actually  
25 wrote some report and approved it, and why is it that

1 this report is full of bad data. And if something  
2 expansion-wise occurs, we need to have people that are  
3 definitely known to be able to be held accountable for  
4 their actions in that respect.

5 The same thing is true with many of the people  
6 that provided any of the work in any of those reports.  
7 There had been what, 40 or 50 companies that contributed  
8 to the EIR and EIS materials. My comments earlier about  
9 how one of the studies that was cited in there was  
10 just -- there were things that were just blatantly  
11 contradictory to what someone that's knowledgable in  
12 that field would know to be incorrect with respect to  
13 what average kinds of sound levels are.

14 When somebody in technical is commenting on a  
15 sound report is telling me that a noise that's between  
16 70 and 80 decibels only wakes up two people out of 100  
17 people that are sleeping, and when I know that an alarm  
18 clock is 65 decibels, you know, average maybe 65 to 75.  
19 I tested all the ones in my home at the same distance  
20 that I would be from the device when I was sleeping or  
21 for the same thing with the telephone, and they were all  
22 the way below 75 decibels. I know that my phone and  
23 alarm clock wake me up all the time. So for somebody to  
24 be in that capacity of writing a report, commenting with  
25 things that are just blatantly incorrect, it really



1 scares me to think that the City would just blindly  
2 accept all this data, and then there's no signed  
3 signatures or authority that say the report was done by  
4 somebody. And down the road we end up in some big class  
5 action lawsuit. Who's going to pay the bill for that?  
6 Is that going to be the taxpayers? The same thing on  
7 funding. Is that going to be fully funded? Anything  
8 that happens is going to be fully funded so the  
9 taxpayers don't end up bearing the burden on this. Can  
10 I be allowed to continue to speak or is there more  
11 people that want to talk? Do people want to me hear me  
12 ramble on?

13 MR. KESSLER: You could make more verbal comments or  
14 you could also write them down. You have a lot of  
15 comments directed toward the information. We would  
16 encourage you to write them down, if you would like to  
17 do that, and submit them to us if that would help also.

18 MR. WEISS: I've already submitted about 40 or 50  
19 comments with all kinds of backup data support, but I'm  
20 working on more. Okay.

21 MR. KESSLER: Okay. Thank you, Mr. Weiss.

22 MS. BAIN: Mr. Vince Cecere.

23 MR. CECERE: Yes. We're back. I'll take a chair.

24 (Demonstration was done.)

25 MS. BAIN: Thank you. Do we have any more comment

1 cards? There are more comment cards at the sign-in  
2 desk. If you want to continue with your comments,  
3 please fill out another card, and we will call your  
4 name. Cecil Corpio.

5 MS. CORPIO: Cecil Corpio, resident of Inglewood.  
6 This is short. This is an interesting opportunity to  
7 have an official monologue with the FAA and LAWA. And  
8 I'll use it as such.

9 The presentation we just have seen reminds me  
10 of the first thing I thought of after the September 11th  
11 attacks. And, basically, how much safety and how much  
12 security are we really going to ask for? Tooth brushes,  
13 pencils, Popsicle sticks, they are all lethal weapons  
14 when someone knows how to use them. In the same light,  
15 eyeglasses, take off your eyeglasses, break out the  
16 glasses and you have a sharp object. How far do we go  
17 when it comes to what do we let on an airplane? So we  
18 really have to think about just how much security is  
19 enough. When is safety brought to the point where it's  
20 just ludicrous and it's more about bringing fear into  
21 the hearts of people rather than a sense of safety?

22 So I hope to see LAWA and the FAA working  
23 together along with the community to really, truly  
24 address the issues of what is -- how much safety is  
25 needed, how much security is needed and what price are

1 we going to pay for the safety and security. Remember,  
2 what we're trying to do is get the people to feel  
3 confident in the system again, and so trying to  
4 alleviate worries that nothing is 100 percent safe. So  
5 let's realize that and just try to do what we can.

6 I'm just going to waste a little time and say,  
7 remember, this gentleman just showed a toothbrush, a  
8 hairbrush, not even a fingernail file is necessary.  
9 When somebody wants to do a little harm or a lot of  
10 harm, there are a lot of avenues that can be taken. So  
11 it is a matter of more education, perhaps for the public  
12 who is using the airways, as well as any other  
13 transportation mode. Thank you for the time again.

14 MS. BAIN: Thank you. Brian Weiss, please.

15 MR. WEISS: Brian Weiss, 8836 Croydon, Westchester,  
16 California 90045.

17 With respect to any kind of project that goes  
18 on at LAX, one of the concerns I have is that as a  
19 taxpayer, I don't want some project that starts and gets  
20 halfway completed and then some event happens like the  
21 recent terrorist attack that all of a sudden causes a  
22 huge drop in traffic. I don't know what the actual  
23 number is. I hear numbers out of the news and from out  
24 of LAX that says travel is down some 30 percent. I  
25 think it's almost the inverse of that. I hardly hear

1 any planes over there. I flew out of there last week  
2 myself to Canada and, you know, there was hardly anybody  
3 there. It was like a ghost town.

4 So how does the City mitigate an expenditure  
5 like that when they get committed -- partway committed  
6 into a project? Is this going to be something that is  
7 fully funded and fully guaranteed to have the funds to  
8 be able to cover whatever kind of costs would occur  
9 prior to the start of the project? Because it's obvious  
10 that you can't rely on many passenger revenue and  
11 landing fees and concession fees in order to fund some  
12 type of project. Who's going to really underwrite all  
13 that? Is it just bonds or are you able to sell 12  
14 billion dollars worth of bonds up front in order to  
15 fully guarantee and assure the people of the community  
16 that it will be able to be completed. That's one of my  
17 big concerns.

18 And then, along with that, the mitigation of  
19 any problems down the road -- you know, there's been all  
20 these studies done. I've commented in my previous  
21 comments that when there's apparently no assigned  
22 responsibility or somebody that authenticates that the  
23 test -- all the tests were valid and certification from  
24 the testing, the agencies and authorities, calibration  
25 certificates that prove that all the instrumentation and

1 everything used that was done in the course of their  
2 study was within calibration guidelines.

3 Today many of the companies that do this type  
4 of work, they are ISO certified, which means they have  
5 processes in place within their company that assures  
6 that things are done in accordance with procedures. And  
7 the report, you know, it was basically a synopsis of  
8 what came out of the result of all of this. I guess the  
9 City boiled that down.

10 My question is, is the City then taking a  
11 responsibility for the correctness of all of that  
12 information that was provided therein because that's the  
13 legal issue that five years, ten years after a project  
14 is done and all the lawsuits are -- how is that going to  
15 be sorted out and who is going to have to pay the brunt  
16 of that? Is that taxpayers as a result of having  
17 incomplete information or is all that information  
18 available? Can I review that information? Is there  
19 some place I can go to review it because it's not in the  
20 21 volumes of the EIR, EIS that I've seen? Thank you.

21 MS. BAIN: Thank you. We have no other cards right  
22 now. We will take another 15-minute break and reconvene  
23 at 12:20 -- 12:20 now. We'll reconvene at 12:35.

24 (Recess was taken.)

25 MS. BAIN: We're about to reconvene the public

1 comment portion of this hearing. If we could get  
2 everyone to take their seats. I will call the names of  
3 the cards we receive. Please don't forget we do have  
4 these comment cards at the sign-in desk. They are still  
5 available for you to fill out your name and address so I  
6 can call your name for your oral comments. If you do  
7 not wish to make an oral comment, you're welcome to put  
8 it provide comments in.

9 We're about to begin public comment session.  
10 If I could have Christopher Weiss -- if you could give  
11 me one second Christopher. I'm going to repeat how the  
12 timer works. We have three minutes. You can look at  
13 the timer. Your time will start winding down. When you  
14 hear the beeping sound, it means your time has expired.  
15 When you come to the mike, will you please state your  
16 name and spell your last name for the record so the  
17 court reporter sitting there can get everything down.  
18 Christopher Weiss.

19 MR. WEISS: My name is Christopher Weiss. And I  
20 don't want to move away from my friends. And they are  
21 going to take a lot of houses. And they are going to  
22 take a lot of houses. And they are also going to take  
23 a lot of money away from us. If they -- they are going  
24 to make us move. They are going to have to give us all  
25 the money to buy the next house.

1 MS. BAIN: Thank you. Mr. Kessler and Mr. Ritchie  
2 just had to make some brief introductory remarks because  
3 we do have some new people here.

4 MR. KESSLER: Good morning, ladies and gentlemen.  
5 My name is David Kessler. I'm an Airport Planner from  
6 the Federal Aviation Administration, Western-Pacific  
7 Region. I would like to welcome you to the sixth of a  
8 total of nine public hearings the FAA and the City of  
9 Los Angeles are conducting for the Draft Environmental  
10 Impact Statement, Environmental Impact Report or EIS/EIR  
11 for the proposed Master Plan at Los Angeles  
12 International Airport.

13 The first three public hearings on this topic  
14 were held on Saturday, June 9th in Inglewood, Manhattan  
15 Beach and Westchester. The fourth and fifth were held  
16 this past week in Monterey Park and San Pedro. Today's  
17 hearing is the third of six additional hearings being  
18 held this week and next week. These hearings were  
19 originally scheduled for early September, however, they  
20 were postponed due to terrorist attacks in New York and  
21 Washington, D.C. The next hearing will be held on  
22 Monday evening, November 5th at Palmdale Regional  
23 Airport in Palmdale.

24 The purpose of these hearings is to collect  
25 comments from the general public concerning the adequacy

1 and the information disclosed in the Draft EIS/EIR. The  
2 FAA and the City of Los Angeles along with the Federal  
3 Highway Administration, as a cooperating agency, have  
4 prepared the Draft EIS/EIR.

5 I would like to take this opportunity to make  
6 sure that everyone understands that no decisions will be  
7 made today regarding the proposed project. Today's  
8 hearing is not a question-and-answer type of forum. Our  
9 job is to listen to what you have to say about the  
10 adequacy of the information in the Draft EIS/EIR. In  
11 other words, it is your turn to talk to us. Since we  
12 are here to listen, we are not going to respond to  
13 questions about the pros and cons of the proposed  
14 project. Since 9:00 o'clock this morning, the City has  
15 held a public workshop just outside of this room for  
16 anyone to ask questions about the Master Plan, the  
17 environmental process and the various proposed projects.

18 Following publication of the Draft EIS/EIR for  
19 comment, the next step in the joint federal and state  
20 environmental disclosure process is holding this and  
21 other public hearings during this week and next week.  
22 The environmental disclosure process for this project  
23 started in 1997 with the publication of a Notice of  
24 Intent to prepare the joint EIS/EIR in the Federal  
25 Register. In July of 1997 we held a series of meetings



1 with members of the public and governmental agencies to  
2 receive comment on the scope of the Draft EIS/EIR.  
3 Following those meetings, the Draft EIS/EIR was prepared  
4 considering the comments received during the scoping  
5 meetings and those submitted in response to the Notice  
6 of Intent. The document has also been prepared pursuant  
7 to the National Environmental Policy Act of 1969 or  
8 NEPA, the Council on Environmental Quality Regulations,  
9 which are the implementing regulations for NEPA, the  
10 California Environmental Quality Act of 1970 or CEQA and  
11 the Airport Airway Improvement Act of 1982, as amended.

12 Following today's hearings and the close of  
13 the comment period, we will then correct and revise the  
14 EIS/EIR, as necessary, based on the comments received.  
15 We will also prepare responses to the comments we  
16 receive and include those responses in the final  
17 EIS/EIR.

18 Before we begin receiving verbal comments, we  
19 would like to let you know the grounds rules of this  
20 hearing. First, as I said earlier, we are not here to  
21 respond to questions about this project. We are only  
22 here to listen to your comments and take notes. We also  
23 have a court reporter present to ensure we have an  
24 accurate transcript of this hearing.

25 For anyone who would like to speak, we will

1 ask you to fill out a speaker card, like this one, and  
2 give it to the person at the sign-in desk. That person  
3 will bring the speaker cards up to our facilitator who  
4 will call the names of each speaker so we can proceed in  
5 an orderly fashion. So that everyone gets an  
6 opportunity to provide verbal comments, everyone will  
7 get three minutes to speak. To be fair to everyone, we  
8 are not going to allow people to transfer their allotted  
9 time to someone else. I ask that when you speak, give  
10 us your name and address for the record. We also have a  
11 Spanish language translator for anyone wishing to  
12 provide comments in Spanish.

13 If there is anyone who is uncomfortable  
14 speaking in front of a group or you need more than three  
15 minutes to provide your comments, we ask you provide  
16 your comments in writing. We have comment sheets, like  
17 this one, available for your use at the sign-in desk.  
18 You can leave your comments at the sign-in desk or you  
19 can mail your written comments using the comment sheet  
20 or a letter to either address listed on the cover of the  
21 EIS/EIR. The City's address is listed at the top of the  
22 comment sheet. I would like you to understand that  
23 today's hearing what we have, a verbal comment is just  
24 as important as a written comment. So please feel free  
25 to provide any comments on the document you may have to

1 us either verbally today or in writing. Comments are  
2 due by 5:00 p.m. Pacific Standard Time on Friday,  
3 November 9th, 2001.

4 As we said earlier, we have this hearing  
5 scheduled until 1:00 today. We are prepared to stay  
6 here as long as necessary for anyone to provide verbal  
7 comments.

8 Now, I will turn the hearing back to our  
9 facilitator, Shauna Bain, to introduce Mr. Ritchie who  
10 will provide some introductory comments from the City of  
11 Los Angeles. Following Mr. Ritchie's comments, we will  
12 collect any other speaker cards and call the name of the  
13 next speaker. Thank you.

14 MS. BAIN: Thank you. Mr. Ritchie.

15 MR. RITCHIE: Thank you, Shauna. I am Jim Ritchie  
16 representing the Los Angeles World Airports. And on  
17 behalf of the City of Los Angeles, we appreciate your  
18 interest and welcome you to our public comment period.  
19 Thank you. Shauna.

20 MS. BAIN: Thank you. Ellen Weiss, please. Do you  
21 need help with that microphone?

22 MRS. WEISS: Thank you.

23 MS. BAIN: Mrs. Weiss, if you could just state your  
24 name and address for the record, we would appreciate it.  
25 And I'll start the time.

1 MRS. WEISS: My name is Ellen Weiss. I live at 8836  
2 Croydon.

3 Basically, first, the expansion was needed as  
4 it was advertised due to capacity, the large capacity of  
5 people and large planes. Now it's advertised as safety.  
6 It appears that LAX is manipulating the term to get the  
7 same results as they initially intended to do. LAX is  
8 already a target for terrorists. Now we will have a  
9 bigger target. LAX shows little concern for the  
10 surrounding area.

11 The environmental mitigation is basically to  
12 take homes, schools and whatever else lies in the path  
13 of LAX to expand. To me this does not appear to be  
14 very -- have any concern for the environment or the  
15 surrounding area. The 405 is already overcrowded.  
16 Removing the need by encouraging alternative airport use  
17 rather than adding vehicles and off-ramps will solve the  
18 problem. So, again, the point is getting people off the  
19 405 alternative directions. Going in other ways is  
20 what's going to really solve the problem. Providing  
21 off-ramps is just a symptom, and getting more people at  
22 LAX is the problem.

23 Again, expanding the LAX Airport shows the  
24 airport's lack of concern for the environment, the  
25 people who live in the surrounding area. It shows

1 disregard for its neighbors that they continue to cave  
2 into businesses, especially when there are other areas  
3 requesting airport expansion in their area. Thank you.

4 MS. BAIN: Thank you. Brian Weiss, please.

5 MR. WEISS: Brian Weiss, 8836 Croydon, Westchester,  
6 California 90045. With respect to the traffic problems  
7 that currently exist on the 405 Freeway, there needs to  
8 be extremely detailed studies done that show what the  
9 affect would be of any increased traffic for expanding  
10 capacity at LAX. Currently it takes people that live in  
11 Orange County and work in the El Segundo area -- my wife  
12 works there and those people that currently do this, it  
13 takes them many times over two hours a day to get to or  
14 from work, you know, from Orange County. Any additional  
15 capacity that's placed on LAX is only going to further  
16 increase that.

17 The figures that are cited in the report, I  
18 believe, were about 18 million annual passengers a year  
19 from Orange County. I think that's the current figures.  
20 That equates to, if you use the numbers, also, I guess,  
21 provided by, I guess it was SCAG, that was like 1.4 --  
22 or car trips per passenger, that equates to about 81,000  
23 car trips a day from people in Orange County. There  
24 just -- there isn't a good way to mitigate that traffic  
25 on the 405 Freeway. There's just way too much traffic

1 there now. And the entire report really doesn't address  
2 that. It talks about things like buses and train  
3 service and things like that, but the reality is that  
4 people in California just don't use that. And you ask  
5 yourself, why. Well, it's because the train system  
6 doesn't provide good enough coverage.

7           What Mr. Heffner said earlier, you can't take  
8 your luggage on the Green Line train. Then another  
9 person commented that it takes you a half an hour to get  
10 from the end of the train to the airport. So the  
11 reality of it is all those mass transit systems don't  
12 work. As a result, people continue to use their cars,  
13 and it's just worse and worse and worse. And the same  
14 thing with parking. As the price of parking goes up,  
15 what happens is people -- and depending on how long  
16 their trips are going to be -- will have the neighbor  
17 drive them or a friend or a spouse. All those things  
18 mean more and more traffic on the 405 Freeway.

19           Studies need to be done that will evaluate  
20 what the true impact is. When I talked to people in  
21 past meetings about the traffic impact, they tell me  
22 that they've looked at it and it -- when it gets over a  
23 peak number of cars per hour is when it just suddenly  
24 collapses into like no capacity at all or gridlock.

25           These are just some of the problems, people

1 coming from the valley have the same problems. And it's  
2 ridiculous to think that you need to expand an airport  
3 when people can't currently get there now. Thank you.

4 MS. BAIN: Thank you, Mr. Weiss. Nicholas Weiss.

5 MR. WEISS: I am Nicholas Weiss. I live at 8836  
6 Croydon. And my dad made a big LAX sign. And it's 12  
7 feet high and 24 feet long. And it says "LAX  
8 Expansion."

9 MS. BAIN: Thank you. At this time we don't have  
10 any more comment cards awaiting their oral comments.  
11 And we will sit here until some more arrive. We will be  
12 here until 1:00 o'clock. We have one more comment.  
13 Mr. Weiss, Brian Weiss.

14 MR. WEISS: Brian Weiss, 8836 Croydon, Westchester,  
15 California 90045. Continuing on with my last comment in  
16 regard to the traffic on the 405 Freeway, a lot of the  
17 assumption that is made in the EIS/EIR Report is that  
18 the traffic will be mitigated through the use of buses  
19 and commuter shuttle and things like. One of the  
20 benefits of living by the airport is you get to see what  
21 everybody's commute is like going to the airport because  
22 I leave the airport area in the morning, and I come home  
23 that night. So the typical traffic flow is just  
24 opposite that. So it serves as a really good point of  
25 reference for what the reality of traffic is like for

1 people trying to get to LAX. There are many times when  
2 the Super Shuttle buses, you know, that have a capacity  
3 of like 12 people or some number like that, there's only  
4 one or two people in them. It's basically the same  
5 thing as getting in your car and driving to the airport.  
6 They get curbside service, but other than it's just not  
7 mitigating traffic. It's just another vehicle there  
8 because it doesn't consolidate and pick up quantities of  
9 people that are going to the airport. It just happens  
10 time and time again. I fail to see how the -- you know,  
11 how any study can be accurately made that assumes what  
12 the ridership and what the usage of these things will  
13 be. The ones that seem to have the best usage are the  
14 Santa Barbara and the San Fernando Valley bus. Those  
15 have a lot better ridership. But a lot of these other  
16 buses, there just isn't the people on them.

17 The problem I have with these kinds of  
18 studies, as I've commented before, is it's just kind of  
19 a synopsis what's given in the 21 volumes. Actually,  
20 a lot of the material is repeated over and over again.  
21 There isn't enough meat in there to really be able to  
22 get into and refute. That's a concern because from my  
23 standpoint it says that the problems and the  
24 alternatives weren't really fully studied and evaluated.

25 That leads back to my other comment about the



1 risk for the City undertaking any kind of a project that  
2 isn't -- the thing hasn't fully been adequately studied  
3 and competently because California, Los Angeles  
4 especially, is a land of litigation. And there's a lot  
5 of lawyers that live in Westchester, Playa del Rey area.  
6 Some of them are kind of asleep, but if there is a north  
7 runway that changes the flight pattern and flights start  
8 flying over homes as a result of any changes, those  
9 people will be woken up and there will be lawsuits.  
10 That's why it's extremely important for these studies to  
11 be fully done properly and certified and well done so  
12 that the City doesn't put themselves at risk for giant  
13 class action lawsuits.

14 MS. BAIN: Thank you, Mr. Weiss. One last speaker,  
15 I do believe. If you could get the assistant to adjust  
16 the mike.

17 MR. WEISS: This is Christopher Weiss. I live at  
18 8836 Croydon Street and I am not -- if they move all our  
19 houses, then and I'll move away my friends.

20 MS. BAIN: Thank you.

21 MR. KESSLER: Thank you.

22 MS. BAIN: If there are no further comments -- it's  
23 about 1:05. Are there any further comments? I'll turn  
24 it over to you, Mr. Kessler.

25 MR. KESSLER: Thank you. I want to thank everyone

1 for providing comments today. I'll ask if there's  
2 anybody else who has not had an opportunity to provide  
3 verbal comments? Not seeing anyone, I'll remind you  
4 that if you feel you're unable to provide us with verbal  
5 comments today, we will be accepting written comments  
6 until 5:00 p.m. Pacific Standard Time, Friday, November  
7 9th, 2001. You can mail your comments either to me at  
8 the FAA or to Jim Ritchie at the City of Los Angeles.  
9 Mailing addresses are listed on the cover of the  
10 EIS/EIR.

11 I want to thank everyone for your comments  
12 today. This public hearing for the Draft EIS/EIR for  
13 the Los Angeles International Airport is now closed.

14 (Whereupon the proceeding adjourned  
15 at 1:06 o'clock p.m.)

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1 STATE OF CALIFORNIA )  
2 COUNTY OF RIVERSIDE ) ss.  
3

4 I, LISA ANN VARGAS, certified shorthand reporter,  
5 License No. 12049, do hereby certify:

6 That the proceedings contained herein were taken  
7 before me at the time and place herein set forth and was  
8 taken by me in shorthand and thereafter transcribed into  
9 typewriting by me, and I hereby certify that the said  
10 proceedings are a full, true and correct transcript of  
11 my shorthand notes so taken.

12 I further certify that I am not interested in the  
13 event of the action.

14  
15  
16 WITNESS my hand this 17th day of November 2001.

17  
18   
19 LISA ANN VARGAS, CER NO. 12049  
20  
21  
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25



**U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration**

**Los Angeles International Airport  
Los Angeles, California**

**Draft Environmental Impact Statement/Environmental Impact Report  
Public Hearing Remarks**

**Saturday, November 3, 2001**

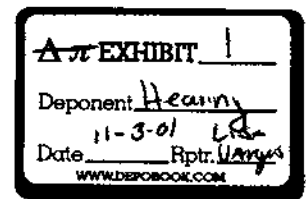
**Los Angeles High School  
Mid-Wilshire District of Los Angeles**

**David B. Kessler  
Environmental Protection Specialist**

Good morning ladies and gentlemen, my name is David Kessler; I'm an Airport Planner from the Federal Aviation Administration, Western-Pacific Region. I would like to welcome you to the 6<sup>th</sup> of a total of nine Public Hearings the FAA and the city of Los Angeles are conducting for the Draft Environmental Impact Statement/ Environmental Impact Report or EIS/EIR for the proposed master plan at Los Angeles International Airport. The first three public hearings on this topic were held on Saturday, June 9<sup>th</sup> in Inglewood, Manhattan Beach, and Westchester. The fourth and fifth were held this past week in Monterey Park and San Pedro. Today's hearing is the third of six additional hearings being held this week and next week. These hearings were originally scheduled for early September; however, they were postponed due to the terrorist attacks in New York and Washington, D.C. The next hearing will be held on Monday evening, November 5th at Palmdale Regional Airport in Palmdale.

The purpose of these hearings is to collect comments from the general public concerning the adequacy of the information disclosed in the Draft EIS/EIR. The FAA and the City of Los Angeles along with the Federal Highway Administration as a cooperating agency have prepared the Draft EIS/EIR.

I would like to take this opportunity to make sure that everyone understands that **NO** decisions will be made today regarding the proposed project. Today's hearing is **not** a question and answer type of forum. Our job is to listen to what you have to say about the adequacy of the information in the Draft EIS/EIR. In other words, it's your turn to



talk to us. Since we are here to listen, we are not going to respond to questions about the pros and cons of the proposed project. Since 9 o'clock this morning, the city has held a public workshop just outside of this room for anyone to ask questions about the master plan, the environmental process and the various proposed projects.

Following publication of the Draft EIS/EIR for comment, the next step in the joint federal and state environmental disclosure process is holding this and the other public hearings during this week and next week. The environmental disclosure process for this project began in 1997 with the publication of a Notice of Intent to prepare the joint EIS/EIR in the *Federal Register*. In July of 1997, we held a series of meetings with members of the public and governmental agencies to receive comments on the scope of the Draft EIS/EIR. Following those meetings, the Draft EIS/EIR was prepared considering the comments received during the scoping meetings and those submitted in response to the Notice of Intent. The document has also been prepared pursuant to the National Environmental Policy Act of 1969 or "NEPA", the Council on Environmental Quality Regulations, which are the implementing regulations for NEPA, the California Environmental Quality Act of 1970 or "CEQA", and the Airport and Airway Improvement Act of 1982, as amended.

Following today's hearings and the close of the comment period, we will then correct, and revise the EIS/EIR as necessary based on the comments received. We will also prepare responses to the comments we receive and include those responses in the **Final EIS/EIR**.

Before we begin receiving verbal comments, we would like to let you know the ground rules of this hearing. First, as I said earlier, we are not here to respond to questions about this project. We are only here to listen to your comments and take notes. We also have a court reporter present to ensure that we have an accurate transcript of this hearing.

For anyone who would like to speak, we ask you to fill out a speaker card, **like this one** and give it to the person at the sign in desk. That person will bring the speaker cards up to our facilitator who will call the names of each speaker so we can proceed in an

orderly fashion. So that everyone gets an opportunity to provide verbal comments, everyone will get three minutes to speak. To be fair to everyone, we are not going to allow people to transfer their allotted time to someone else. I ask that when you speak, you give us your name and address for the record. We also have a Spanish language translator for anyone wishing to provide comments in Spanish.

If there is anyone who uncomfortable speaking in front of a group or if you need more than three minutes to provide your comments, we ask that you provide your comments in writing. We have comment sheets, **like this one**, available for your use at the sign-in desk. You can leave your comments at the sign in desk, or you can mail your written comments using the comment sheet or a letter to either address listed on the cover of the EIS/EIR. The city's address is listed at the top of the comment sheet. I would like you to understand that a verbal comment is just as important as a written comment. So please feel free to provide any comments on the document you may have to us either verbally today, or in writing. Comments are due by **5:00 p.m., Pacific Standard Time, on Friday, November 9, 2001.**

Lastly I would like everyone to know that even though we have this hearing scheduled until 1 o'clock this afternoon, we will stay here as long as necessary for everyone to get a chance to provide verbal comments on the Draft EIS/EIR. As I said earlier, our job here today is to listen to your comments.

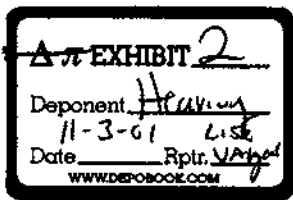
Now, I will return the Hearing back to our facilitator, **Shauna Bain**, to introduce Mr. Ritchie who will provide some introductory comments from the city of Los Angeles. Following Mr. Ritchie's comments, we will collect the speaker cards and call the name of the first speaker.

Thank you.

Is there any one else who has not had an opportunity to speak concerning the information in the Draft EIR/EIS? **[wait for anyone to speak up]** Not seeing anyone else, I will remind everyone that if you feel that you are unable to provide us with verbal comments, today, we will be accepting written comments until 5:00 p.m. Pacific Standard Time, Friday, November 9, 2001. You can mail your comments either to me at the FAA or to Jim Ritchie with the City of Los Angeles. The mailing addresses are listed on the cover of the EIS/EIR. I want to thank everyone for your comments today, this public hearing for the Draft EIR/EIS at Los Angeles International Airport is now concluded.







12 May 2001

Dear Mayor Riordan,

We are 2 artists who are lucky enough to own a house and studio in Venice. We moved here (in 1993) because it was quiet, had good air and was close to the ocean... a good environment to create in. The coast of Southern California is one of the best places in the world to live...we are privileged and don't take it for granted. About 3 years ago in August when we usually sleep with the windows open, all of a sudden during the whole night there was a constant roaring sound and vibration very much like a continuous thunder. We found out later after many calls that some "Class-B airspace had been opened up over our area." We live about 20 minutes north of LAX and it often keeps us awake all night. Closing the windows doesn't help enough...and soundproofing with dual-glazing is effective only if you don't open your windows and never spend time outside in your yard. But this is S. California! Now they've added a couple of flight patterns over our area during the day and a dreadful holding pattern at night. It's definitely been getting worse...and this is WITHOUT EXPANSION!

We had always supported you as mayor until now. It is so hard to believe that the "compassionate conservative" could not only allow but actually promote and support the expansion of LAX. It is going to have such an obviously negative impact on so many residents...not only the noise but the traffic and pollution will be unbearable. Have you tried driving down Lincoln Blvd. lately? It's uncomfortably packed almost all the time. And this is not to mention the effect on our property value. There must not be any flight patterns over your homes or you would never consider this project. We are miles away. Think how it is for the residents that live closer? We invite you to spend a few days with us to get a real flavor of what it's like. We are unfortunately also under a flight pattern from Santa Monica airport, but we are very aware of the differences between those flights and those of LAX. They at least are not asking to double their size.

The major airports around the world are outside of town...it always takes at least 1/2 - 1 1/2 hrs to get into the city. This doesn't seem to interfere with people traveling. Palmdale WANTS IT! That's important. All we need is quick transportation...like a high speed monorail for instance.

It is still so hard to believe you can view yourself as compassionate...compassion for big business is all we can see in your eyes. Our peaceful lifestyle is being threatened and we are very concerned and upset about that. For us it has canceled out all the good you've done. Hopefully you will actually read this and maybe even reply.

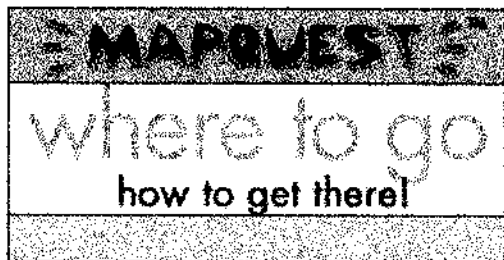
Sincerely,

Lies Kraal and Judi Russell 310/305-8710 boaconstruction@mediaone.net

724 MILWOOD AV VENICE, CA 90291

PHL

Coupons Along Your Route



These directions are informational only. No representation is made or warranty given as to their content, road conditions or route usability or expeditiousness. User assumes all risk of use. MapQuest and its suppliers assume no responsibility for any loss or delay resulting from such use.

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EXHIBIT 3
Deponent <u>Heavenly</u>
Date <u>11-3-01</u> Libe
Rptr. <u>Wang</u>
WWW.DEPOBOOK.COM

I have always been confused about why common sense is called common sense as it just does not appear to be very common. I am at a loss to understand how the expansion of LAX or the increase of traffic through LAX and surrounds could make any sense to any one. The following are just a few of the obvious reasons why this whole Master Plan and any considered incremental additions are in no way advantages to the local public.

Most people who live close to the airport fall into the lower income bracket. The reasons for this are obvious – people with money will buy and rent in areas as far from the airport as possible.

If residents of the LAX area are displaced, where can they go and what can they afford to buy or rent?

In a time when there is a resurgence of gangs in LA probably due to poor education, dilapidated school buildings, lack of cohesiveness in the city, how can we justify subjecting youngsters in these areas to more pollution. This pollution takes many forms: poor air quality, additional noise, disregard for our fellow citizen, and the worst pollution of all - the haves vs the have-nots. Do you think we would be having this debate if the airport backed up to Brentwood or Bel Air?

I don't know if there is any scientific evidence, but I would guess that living in an environment filled with the above mentioned pollutions and violations of human needs must surely result in psychological despair. Again, it appears to be an overpowering of the less advantaged.

I would like each of you to take a moment and reflect how you would feel about your children being forced to live in an environment that is not in their best interest. What kind of message do you think that would send to them and how do you think it would affect their self-esteem and their attitude towards society? Are we trying to further polarize our city or can we adopt a policy of sanity that is in the best interest of ALL of our citizens.

Orange County and El Toro can and must handle their own residents' air travel needs and not expect Los Angeles to carry the whole load. It's not right, it's not fair and it certainly makes no sense, common or otherwise.

Sincerely,  
Anne Clark

**Official Hearing Transcript  
Palmdale Regional Airport  
Palmdale, California  
Monday, November 5, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHPD00001	Kathleen Burr	Los Angeles County Farm Bureau
PHPD00002	Harvey Holloway	Antelope Valley Chamber of Commerce
PHPD00003	Roger Ziemer	None Provided
PHPD00004	Garry Cope	None Provided
PHPD00005	Marta Williamson	Oldtown Homeowners Group, Inc.
PHPD00006	Rick Norris	City of Palmdale
PHPD00007	John Maurer	None Provided
PHPD00008	Jason Zink	None Provided
PHPD00009	Niki Tennant	Councilmember Ruth Galanter's Office
PHPD00010	Joseph Yore	None Provided
PHPD00011	Carole Hossan	None Provided
PHPD00012	Agnes Numer	None Provided
PHPD00013	Daniel Shriver	None Provided
PHPD00014	Drew Angel	None Provided
PHPD00015	Domingo Adkins	None Provided
PHPD00016	James Hull	Palmdale Regional Airport Advisory Council
PHPD00017	Vianna Friss	None Provided

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.

**ORIGINAL**

LAX MASTER PLAN DRAFT EIS/EIR  
PUBLIC HEARING

REPORTER'S TRANSCRIPT OF  
PUBLIC HEARING

TAKEN ON

MONDAY, NOVEMBER 5, 2001

AT PALMDALE REGIONAL AIRPORT

41000 NORTH 20TH STREET

PALMDALE, CALIFORNIA

**Reported by:**

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**PHPD**

1       **APPEARANCES OF FACILITATORS:**

2       SHAUNA BAIN, Account Executive for Lee Andrews Group,  
3       RICHARD DYKAS, Airport Planner for FAA  
4       JIM RITCHIE, Deputy Executive Director for LAWA

5  
6       **APPEARANCES OF PUBLIC SPEAKERS IN THE ORDER CALLED:**

- 7  
8       1. Kathleen Burr, Los Angeles County Farm Bureau  
9       2. Harvey Holloway, Antelope Valley Chamber of Commerce  
10      3. Roger Ziemer, Homeowner  
11      4. Garry Cope, Applicant for the Palmdale City Council  
12      5. Marta Williamson, Oldtown Homeowners Group, Inc.  
13      6. Rick Norris, Palmdale City Council  
14      7. John Maurer, Private Citizen  
15      8. Jason Zink, Resident of Littlerock  
16      9. Niki Tennant, Representing L.A. Councilmember Ruth  
17             Galanter  
18      10. Joseph Yore, Concerned Citizen  
19      11. Carole Hossan, L.A.X.E.N.  
20      12. Agnes Numer, Sommer Haven International Ministries  
21      13. Daniel Shriver, Atemi-Ryu JuJitsu  
22      14. Drew Angel, Candidate for Mayor for the City of  
23             Palmdale  
24      15. Domingo Adkins, Resident of Lancaster  
25      16. James Hull, Travel Agent for Sierra Travel  
       17. Vianna Friss, Resident of Palmdale



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I N D E X

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1 PALMDALE, CALIFORNIA, MONDAY, NOVEMBER 5, 2001

2 6:00 O'CLOCK P.M.

3 ---oOo---

4  
5 MS. BAIN: Good evening, ladies and gentlemen, if we  
6 can have your attention. We are about to begin our  
7 public comment portion this evening. And I would like  
8 everyone to take a seat. We're going to begin shortly.  
9 My name is Shauna Bain. I will be your facilitator this  
10 evening. We have Mr. Richard Dykas from the FAA and Mr.  
11 Jim Ritchie, deputy executive director of Los Angeles  
12 World Airports.

13 MR. DYKAS: Good evening, ladies and gentlemen. My  
14 name is Richard Dykas. I'm an airport planner from the  
15 Federal Aviation Administration Western-Pacific Region.  
16 I would like to welcome you to the seventh of a total of  
17 nine public hearings the FAA and the City of Los Angeles  
18 are conducting for the Draft Environmental Impact  
19 Statement, Environmental Impact Report for EIS/EIR for  
20 the proposed Master Plan of the Los Angeles National  
21 Airport. The first three public hearings on this topic  
22 were held on Saturday, June 9th in Inglewood, Manhattan  
23 Beach and Westchester. Pubic hearings on the Draft  
24 EIS/EIR were held last week in Monterey Park, San Pedro  
25 and the Mid-Wilshire District of the City of

1 Los Angeles. Today's hearing is the fourth of six  
2 additional hearings that began last week and will be  
3 completed this week. These hearings were originally  
4 scheduled for early September; however, they were  
5 postponed due to terrorist attacks of New York and  
6 Washington D.C. The next hearing will be held on  
7 Wednesday, November 7th at the Ontario Airport Marriott,  
8 located at 2200 East Holt Boulevard in Ontario.

9 The purpose of these hearings is to collect  
10 comments from the general public concerning the adequacy  
11 of the information disclosed in the Draft EIS/EIR. The  
12 FAA and City of Los Angeles along with the Federal  
13 Highway Administration as a cooperating agency have  
14 prepared the Draft EIS/EIR.

15 I would like to take this opportunity to make  
16 sure that everyone understands that no decisions will be  
17 made today regarding the proposed project. Today's  
18 hearing is not a question-and-answer type of forum. Our  
19 job is to listen to what you have to say about the  
20 adequacy of the information in the Draft EIS/EIR. In  
21 other words, it is your turn to talk to us. Since we're  
22 here to listen, we're not going to respond to questions  
23 about the pros and cons of the proposed project. Since  
24 5:00 this afternoon the city has held a public workshop  
25 for anyone to ask questions about the Master Plan, the

1 environmental process and the various proposed projects.

2           Following publication of the Draft EIS/EIR for  
3 public comment, the next step in the joint federal and  
4 state environmental disclosure process is holding this  
5 and the other public hearings during this week and next  
6 week. The environmental disclosure process for this  
7 project began in 1997 with a publication of the Notice  
8 of Intent to prepare the joint EIS/EIR in the Federal  
9 Register. In July of 1997 we held a series of meetings  
10 with members of the public and governmental agencies to  
11 receive comments on the scope of the Draft EIS/EIR.  
12 Following these meetings, the Draft EIS/EIR was prepared  
13 considering the comments received during the scope of  
14 the meetings and those submitted in response to the  
15 Notice of Intent. The document has also been prepared  
16 pursuant to the National Environmental Policy Act of  
17 1969, or NEPA, the Council on Environmental Quality  
18 Regulations which are the implementing regulations for  
19 NEPA, the California Environmental Quality Act of 1970,  
20 or CEQA, and the Airport and Airway Improvement Act of  
21 1982, as amended.

22           Following today's hearings and the close of  
23 the comment period, we will then correct and revise the  
24 EIS/EIR as necessary based upon comments received. We  
25 will also prepare responses to the comments we receive

1 and include those responses in the final EIS/EIR.

2 Before we begin receiving verbal comments, we want to  
3 let you know the ground rules of this hearing.

4 First, as I said earlier, we're not here to  
5 respond to questions about this project. We're only  
6 here to listen to your comments and take notes. We also  
7 have a court reporter present to ensure that we have an  
8 accurate transcript of this hearing. For anyone who  
9 would like to speak, we ask that you fill out a speaker  
10 card, like this one, and give it to the person at the  
11 sign-in desk. That person will bring the speaker cards  
12 up to our facilitator who will call the names of each  
13 speaker so we can proceed in an orderly fashion. So  
14 that everyone gets an opportunity to provide verbal  
15 comments, everyone will get three minutes to speak. To  
16 be fair to everyone, we are not going to allow people to  
17 transfer their allotted time to someone else. I ask  
18 that when you speak, you give us your name and address  
19 for the record. We also have a Spanish language  
20 translator for anyone wishing to provide comments in  
21 Spanish.

22 If there is anyone who is uncomfortable  
23 speaking in front of a group or if you need more than  
24 three minutes to provide your comments, we ask that you  
25 provide your comments in writing. We have comment

1 sheets, like this one, available for your use at the  
2 sign-in desk. You can leave your comments at the  
3 sign-in desk or you can mail your written comments using  
4 the comment sheet or a letter to either address listed  
5 on the cover of the Draft EIS/EIR. The city's address  
6 is also listed at the top of the comment sheet. I would  
7 like you to understand that a verbal comment is just as  
8 important as a written comment. So please feel free to  
9 provide any comments on the document you may have to us  
10 either verbally today or in writing. Comments are due  
11 by 5:00 p.m. Pacific Standard Time on Friday, November  
12 9, 2001.

13 Lastly, I would like everyone to know that  
14 even though we have this meeting scheduled until 9:00  
15 this evening, we will stay here as long as necessary for  
16 everyone to get a chance to provide verbal comments on  
17 the Draft EIS/EIR. As I said earlier, our job here  
18 today is to listen to your comments.

19 Now, I will return the hearing back over to  
20 the facilitator, Shauna Bain, to introduce Mr. Ritchie  
21 who will provide some introductory comments from the  
22 City of Los Angeles. Following Mr. Ritchie's comments,  
23 we will collect the speaker cards and call the name of  
24 the first speaker. Thank you.

25 (The statement submitted for the

1 record was marked as Statement 1.)

2 MS. BAIN: Thank you. Mr. Jim Ritchie, deputy  
3 executive director of Los Angeles World Airports, he has  
4 brief introductory remarks for you. Then he will turn  
5 it back over to me. I will give you some verbiage of  
6 how the timer works and all that good stuff.

7 Mr. Ritchie.

8 MR. RITCHIE: Thank you, Shauna. It's a pleasure to  
9 see all of our friends at Palmdale, particularly city  
10 officials tonight, a lot of friends that we've developed  
11 over our tenure at Palmdale Regional Airport. Of  
12 course, Brandon opened up the terminal. I would ask  
13 them where the airplanes are, but we will work on that  
14 at a different time. Seriously, thank you, Staff, for  
15 putting together this public hearing tonight. We  
16 welcome your comments.

17 My prepared comments are, as you know, we have  
18 received guidance from our mayor to expand opportunities  
19 for public input into the LAX Master Plan process. And  
20 tonight we will receive your comments. More recently  
21 the mayor identified a number of objectives to be  
22 incorporated into another alternative for the future  
23 planning of LAX. On November the 9th the next Friday --  
24 or this Friday, the public comment period will close.  
25 After the close of the public comment period, we will

1 incorporate the mayor's guidance along with other  
2 comments received from forums, like this tonight, into  
3 the development of a new alternative. This alternative  
4 will undergo the same rigorous analysis, as the previous  
5 alternatives did, and a supplemental environmental  
6 document will be distributed for future public review  
7 and comment. Very likely the development of this new  
8 alternative will necessitate another public hearing to  
9 comment on this new alternative as we finalize the  
10 environmental process, to put those formal comments in  
11 plain speech, if you will, because I know there has been  
12 confusion from previous public hearings.

13 Had not the events of September 11th occurred,  
14 these public hearings would have already occurred and  
15 comments would have been made on the previous plan. The  
16 mayor at the time rightfully cancelled those public  
17 hearings and rescheduled them, the process, being,  
18 requiring 30 days notification. Here we are 30 days out  
19 having public hearings on an event that occurred -- that  
20 was triggered from September 11th. So while we're  
21 following the process, you will see as we accumulate  
22 comments from groups like this, as you're aware, the  
23 mayor has given us some definitive guidance on how to  
24 improve safety and security at LAX. We will take those  
25 two sets of comments and guidance and merge them into



1 the existing process with the development of a new  
2 alternative. That new alternative, some of you might  
3 say, "Well why isn't it here tonight? Why can't we  
4 comment on it?" It's not developed. That's the reason  
5 we will repeat this forum at a later date, probably not  
6 until the summer as that new alternative comes together.

7 We are excited about the refinements and the  
8 opportunities to modernize LAX. We would like to hear  
9 from you this evening on just how to do that. Shauna,  
10 can we proceed?

11 MS. BAIN: Sure can. Thank you. Just to reiterate  
12 a couple of the ground rules, again my name is Shauna  
13 Bain. I'm the facilitator. Everyone gets three minutes  
14 to make their comments. That's just to ensure everyone  
15 gets the opportunity to speak and some of us can go home  
16 for dinner hopefully before midnight.

17 I will call the names of three speakers. You  
18 can proceed your way to the front. In the order that I  
19 call your name, that's the order I would like you to  
20 speak. If you speak your name loudly and clearly, as  
21 slowly as possible for the court reporters and give your  
22 address, we would appreciate it. If your name is  
23 difficult to spell or somebody may not figure out how to  
24 spell it, usually if you could spell your name as well,  
25 that would help the court reporters greatly. If you are

1 reading from something you prepared or you have written  
2 comments as well that you would like to include as part  
3 of your public oral comment, if you could provide those  
4 to the court reporters, that would help them with their  
5 transcripts.

6           Once your time begins, which is after you  
7 stated your name and address, I will start the timer.  
8 When you have a minute left, you will see the yellow  
9 light on the timer. Can everyone see the timer? You  
10 will see a yellow light flash. When your time has  
11 expired, you'll hear a beep tone. At that time we would  
12 like you to wrap up, if possible. If you feel that  
13 three minutes isn't enough, please feel free to fill out  
14 one of these forms and provide your comments in a  
15 written fashion. They are weighed in the same manner as  
16 the oral comments. With that, I will call the first  
17 three names. That's Robert, a wonderful coordinator.  
18 Can I have Kathleen Burr, please? And after that, we'll  
19 have Harvey Holloway and Ron Emard.

20           MS. BURR: Kathleen Burr, executive manager of the  
21 Los Angeles County Farm Bureau, 1006 West Lancaster  
22 Boulevard in Lancaster. I prepared a written statement.

23           As you know, Palmdale Regional Airport sits on  
24 approximately 17,000-plus acres of land, which according  
25 to the airport agriculture people 8,000 to 10,000 acres

1 could be potential agricultural leases. Even though our  
2 area is growing by leaps and bounds, we are still a  
3 rural community with a huge emphasis on agriculture.  
4 Agriculture jobs in Los Angeles County comprise jobs of  
5 production, transportation, processing, marketing, and  
6 the farmer and rancher. The state of California  
7 produces half of all the nation's fruits and vegetables,  
8 nuts, not to forget the best alfalfa in the United  
9 States is produced right here in the Antelope Valley.

10 78 percent of wildlife species occupy private  
11 lands with over 90 percent of listed species relying  
12 partially on private lands for survival. And a vast  
13 majority of these private lands are owned by the farmers  
14 and ranchers. No one is more interested in maintaining  
15 the integrity of the land and the health of our water  
16 resources than those who directly rely on these  
17 resources for their livelihoods. The farmers and  
18 ranchers, who in some cases are second and third  
19 generations, preserve the integrity for their children.

20 Maintaining an adequate water source is utmost  
21 on everyone's minds, but there are options that have  
22 been on the planning table for several years. It is a  
23 shame to let the potential income for not only the  
24 airport, but the farmers and ranchers who provide a  
25 multitude of jobs, go to waste because those who make

1 the decision may not fully comprehend the issues facing  
2 agriculture and/or the potential they hold in their  
3 hands. They do not realize the regulations that each  
4 grower must adhere to. They do not realize that just  
5 because it is cheaper to import a crop from another  
6 country -- that country does not impose the same safe  
7 growing regulations that are imposed on us. They do not  
8 adhere to the same health standards we do.

9 And I feel these are issues that need to be  
10 looked into and understood fully before -- a finger is  
11 always pointed at our agriculture stating, "You are the  
12 problem." The loudest proponent is the one that does not  
13 fully understand the issues.

14 I can only see the potential for agriculture  
15 leases. I would be happy to host the LAWA members to  
16 spend the day with me talking to the farmers and  
17 ranchers in the area. If there are problems or unknown  
18 financial factors, compromises can be reached, issues  
19 can be worked out and problems solved. I think you  
20 would be surprised at the number of farmers, ranchers,  
21 agriculture-related businesses in Los Angeles County.  
22 It is a shame not to promote agriculture and promote it  
23 here. Thank you for the time to speak, and I look  
24 forward to hosting the Airport Board in the future.

25 (The statement submitted for the

1 record was marked as Statement 2.)

2 MS. BAIN: Thank you. Harvey Holloway.

3 MR. HOLLOWAY: I'm Harvey Holloway with the Greater  
4 Antelope Valley -- excuse me, just the Antelope Valley  
5 Chamber of Commerce, 4202 10th Street West, Suite Number  
6 E, Lancaster 93534.

7 The Antelope Valley Chamber of Commerce  
8 supports a regional approach to resolving the issue of  
9 increasing air capacity in Southern California. A  
10 regional airport approach that would include the  
11 utilization of this facility here in Palmdale could  
12 better serve the flying public than any type of  
13 expansion at LAX.

14 There is a legitimate concern that adding  
15 additional air traffic, arriving and departing from LAX,  
16 could infringe on the safety of those flights. No  
17 matter what changes are made on the ground, there is  
18 still a fixed amount of airspace available. And by  
19 adding more traffic into this fixed area, the odds of a  
20 major catastrophe will increase. Palmdale is capable of  
21 managing an increase in air traffic without decreasing  
22 safety, and utilization of our airport could provide the  
23 airspace around L.A. -- around Los Angeles -- actually,  
24 the whole basin with some much needed relief.

25 Palmdale Regional Airport features this

1 terminal and capability of handling up to 300,000  
2 passengers annually. This facility could be used to  
3 establish a pattern of airline service into Palmdale.  
4 And as passenger traffic increases, Los Angeles World  
5 Airports already owns the adjacent property just under  
6 18,000 acres that is available for development.

7 Palmdale Airport would serve a far greater  
8 geographic area than just the Antelope Valley.  
9 According to a study by the Los Angeles International  
10 Airport Expansion Task Force, using Palmdale Airport  
11 could save an average of 35 minutes for passengers that  
12 live an equal distance from Palmdale and LAX. Flight  
13 delays and airport closures due to fog would be  
14 virtually eliminated. Palmdale would quickly become the  
15 airport of choice for the millions of people that reside  
16 within a proximity that would allow them to take  
17 advantage of our airport.

18 A regional approach that includes Palmdale  
19 Airport is vital to improving passenger and cargo  
20 movement in Southern California. If the Los Angeles  
21 World Airports continues to defer the utilization of  
22 Palmdale Airport, we would urge their consideration of a  
23 "friendly takeover" of this facility by the Southern  
24 California Regional Airport Authority. This action  
25 could allow Palmdale Airport to become part of the

1 solution rather than an untapped asset.

2 On behalf of Antelope Valley Chamber of  
3 Commerce and the millions of people that could utilize  
4 Palmdale Airport, I urge you to focus on a regional  
5 approach in resolving the need for increased air  
6 capacity in Southern California. Thank you.

7 (The statement submitted for the  
8 record was marked as Statement 3.)

9 MS. BAIN: Thank you. Ron Emard. Is Mr. Emard  
10 here? Roger Ziemer. After Mr. Ziemer, Garry Cope.

11 MR. ZIEMER: My name is Roger Ziemer. It's spelled  
12 Z-i-e-m-e-r. I live at 32748 Dorama Avenue, Acton,  
13 93510. I have a prepared statement and have a copy for  
14 your use.

15 First of all, I would like to thank you for  
16 the opportunity to speak for the group. As a homeowner  
17 and a citizen of the area for quite some time, I'm very  
18 interested in the betterment of this valley.

19 The terrorist attacks of September 11th, 2001  
20 had a profound impact on the airline industry and the  
21 flying public. I understand the LAX expansion  
22 priorities have shifted from expansion to safety and  
23 security elements as identified by Mr. -- by the Mayor  
24 Hahn. However, caution needs to be exercised when  
25 considering any changes to the existing LAX-EIR proposal

1 that is going to have fundamental changes without a good  
2 public and professional input.

3 As a private citizen I find it difficult to  
4 rally around proposed changes for LAX and its expansion  
5 without first having an opportunity to review the  
6 details of the proposed changes. Without seeing details  
7 of the proposed changes to the LAX plan, there really is  
8 nothing to discuss. On the other hand, the option that  
9 includes the proposed Palmdale Regional Airport is a  
10 logical alternative and requires a serious  
11 consideration.

12 The traffic getting to and from LAX using the  
13 405 San Diego Freeway is awful, say nothing for the --  
14 or about the difficulties of getting in and out of LAX  
15 itself. Just as an example, last month I had an  
16 opportunity to host a group of people in downtown  
17 Los Angeles at the Biltmore Hotel. And one of my guests  
18 coming in from Brentwood had to travel -- it took him,  
19 rather, an hour and a half just to get from the  
20 Brentwood area. Another guest traveled from Encino  
21 using the 405 and had a similar story. Traffic  
22 congestion on the 405 at any time day or night requires  
23 that I consider other airport locations for my personal  
24 and business and travel.

25 I believe the ever-expanding borders of the



1 San Fernando Valley, Santa Clarita and Antelope Valleys  
2 would support a more conveniently located Regional  
3 Airport located in Palmdale. Long-term major airline  
4 lease agreements and a commitment towards future growth  
5 would be essential to the success of a regional airport  
6 in Palmdale.

7 In addition, the FAA or an appropriate airport  
8 authority needs to make commitments to conduct and  
9 operate a safe and modern airport facility here in  
10 Palmdale. I would recommend an aggressive advertising  
11 campaign promoting the benefits of traveling from the  
12 Palmdale Regional Airport versus having to navigate the  
13 certain freeways leading to Los Angeles Airport.

14 The Antelope Valley with its available land  
15 and receptive communities would welcome support of a  
16 regional airport. With few exceptions, Los Angeles  
17 County has run out of available open space that  
18 qualifies for open airport construction.

19 In conclusion, I would like you to take into  
20 account the Lockheed-Martin JSF Contract Agreement, the  
21 existing enterprise-zone benefits, the availability of  
22 an aerospace labor force, the expanded and improved I-14  
23 Antelope Valley Freeway, a receptive community and local  
24 governments, and the existence of Plant 42 airport  
25 facilities that are proposed -- rather, that are

1 proposed for the airport location. I would like to  
2 thank you very much.

3 (The statement submitted for the  
4 record was marked as Statement 4.)

5 MS. BAIN: Thank you. Mr. Garry Cope.

6 MR. COPE: My name is Garry Cope. I'm an applicant  
7 for the Palmdale City Council. I live at 38008 12th  
8 Street, East Palmdale, California 93550-5354.

9 In Palmdale here the regional airport has been  
10 a buzzword issue for many, many years. We need to do  
11 something or stop talking about it and just let it drop  
12 and die.

13 I'm for a regional airport if the  
14 environmental concerns are met. The air quality in this  
15 valley, the way it's constructed, I've read may  
16 inhibit -- that we need to ensure the environment, the  
17 air quality -- if the airport continues to be made here  
18 that needs to be observed. Also, they've mentioned  
19 Plant 42. Plant 42 also provides us opportunity for  
20 space, but it also in its past has left us a record of  
21 environmental incidents and accidents that may endanger  
22 the safety of people. And those issues will have to be  
23 addressed by this community.

24 You mentioned the environmental acts. You  
25 have not mentioned the TEA 21 where people more than

1 property and items are of a concern that need to be  
2 addressed. As you proceed with this project, the people  
3 here in Palmdale and how it will affect the people needs  
4 to be considered. Also, the safety, bringing in more  
5 airplanes and everything, the people will have to be  
6 notified of the new environmental -- or the aircraft  
7 protection zones that may have to be developed as you do  
8 this regional airport. Right now the city government  
9 and local government entities ignore the Crash  
10 Protection Zones Site Recommendations of the Air Force  
11 and they put in different things or have projected to  
12 put in things under the umbrella of where it  
13 shouldn't be recommended -- or where it has not been  
14 recommended by the Air Force.

15 To make sure the development works, we need to  
16 throw in enough developmental funds from both the City  
17 of Los Angeles, the City of Palmdale and any other  
18 governmental entity that make this work so real industry  
19 and real business can establish around the airport and  
20 make all mobile transportation connections here at the  
21 airport rather than scattering them throughout the  
22 Antelope Valley, as has been suggested so far in the  
23 City of Palmdale. We need to make sure the jobs that  
24 are brought in are not imported but brought to the  
25 people, the local work force and that we won't have like

1 the SR Technics jobs being laid off now. 75 jobs are  
2 being lost by a firm that was talking so much to bring  
3 in technologies and industry and jobs here in the  
4 Antelope Valley. If you can address that, then the  
5 airport should work here after so many tries. I've read  
6 the accounts from 1955 on up through the (timer beeping)  
7 that needs to be done. Thank you very much for the  
8 opportunity.

9 MS. BAIN: Thank you.

10 MS. WILLIAMSON: My name is Marta Williamson with  
11 the Homeowners Group, Inc. Our address is PO Box  
12 900724. Our ZIP Code is 93590. I would like to address  
13 some of these things myself.

14 One of the things we're concerned with is air  
15 quality. The air will just sit because this is a  
16 valley, and mountains will hold all the things, all the  
17 residue from the aircraft. Unless there's a really big  
18 wind that comes through, it will sit there, and our air  
19 quality will be gone. You couldn't see the foothills  
20 when the jet fuel was burning, and we'll go back to  
21 that.

22 Plant 42 and NASA, those provide jobs in the  
23 Antelope Valley. I was raised in the Air Force. I was  
24 an Air Force brat. Wherever the air quality went down  
25 and wherever airports came in, military jobs left.

1 All right. The TEA 21 impact on human life,  
2 they are building homes right here at the end of the  
3 runway off Avenue N. Now, you have a thing about how  
4 the homes that are going to be around those places are  
5 supposed to have things put in for the noise, right, the  
6 way they are built where you would do something for  
7 noise abatement? None of that has been addressed. And  
8 those homes are going in and they are right near that  
9 runway. When you go out, those homes are there on  
10 Avenue N, brand-new homes going in, people buying them  
11 not knowing what's going to go on here that are just now  
12 coming up. They are not up-to-speed with what's going  
13 on in this community.

14 Impact on wildlife, we have a lot of wildlife  
15 here, and we know it will impact because every time we  
16 pollute the environment, whether you pollute the air,  
17 which later comes down as acid rain, it will impact the  
18 wildlife. It will impact the farms and the ranches.  
19 Someone already spoke to that. I'll just go on.

20 Many moved here leaving the L.A. lifestyle  
21 behind. People living in flight zones do not support  
22 this project. It's cost-prohibitive. Side election and  
23 what people told me about this side election, when I  
24 went out and I was knocking on doors because this is an  
25 election year and I'm handing out pamphlets for one of

1 the candidates, people told me, "Well, we don't want it  
2 here." The reason they don't want it there is because  
3 how it will impact where they live. So I was surprised.  
4 I thought everybody was for the airport. It's also  
5 inconvenient for a lot of people because if they were to  
6 use this area for commuting, or whatever they do about  
7 cars, and to rent cars is expensive. So many people  
8 would still have a problem unless they are connecting  
9 for a flight at LAX to go somewhere else.

10 After September 11th many became concerned  
11 over making us a target with this project. We now have  
12 to look at development of airports and transportation  
13 centers. And how long will this last? This facility  
14 has failed three times. Oldtown Homeowners Group is  
15 against this project. We will be sending a full  
16 comprehensive packet addressing all pertinent  
17 information to you. Thank you.

18 MS. BAIN: Thank you. We have Rick Norris. John  
19 Maurer is after Mr. Norris, and Jason Zink.

20 MR. NORRIS: Good evening. My name is Rick Norris.  
21 I'm a city councilmember with the City of Palmdale.  
22 Whether I disagree with Marta, there are tens of  
23 thousands of people here that are relying upon the  
24 aerospace industry and airline industry and the  
25 thousands of jobs it will bring to the city and the tens

1 of millions of dollars it will bring to our local  
2 economy. So we do have some areas of disagreement.

3 And contrary to popular belief, the air  
4 doesn't stand still very long in this region. We are  
5 not against the expansion of LAX, but our real interest  
6 is in Palmdale Airport and how the airport will help  
7 relieve some of the traffic that's generated from LAX.  
8 It will take thousands and thousands of people that are  
9 commuting from here to LAX and to fly out of  
10 Los Angeles. Our real interest is in the development of  
11 the airport and the economic benefits that it brings to  
12 us. Yes, we feel that they can address the  
13 environmental concerns and the environmental issues that  
14 may crop up.

15 But more importantly, we're working on ground  
16 transportation. We're working on a high-speed rail  
17 alignment from Northern California through the Antelope  
18 Valley down to LAX or the L.A. area. We're working with  
19 the San Joaquin Valley Rail Community, which is a State  
20 Rail Committee, in developing passengers and cargo rail  
21 service through the Antelope Valley. All of that will  
22 benefit and serve the Palmdale Airport. We need LAWA to  
23 issue the RFP that has been held up for the Palmdale  
24 Master Plan. We need that out there so that the  
25 decision on the high-speed rail alignment is going to be

1 made in January of this year. We need to determine the  
2 route prior to that time, if possible. So we need that  
3 RFP out. It will assist us a great deal in getting the  
4 ground transportation and developing our community.

5 Ladies and gentlemen, we want the regional  
6 airport. We are very interested in all of the benefits  
7 that it brings. We need to take those commuters off of  
8 the freeway that are going down to LAX and hurting the  
9 environment with all the transportation issues that they  
10 generate. But we also understand that as long as the  
11 LAX expansion occurs and you make it easier for the  
12 airlines to stay there, there is no incentives for them  
13 to go out to regional airports. So we need that  
14 addressed. We need the expansion addressed, but we need  
15 the transportation, the airlines to not make it so  
16 comfortable that they don't want to leave. We need you  
17 to be able to help them decide that they need to come  
18 out and service these outer -- outlying areas.

19 So the critical issues is that we need your  
20 commitment to us to help us develop a relief for LAX and  
21 an alternative to LAX congestion. Thank you.

22 MS. BAIN: Thank you. Mr. John Maurer.

23 MR. MAURER: My name is John Maurer. I live at  
24 12318 East Avenue X-8, Pearblossom, California 93553. I  
25 was just curious that the previous speaker was speaking



1 in the "Royal we." If you weren't and were  
2 speaking only -- if you were speaking for a large group,  
3 I think those people should show up and speak for  
4 themselves.

5 I would like to state that anybody who would  
6 like to see what the area will look like if this airport  
7 comes into existence, they should go down to Cucamonga  
8 on a hot summer day and see the air quality in  
9 Cucamonga, Redlands, Riverside, that's coming out from  
10 the Ontario Airport. . It's unbreathable.

11 As you can tell from my opening statement, I'm  
12 totally against this idea. Ruth Galanter has done  
13 everything to shove that mess up here, but I'm going to  
14 attack it from the point of view of the type of writing  
15 that you have in your brochures. Since we're supposed  
16 to comment on this plan, I will give you some quotes.

17 Under "Purpose and Need for Master Plan,"  
18 quote, "Regional air service is expected to increase by  
19 54 percent by 2015. Master Plan moves center airport  
20 activities away from communities." This is the part I  
21 find very interesting. "New large aircraft are quieter,  
22 cleaner." When you use the comparative form, it means  
23 they are already clean and they are already quiet, which  
24 they are not. When I go down to LAX -- I know you have  
25 addressed that 95 percent of the airplanes take off over

1 the water. You fail to include that as many come into  
2 the airport from the east and they make a lot of noise.

3 My other issue is with some of your language  
4 on page 16. "Overall air quality in our five-county  
5 region has improved due to the many air quality measures  
6 implemented over the last three decades; however, the  
7 region has not attained air quality standards for three  
8 pollutants, ozone, PM, particulate matter less than ten  
9 microns in size, and carbon monoxides. In other words,  
10 the reason is called a non-attainment status for carbon.  
11 A non-attainment status is a nice euphemism. It's a  
12 nice word, but it doesn't quite make me feel very  
13 confident.

14 Later on page 35, "Improved technology is on  
15 the way just as newer aircraft produce less noise. The  
16 newer airplanes that will come into service in coming  
17 years will also produce less air pollution." How do we  
18 know that? That's just your claim. How can we be  
19 assured of that?

20 I really feel that in this instance that, you  
21 know, this valley is almost pristine. And you can still  
22 breathe the air. I would like it to stay that way.  
23 Thank you.

24 MS. BAIN: Thank you. Mr. Jason Zinc.

25 MR. ZINK: Jason Zink, Z-i-n-k, PO Box 295,

1 Littlerock, California 93543.

2 For people that don't want the airport in  
3 Palmdale, they can move to Montana, as far as I'm  
4 concerned. What happened on September 11th has changed  
5 all our lives. We realize the terrorists can and will  
6 affect America. And what's even worse here is that it  
7 was planned for a bombing at LAX on New Year's Eve of  
8 2000 the Millennium. They would have had enough  
9 explosives in that vehicle to blow up a great deal of  
10 the terminal at LAX and would economically devastate  
11 L.A. County. I think our leaders shouldn't put all our  
12 eggs in one basket. We need to diversify. We have ten  
13 million people in this county. Why would we build  
14 something so big and put all our eggs in one basket. We  
15 must diversify this county. Ten million people count on  
16 it as far as investments.

17 As far as investments, people have been  
18 waiting for this airport for 30 years. I'm in real  
19 estate. Nine out of ten times people call and talk to  
20 me. They are asking me, "Jason, what's going on with  
21 the airport? When is it going to happen?" I have  
22 clients all the way from Australia to Germany to Hong  
23 Kong that talk to me on a daily basis asking me about  
24 the airport and what's going on in Palmdale. You will  
25 create such an economic investment in this county, in

1 the Antelope Valley, that we haven't seen in a long  
2 time.

3 Quality of life, this is really about the  
4 quality of life issue, if nothing else. Forget about  
5 air transportation or anything like that. Forget about  
6 the other passengers from across the board. This is  
7 about quality of life for the people of L.A., the people  
8 in the City of L.A. There is no reason why people  
9 should live in apartments, two to three families in  
10 apartments down in L.A. when we have the American Dream  
11 sitting right here for the last 20 years. This is the  
12 place. This is where people are going to prosper.  
13 Young, growing entrepreneurs, they'll never be able to  
14 afford a house in L.A. for \$300,000 or more. It's  
15 leadership's responsibility for economic stimulus to  
16 create jobs, create housing. It's the leadership's  
17 responsibility to do this. You are oppressing the  
18 people of L.A. by not building this airport here.

19 Secondly -- I lost my train of thought. We  
20 must do everything we can -- oh, the ten million -- I  
21 believe that it's probably going to take a  
22 ten-million-dollar subsidy to subsidize the airlines up  
23 here. We have to ensure that. We have to guarantee  
24 that -- would it be the cheapest investment we've ever  
25 made. What's ten million dollars? You can't even buy a

1 decent house in Bel Air for ten million dollars anymore.  
2 What's ten million dollars when you consider a  
3 12 billion-dollar expansion plan or a billion-dollar  
4 county budget? What's ten million dollars of that? I  
5 will tell you, if the board members, they can say  
6 that -- because they voted for an airport in Palmdale,  
7 they've made a difference in this life and changed the  
8 quality of life for millions of its citizen in L.A.  
9 Thank you.

10 MS. BAIN: Thank you. Niki Tennant. And after  
11 Ms. Tennant is Greg Anderson. Can you spell your name  
12 for the court reporters, please.

13 MS. TENNANT: Hi. My name is Niki, N-i-k-i,  
14 Tennant, T-e-n-n-a-n-t, with Los Angeles City  
15 Councilmember Ruth Galanter.

16 First of all, I want to thank everyone here  
17 for being here tonight. I'm especially pleased to be  
18 here in the Palmdale Regional Airport Terminal. I wish  
19 to convey Councilmember Galanter's appreciation for the  
20 opportunity for this additional public hearing in order  
21 to get public input from this region.

22 Two points that I wish to convey to you  
23 tonight. After the events of September 11th, the  
24 aviation industry has been unequivocally changed and all  
25 alternatives displayed here tonight are obsolete.

1           The second point is, this is our golden  
2 opportunity to actually plan for the region's aviation  
3 demands for the near and not so near future. The Master  
4 Plan process for our Los Angeles International Airport  
5 was begun in the early '90s and is based on flawed and  
6 outdated data. In fact, the EIR is so flawed in its  
7 conception and current relevance after the events of  
8 September 11th that the environmental assessment is  
9 inherently flawed as well. This Master Plan does not  
10 include relevant planning for Ontario International  
11 Airport or Palmdale Regional Airport, and it completely  
12 leaves out data for the 2000 census that show this  
13 region is one of the fastest growing regions in the  
14 state.

15           With regard to planning for the state's  
16 future, many people here are familiar with  
17 Councilmember's Galanter's speech that makes the  
18 argument, Palmdale Regional Airport is well-situated to  
19 serve the aviation needs of a growing San Fernando  
20 Valley, Santa Clarita Valley, Antelope Valley and the  
21 Central Valley of the state of California.

22           Right now leisure and business travelers from  
23 this region use Burbank and LAX for their air travel  
24 needs. The result is miles and miles of congestion  
25 along the 14 and the 5 as people have to drive long

1 distances to get to a usable airport, as well as jobs in  
2 the L.A. basin.

3 With careful planning and cooperation between  
4 the cities of Los Angeles, Palmdale, Lancaster and the  
5 County of Los Angeles, we can produce a viable airport  
6 to serve this region that may well be the first  
7 well-designed airport in this nation that could provide  
8 jobs, take cars off the freeway and continue the fine  
9 aviation tradition of this area. Thank you.

10 MS. BAIN: Thank you. Mr. Anderson. Is  
11 Mr. Anderson here? If Mr. Anderson isn't available, we  
12 are thinking this is a good time to take a break. Does  
13 everyone feel like taking a short break, getting some  
14 refreshments? Just a quick break, ten-minute break and  
15 we'll reconvene in ten minutes. I'll start the counter  
16 now.

17 (Recess was taken.)

18 MS. BAIN: Okay. Thank you. If I could get  
19 everyone's attention. We are going to reconvene the  
20 public comment session.

21 Mr. Jim Ritchie, the deputy executive director  
22 of Los Angeles World Airports, is going to reintroduce  
23 himself and reiterate some of the rules and why we're  
24 here very briefly for the record.

25 MR. RITCHIE: Thanks again. Welcome back from our

1 previous break. I should not only welcome you again,  
2 but I, also, not to put one of our commissioners on the  
3 spot, but I noticed Mahalia Walters (phonetic) in the  
4 group. Mahalia, if you would raise your hand, not that  
5 I want you to be a target tonight. This lady has  
6 followed us around to these six public hearings. We're  
7 actually in the seventh public hearing in a series of  
8 nine. Thank you, Commissioner. It's always great to  
9 have your support.

10 A reminder, while it may be a little clumsy in  
11 the process, we are here to comment on the LAX Master  
12 Plan given the events of September 11th and that  
13 tragedy. As a direct result of comments we receive from  
14 you and the rest of our audiences and the variety of  
15 places around the region, we will refine an alternative  
16 and very likely I would hope we could come back to this  
17 very terminal in about six months and discuss with you  
18 this new alternative. Your comments are important, and  
19 we appreciate you taking the time to present those to  
20 us. With that, I'll put Shauna back to work, and we'll  
21 listen to our next speaker.

22 MS. BAIN: Thank you. Again, my name is Shauna  
23 Bain. I will be your facilitator for the rest of this  
24 evening. I don't want to forget Richard Dykas. He's  
25 here from the FAA. He is also reporting your comments



1 and taking note of them. I want to reiterate some of  
2 the rules as far as timing.

3 Everybody has three minutes to make their  
4 comments. When you have a minute left for your  
5 summation, you'll see a yellow light flash here on the  
6 timer. When your time has expired, you will hear a beep  
7 tone. If you could sort of cut short when you start  
8 hearing the beep, we would appreciate it. I don't want  
9 to cut anybody off, but we have to make sure everybody  
10 has an opportunity to get their three minutes in.

11 If you fill out one of these yellow cards  
12 here, that's what you turn in to me, we will call your  
13 name for comments. If you don't feel comfortable  
14 speaking aloud, we have forms here where you can present  
15 your comments in a written fashion, and they are taken  
16 just as seriously and put into the record in the same  
17 manner as oral comments. If you could state your name  
18 and address before you begin, if you could spell your  
19 name if it's not a very common easy-to-spell name. If  
20 you have written comments that you would like to turn  
21 into the court reporter, you could turn it in there.

22 Without further ado, I would like George Bud  
23 Reams. Mr. Reams? Joseph Yore?

24 MR. YORE: Yore.

25 MS. BAIN: Yore.

1 MR. YORE: My name is Joseph Yore, Y-o-r-e, like the  
2 days of yore. Mr. Ritchie and the general people, I've  
3 come here tonight -- I'm not running for office. You'll  
4 have some people come up here tonight and speak. They  
5 are running for office. I'm here to save the lives --  
6 I've done my own survey. I live just down the street  
7 here, 38753 26th Street East. It's Avenue 26th and Q.  
8 I live closest to the airport than anybody here in this  
9 room.

10 Why are you sitting here tonight? Because  
11 it's an empty airport. It's failed three times. Nobody  
12 wants to come here and fly out of here. I'm a member of  
13 Plant 42 Wright-Patterson Air Force Base Environmental  
14 Group. I called Ruth Galanter's office several times  
15 and invited her to come to our rap group on  
16 environmental issues. Plant 42 is contaminated. Every  
17 military base is contaminated.

18 I'm for the expansion of LAX and El Toro Air  
19 Force Base. I believe LAX could be one of the greatest  
20 airports in the whole world if it's expanded and planned  
21 right by the city planners. Many of the city officials  
22 here never go to an environmental group, while you had  
23 one lady come up here and speak about the farmers  
24 coming, wanting the land for the farms. We are running  
25 out of water in the Antelope Valley.

1 I did my own scientific survey many years ago.  
2 I laid glass in my backyard. When they were flying out  
3 of here, when Plant 42 was burning jet fuel in the air,  
4 my whole backyard was covered with glass and the jet  
5 fuel did not go up in the air and disappear like some  
6 people think it does. It fell to the ground right by my  
7 property.

8 I'm for the military Air Force base. There is  
9 nothing more beautiful than seeing a B-2 fly by my  
10 house. I run out of my house every time I see a B-2 or  
11 a military plane fly and cheer those boys on. This is a  
12 military base. They shouldn't have parties out here  
13 like SR. SR has failed the people. There is going to  
14 be nobody working within a month at SR.

15 Antelope Valley is like a bowl. It was built  
16 many years ago. Antelope Valley is shaped like this  
17 (indicating). When you land in like this, you come into  
18 a bowl. Nothing moves out of it. It settles down into  
19 the valley. Nothing moves out of it. This is no place  
20 for an airplane, airport. This place is for Air Force  
21 and Air Force only, not a place to have many planes  
22 coming and going for cargo. These people that have  
23 realtors out here, like Greg Anderson didn't show up,  
24 they are here to sell property. They are here to make  
25 the buck.

1           LAX is the place for expansion. If it's done  
2 properly, it could be the best place in the world.  
3 Thank you kindly, and I saved you 14 seconds.

4           MS. BAIN: Thank you. Carole Hossan. And after  
5 Ms. Hossan, we'll have Ms. Agnes Numer.

6           MS. HOSSAN: Hello. I'm Carole Hossan, 7725 Hindry  
7 Avenue, Los Angeles. I'm a Westchester resident.

8           First I have to state my objection to having  
9 to attempt to comment on a Fifth Alternative to the LAX  
10 Master Plan, thus far it is only a nebulous concept in  
11 Mayor Hahn's and his airport planners' minds. I keep  
12 hearing that the LAX expansion plans are dead, but they  
13 are here in this room still being commented upon. Since  
14 the fifth safety and security alternative is not in any  
15 written form, I am not sure if the extension of the  
16 northern runway is a part of that plan. Rumor has it  
17 that it is.

18           For we Westchester residents, the extension of  
19 the north runway is an expansion. It would remove one  
20 third or about 235 of our central businesses in our  
21 central business district as well as some homes. In  
22 past expansions Westchester has lost thousands of homes  
23 and residents. We and other LAX-adjacent communities  
24 have warned and are bearing more than our fair share.  
25 The City of Los Angeles runs Ontario and Palmdale

1 Airports. The Southern California Association of  
2 Governments, known as SCAG, this year espoused a  
3 regional approach to increased air traffic. And, yes,  
4 now air traffic is down, but it won't be that way  
5 forever.

6 I believe that the City of Los Angeles and  
7 LAWA must do what is necessary to help Ontario and  
8 Palmdale Airports become airports that complement the  
9 needs of citizens of Ontario and Palmdale instead of  
10 concentrating all cargo and passengers at LAX. LAX  
11 needs to share the wealth.

12 On the safety and security note for LAX, I  
13 would say that LAX should have the proper allotment of  
14 air traffic controllers. All baggage should be screened  
15 and runway incursions can be mitigated by means other  
16 than runway extensions. Thank you for your time. Thank  
17 you.

18 MS. BAIN: Thank you. Ms. Numer, if you would like,  
19 we could bring a chair and have someone hold the mike  
20 for you. Would you like that?

21 MS. NUMER: That's okay. I can stand.

22 I am Agnes Numer. I lived in Antelope Valley  
23 for 47 years. I've seen it grow to what it is right  
24 now. We also have a very important ministry of Antelope  
25 Valley. They've helped people very -- I should say in

1 very dire circumstances and needy people, and we were  
2 able to help many thousands of them. And I feel we are  
3 going to expand very quickly in many areas, that we  
4 would like cargo planes. We are going to Long Beach or  
5 somewhere else to send out air cargo, but it would be  
6 nice to have it in Antelope Valley. We would appreciate  
7 it very much. I appreciate the airport. I've been  
8 honored to be on that airport for 47 years. Now I'm  
9 relocating. So we can have the airport there.

10 MS. BAIN: Thank you. Jackie -- I can't read the  
11 name, I'm sorry. Is it Schneider or Shider? Jackie  
12 from the Palmdale Chamber. Drew Angel. Is Mr. Angel  
13 here? Daniel Shriver.

14 MR. SHRIVER: Hi. My name is Daniel Shriver. I'm  
15 at 4741 Ben Avenue in Valley Village, 91607. My last  
16 name is spelled S-h-r-i-v-e-r. I'm here to talk about  
17 airport security and the illusion that is being  
18 perpetrated of airport security.

19 September 11th I lost a friend at the World  
20 Trade Center. And I'm a martial artist. I'm here to  
21 represent the Ateimi-Ryu JuJitsu, which is a close-range  
22 combat style of martial art that many people think will  
23 be highly effective and appropriate for close-range  
24 situations like an airport. My friend was in the World  
25 Trade Center. If he had been on a plane, he would have

1 jumped to his feet and fought to the end. He didn't get  
2 a chance. So I'm here to pick up the fight for him and  
3 the 6,000 other people.

4 The FAA has looked at our information packet  
5 that I have here. We've done two demonstrations at two  
6 other public hearings. The responses we get from  
7 everybody that sees it is "It's very impressive and  
8 should be considered." At this time we would like to  
9 offer an invitation to any airline. We will train a  
10 flight crew at no cost to them so that they can see --  
11 judge for yourself; is this effective, is it not  
12 effective? We also -- the idea -- there's a  
13 revolutionary war, I believe, an Arab Poem that said  
14 "for the won of the nail, the shoe was lost, for the won  
15 of the shoe, the horse was lost, for the won of the  
16 horse, the rider was lost, for the won of the rider, the  
17 battle was lost. For the won of the battle, the war was  
18 lost.

19 We have simple effective ways we can keep the  
20 airlines safe. They are looking at technology. They  
21 are looking at 20 years, 10 years in the future when the  
22 technology exists where you could remotely control a  
23 plane from the ground, while the terrorists will  
24 probably learn how to override that and highjack planes  
25 from the ground. And that's ten years away. Laser

1 light to blind the passengers, gas flooding the cabins,  
2 ice hammers and fire extinguishers, they are all things  
3 they said, "Maybe we could solve the problem with this."

4 The FAA is dedicated to making the travel safe  
5 for the public. In their own documents they talk about  
6 how simple is good, about how we learn from our mistakes  
7 and how we need to ensure the flying public is safe, and  
8 it's our obligation to do that. We have a gift of  
9 knowledge, and knowledge is power. We are here to raise  
10 awareness and introduce this concept into the general  
11 discussion. If you feel that you would be safer knowing  
12 that the flight crews have been trained in very  
13 effective martial arts that are the same martial arts  
14 that are being used by special op forces in Afghanistan  
15 right this minute, being taught to women of all ages in  
16 rape-prevention classes across the country, being taught  
17 to little girls to keep them from being abducted.

18 This is the real deal. We're genuine. Please  
19 take us up on our offer to show you just how effective,  
20 how cost-effective it is. With airlines losing billions  
21 of dollars, we won't be talking about airplane expansion  
22 for very much longer. Thank you very much.

23 MS. BAIN: Ron Emard. Greg Anderson. George Reams.  
24 Jackie Schneider. Drew Angel.

25 MR. ANGEL: Good evening. I'm Drew Angel. I'm



1 running for mayor of the City of Palmdale. My address  
2 is 38611 Jacklin Avenue in Palmdale, 93550.

3 I'm sure it's very difficult for you to  
4 assimilate all these many points of view. I would just  
5 like to take a couple of minutes to explain, first of  
6 all, it seems this plan is a 15-year program of  
7 expansion. And I understand that the total life cycle  
8 of the plan would be many decades. Well, let's just  
9 divide what kinds of time we're dealing with. The  
10 short-term I would call 1 to 12 years, and then this  
11 not-so-future maybe 10 to 25, and then long-term we're  
12 looking at 10 to 50 years. That's about how long the  
13 airport has been really operating since the DC6's has  
14 been running. What about 50 years from now?

15 First of all, airline traffic is going to be  
16 greatly diminished because ground transit is going to  
17 take over. The next big generation of these big jets,  
18 they are going to be still running them. It's probably  
19 the last new big -- I mean, they'll be advanced many  
20 times, but air travel pollutes tremendously.

21 LAX contributes 30 percent of all the air  
22 pollution in California. California -- I mean, in  
23 Los Angeles. California contributes 10 percent of the  
24 world's air pollution. That's significant. And we're  
25 just one of many airports. Okay. I'm going to have to

1 go real quick through this.

2           The high-speed ground transit, which was  
3 already mentioned, will be coming up here. If we have  
4 any plan here, it has to be integrated with the idea  
5 mach speed ground transit. I think for the future of  
6 airlines corporate-wise and the facilities, we have to  
7 integrate those kinds of systems with the airport. It's  
8 got to be part of your plan. Let's say for Palmdale,  
9 the local authorities have said that -- Mr. Ledford, has  
10 suggested we could have as many as 400 flights up here.  
11 As I understand, that would be one quarter of the  
12 present traffic of LAX. That's impossible. We couldn't  
13 really tolerate it up here. 50 flights a day, I think,  
14 would be the maximum for a cargo facility at a peak,  
15 unless it becomes a space port, in which case perhaps an  
16 entirely new site for a new airport might be considered  
17 somewhere up here in the high desert. If we have really  
18 high speed ground transit like 600 miles an hour from  
19 LAX up to here or up to, say, California City, that  
20 might be the future in 20, 30 years. But right now 50  
21 planes a day to summon traffic off your runways down  
22 below and maybe expanding this facility a little bit so  
23 that the locals could get out on a limited number of  
24 actual passenger flights, that might work. Thanks.

25           MS. BAINS: Thank you. Again, I'm going to call

1 Ron Emard, Greg Anderson. George Bud Reams. Jackie.  
2 If there is a Jackie in the room and I'm mispronouncing  
3 your last name, I apologize. With that, we don't have  
4 any new comments. We're going to take another break  
5 until we receive some more, but we're here for the  
6 duration. So if you have some comments, please fill out  
7 one of these yellow cards and bring them up to us. If  
8 you want to submit one of your written comments, do that  
9 as well.

10 (Recess was taken.)

11 MS. BAIN: We are about to reconvene. If we could  
12 get everyone to take their seats, we are about to begin.

13 MR. RITCHIE: By reintroduction, my name is Jim  
14 Ritchie with the City of Los Angeles. We'll open this  
15 session on the same guidelines as Shauna so clearly  
16 announced the three-minute rule, and we welcome any  
17 other comments during this period. Thank you.

18 MS. BAINS: Thank you. Domingo Adkins. When you  
19 come up, can you please speak your name. We have three  
20 minutes on the timer. When you have a minute left,  
21 you'll see the yellow light and can you spell Domingo.

22 MR. ADKINS: Domingo, D-o-m-i-n-g-o, Adkins,  
23 A-d-k-i-n-s. Our address 541 East Ivesbrook Street,  
24 Lancaster, California 93535. I came down here today  
25 because I used to live here in Palmdale and I'm a

1 resident now in Lancaster. I grew up right by the LAX  
2 Airport for years since I was a little kid. I see no  
3 problems with the airplanes flying overhead and with the  
4 noise. I'm here just to let the people know that, you  
5 know, it's no problem to have the airport here. I am  
6 for the airport to be here in Palmdale. I'm a witness  
7 to let the people know it's a good thing to have it here  
8 in Palmdale because L.A. is growing. And being a native  
9 to Los Angeles, I have seen L.A. grow from big to bigger  
10 to enormous.

11           And I lived all over Los Angeles, the Valley  
12 to Pomona, by Orange County, everywhere. We have an  
13 overflow of people everywhere here in Southern  
14 California. Lancaster is the place with Palmdale to  
15 just make this whole valley grow. I'm not ashamed to  
16 say I'm a Californian, but I have seen traffic and  
17 traffic and more traffic. It's not the problem about  
18 the airplanes. It's the problem about the people.  
19 Where are we going to fit all these people, cars? We  
20 have many, many cars, but we know the future is going to  
21 get better. We see electric cars coming, and even  
22 planes are going to be coming. And they will get  
23 better, but we need to give the people of  
24 Los Angeles opportunities to spread out so then they can  
25 have a safer place to actually live. I'm not a

1 scientist, but I do know when you put rats in a cage and  
2 they all clump together, they will attack each other.

3 So I'm here to say, hey, give it a chance out  
4 here. Let Palmdale have this airport, and I believe  
5 it's not the airport that the people are complaining  
6 about, it's just the expansion of the people that will  
7 come out here. We need to grow. That's what Southern  
8 California and United States is all about, to let the  
9 people understand that we are a nation that will grow  
10 and it will be done..

11 I've been waiting for this airport. I lived  
12 here since 19 -- well, not since. I lived here in 1994  
13 because I was expecting this airport to come. And I  
14 have seen great people move here and then leave this  
15 city because they were expecting this airport to come.  
16 I believe this will be a great place and for a lot of  
17 great people. Let this airport come. Thank you.

18 MS. BAIN: Thank you. James Hull. And after  
19 Mr. Hull, we'll have Vianna Friss. And then I'll  
20 reintroduce Mr. Dykas. We have Mr. Dykas here from the  
21 Federal Aviation Administration as well.

22 MR. HULL: My name is James Hull. I'm a travel  
23 agent with Sierra Travel in Lancaster and, also, at the  
24 present time chairman of the Palmdale Regional Airport  
25 Advisory Council. I moved here in 1965 from Seattle,

1 went to work at Edwards Air Force base. And in 1992  
2 after retiring and working with some other people, I  
3 went into the travel business.

4 At the present time Sierra Travel is one of  
5 the few travel agencies left in the valley because of  
6 the things going on with the airlines, and so forth. We  
7 book people, of course, out of LAX, Burbank, Ontario,  
8 sometimes Long Beach and once in a while out of  
9 Bakersfield. I try to avoid that. We are very anxious  
10 to have something come out of Palmdale.

11 When I moved here in '65, the airport, of  
12 course, had already the property of 17,700 acres that  
13 had existed. And so we've been looking forward to this  
14 for a long time. As you well know, we had two airlines  
15 up here at one time. There was not enough traffic. It  
16 just went over the hill. That's all it did.

17 People were speaking about down below how bad  
18 it's got. I used to live in the Redlands at one time.  
19 I moved out of there in '57. I was at Norton Air Force  
20 base working there. The smog used to move in there in  
21 mid '50s bad enough in the summertime that it would  
22 blacken -- darken the mountains, but then again the  
23 Inland Empire had a barrier, just like Pasadena has a  
24 barrier, like other places have barriers. So there's  
25 not much air circulating through that entire area. But

1 out here the air does circulate. I've seen it circulate  
2 plenty. Once in a while it's stagnant, but we need some  
3 help out here.

4 We have an airport, as you see, building. We  
5 need some help here. I would plead with the L.A. World  
6 Airways to consider Palmdale as a very viable terminal  
7 even if we have limited amount of aircraft out here,  
8 airlines to go to San Francisco, Oakland, Reno, Denver,  
9 Dallas, Fort Worth, maybe Phoenix, wherever. We need  
10 help. We don't want it to go from here over the hill  
11 again. We want it to go out there and maybe go to  
12 Vegas, who know. But we do need some help. I  
13 appreciate the time that you've given me here. Thank  
14 you.

15 MS. BAIN: Thank you. Vianna Friss. Can you spell  
16 your name.

17 MS. FRISS: Yes, Vianna, V-i-a-n-n-a, and Friss is  
18 F-r-i-s-s. I have Post Office Box 900696 in Palmdale,  
19 California 93590. And I've been here since 1947. My  
20 folks came here when it was just a small town for a  
21 weekend retreat. And then we'd move back to Santa  
22 Monica, and then we'd move back and forth. I've seen  
23 the influence of Lockheed and Plant 42 on the  
24 environment, and I never saw anything that was really  
25 harmful to our environment.

1           My late husband and I worked at FAA over here  
2 for five years. So I've seen that influence. I think  
3 they are very protective of the environment so far. And  
4 there are already 300,000 people in this valley which  
5 could be prospective customers to you people. And we  
6 have Antelope Valley College. We have the University of  
7 California at Bakersfield. We have a Performing Arts  
8 Center. We have Edwards Air Force base, and we have  
9 that aerospace industry right here. And the airlines  
10 are already here using the Plant 42 to train their  
11 pilots for take off and landing. I've seen them for  
12 years here taking off and landing. So what's the  
13 problem with having your airline industry here? They've  
14 already adjusted to the winds and everything.

15           And this is not a bowl. This is not a dust  
16 bowl. There's wide-open, flat desert. We have constant  
17 winds here that blow the exhaust from the aircraft out  
18 into the desert. So it's not a dust bowl. And it goes  
19 all the way to Death Valley, so we would not have the  
20 element of smog here.

21           These were just some of my ideas I didn't  
22 think but to speak here, but I've seen this valley. I  
23 am a proponent of the airport if we can have heavy  
24 environmental assurances. And I think that LAX in  
25 Inglewood needs an expansion to Palmdale. I've been



1 here for 40 years. I've heard about the airport, but  
2 when are you going to do something about it? How long  
3 does it take to go to the airport now? Are you going to  
4 keep letting the bombs in there? You've got to spread  
5 it out. You put everything in one place -- even the  
6 military know this, not to put everyone in one place.  
7 You have to spread out the population. So thank you  
8 very much for being here.

9 MS. BAIN: Thank you. Ron Emard, Greg Anderson.  
10 George Reams. Jackie Schneider. Again, we're here  
11 until 9:00 p.m. If you would like to make a public  
12 comment, an oral comment, please fill out one of these  
13 yellow cards. They are still at the sign-in desk. We  
14 will take them. I'll call your name. You will have  
15 your three minutes to make your oral comment. If you do  
16 not wish to make an oral comment, you're welcome to fill  
17 out one of these sheets at the sign-in desk. It will be  
18 put in the record same as your oral comment. Thank you.

19 MR. DYKAS: Is there anyone else concerning the  
20 Draft EIS/EIR? Not seeing anyone else, I will remind  
21 everyone that if you feel that you are unable to provide  
22 us with verbal comments today, we will be accepting  
23 written comments until 5:00 p.m. Pacific Standard Time,  
24 Friday, November 9, 2001. You can mail your comments to  
25 either David Kessler at the FAA or to Jim Ritchie with

1 the City of Los Angeles. The mailing addresses are  
2 listed on the cover of the EIS/EIR.

3 I want to thank everybody for your comments  
4 today. This public hearing for the Draft EIR/EIS at Los  
5 Angeles International Airport is now closed.

6 (Whereupon the proceeding adjourned  
7 at 9:00 o'clock p.m.)

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1 STATE OF CALIFORNIA )  
 ) ss.  
2 COUNTY OF RIVERSIDE )

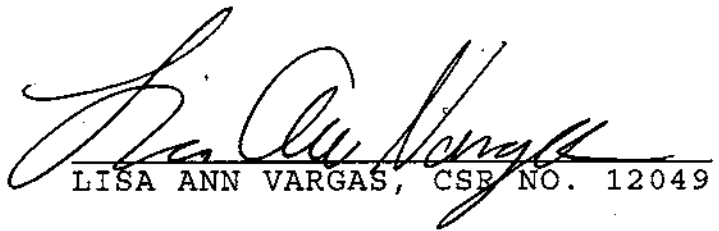
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I, LISA ANN VARGAS, certified shorthand reporter,  
License No. 12049, do hereby certify:

That the proceedings contained herein were taken  
before me at the time and place herein set forth and was  
taken by me in shorthand and thereafter transcribed into  
typewriting by me, and I hereby certify that the said  
proceedings are a full, true and correct transcript of  
my shorthand notes so taken.

I further certify that I am not interested in the  
event of the action.

WITNESS my hand this 17th day of November 2001.

  
LISA ANN VARGAS, CSE NO. 12049



**U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration**

**Los Angeles International Airport  
Los Angeles, California**

**Draft Environmental Impact Statement/Environmental Impact Report  
Public Hearing Remarks**

**Monday, November 5, 2001**

**Palmdale Regional Airport  
Palmdale, California**

**Richard Dykas  
Supervisor, Capacity Section**

Good evening ladies and gentlemen, my name is Richard Dykas; I'm an Airport Planner from the Federal Aviation Administration, Western-Pacific Region. I would like to welcome you to the 7<sup>th</sup> of a total of nine Public Hearings the FAA and the city of Los Angeles are conducting for the Draft Environmental Impact Statement/Environmental Impact Report or EIS/EIR for the proposed master plan at Los Angeles International Airport. The first three public hearings on this topic were held on Saturday, June 9<sup>th</sup> in Inglewood, Manhattan Beach, and Westchester. Public Hearings on the Draft EIS/EIR were held last week in Monterey Park, San Pedro and in the Mid-Wilshire District of the city of Los Angeles. Today's hearing is the fourth of six additional hearings that began last week and will be completed this week. These hearings were originally scheduled for early September; however, they were postponed due to the terrorist attacks in New York and Washington, D.C. The next hearing will be held on Wednesday, November 7<sup>th</sup> at the ONTARIO AIRPORT MARRIOTT, located at 2200 East Holt Boulevard In Ontario.

The purpose of these hearings is to collect comments from the general public concerning the adequacy of the information disclosed in the Draft EIS/EIR. The FAA and the City of Los Angeles along with the Federal Highway Administration as a cooperating agency have prepared the Draft EIS/EIR.

I would like to take this opportunity to make sure that everyone understands that **NO** decisions will be made today regarding the proposed project. Today's hearing is **not** a

**EXHIBIT 1**  
Deponent Heating  
11-5-01 Lisa  
Date Rptr/LAmp  
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question and answer type of forum. Our job is to listen to what you have to say about the adequacy of the information in the Draft EIS/EIR. In other words, it's your turn to talk to us. Since we are here to listen, we are not going to respond to questions about the pros and cons of the proposed project. Since 5 o'clock this afternoon, the city has held a public workshop just outside of this room for anyone to ask questions about the master plan, the environmental process and the various proposed projects.

Following publication of the Draft EIS/EIR for comment, the next step in the joint federal and state environmental disclosure process is holding this and the other public hearings during this week and next week. The environmental disclosure process for this project began in 1997 with the publication of a Notice of Intent to prepare the joint EIS/EIR in the *Federal Register*. In July of 1997, we held a series of meetings with members of the public and governmental agencies to receive comments on the scope of the Draft EIS/EIR. Following those meetings, the Draft EIS/EIR was prepared considering the comments received during the scoping meetings and those submitted in response to the Notice of Intent. The document has also been prepared pursuant to the National Environmental Policy Act of 1969 or "NEPA", the Council on Environmental Quality Regulations, which are the implementing regulations for NEPA, the California Environmental Quality Act of 1970 or "CEQA", and the Airport and Airway Improvement Act of 1982, as amended.

Following today's hearings and the close of the comment period, we will then correct, and revise the EIS/EIR as necessary based on the comments received. We will also prepare responses to the comments we receive and include those responses in the **Final EIS/EIR**.

Before we begin receiving verbal comments, we would like to let you know the ground rules of this hearing. First, as I said earlier, we are not here to respond to questions about this project. We are only here to listen to your comments and take notes. We also have a court reporter present to ensure that we have an accurate transcript of this hearing.

For anyone who would like to speak, we ask you to fill out a speaker card, **like this one** and give it to the person at the sign in desk. That person will bring the speaker cards up to our facilitator who will call the names of each speaker so we can proceed in an orderly fashion. So that everyone gets an opportunity to provide verbal comments, everyone will get three minutes to speak. To be fair to everyone, we are not going to allow people to transfer their allotted time to someone else. I ask that when you speak, you give us your name and address for the record. We also have a Spanish language translator for anyone wishing to provide comments in Spanish.

If there is anyone who uncomfortable speaking in front of a group or if you need more than three minutes to provide your comments, we ask that you provide your comments in writing. We have comment sheets, **like this one**, available for your use at the sign-in desk. You can leave your comments at the sign in desk, or you can mail your written comments using the comment sheet or a letter to either address listed on the cover of the EIS/EIR. The city's address is listed at the top of the comment sheet. I would like you to understand that a verbal comment is just as important as a written comment. So please feel free to provide any comments on the document you may have to us either verbally today, or in writing. Comments are due by **5:00 p.m., Pacific Standard Time, on Friday, November 9, 2001.**

Lastly I would like everyone to know that even though we have this hearing scheduled until 9 o'clock this evening, we will stay here as long as necessary for everyone to get a chance to provide verbal comments on the Draft EIS/EIR. As I said earlier, our job here today is to listen to your comments.

Now, I will return the Hearing back to our facilitator, **Shauna Bain**, to introduce Mr. Ritchie who will provide some introductory comments from the city of Los Angeles. Following Mr. Ritchie's comments, we will collect the speaker cards and call the name of the first speaker.

Thank you.

Is there any one else who has not had an opportunity to speak concerning the information in the Draft EIR/EIS? **[wait for anyone to speak up]** Not seeing anyone else, I will remind everyone that if you feel that you are unable to provide us with verbal comments, today, we will be accepting written comments until **5:00 p.m. Pacific Standard Time, Friday, November 9, 2001**. You can mail your comments either to David Kessler at the FAA or to Jim Ritchie with the City of Los Angeles. The mailing addresses are listed on the cover of the EIS/EIR. I want to thank everyone for your comments today, this public hearing for the Draft EIR/EIS at Los Angeles International Airport is now closed.

**END OF COMMENTS**

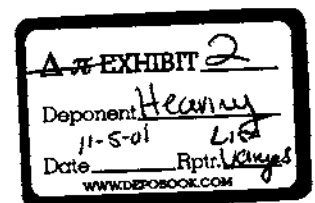




My name is Kathleen Burr and I am the executive manager of the Los Angeles County Farm Bureau. As you know Palmdale Regional Airport sits on approximately 17,000+ acres of land which according to the airport agriculture people - 8 to 10,000 acres could be potential agricultural leases. Even though our area is growing by leaps and bounds, we are still a rural community with a huge emphasis on agriculture. Agriculture jobs in Los Angeles County comprise jobs in production, transportation, processing, marketing, and the farmer and rancher. The State of California produces half of all the nations' fruits and vegetables. Not to forget the best alfalfa in the United States is produced right here in the Antelope Valley. 78% of wildlife species occupy private lands with over 90% of all listed species relying partially on private lands for survival. And a vast majority of these private lands are owned by the farmers and ranchers. No one is more interested in maintaining the integrity of the land and health of our water resources than those who directly rely on these resources for their livelihoods! The farmers and ranchers - who in some cases are 2<sup>nd</sup>, 3<sup>rd</sup>, & 4<sup>th</sup> generation preserving this integrity for their children.

Maintaining an adequate water source is utmost on everyone's minds. But there are options that have been on the planning table for several years. It is a shame to let the potential income for not only the airport but the farmers and ranchers who provide a multitude of jobs, go to waste because those that make the decision may not fully comprehend the issues facing agriculture and/or the potential they hold in their hands. They do not realize the regulations that each grower must adhere to. They do not realize that just because it is cheaper to import a crop from another country - that country does not impose the same safe growing regulations that are imposed on us. They do <sup>not</sup> adhere to the same health standards we do. And I feel these are issues that need to be looked into and understood fully before a finger is always pointed at agriculture stating, "You are the problem". The loudest proponent is the one that does not fully understand the issue.

I can only see the potential for the agriculture leases. I would be happy to host the LAWA members to spend the day with me talking to the farmers and ranchers in the area. If there are issues, problems, or unknown financial factors - compromises can be reached, issues worked out, and problems solved. I think you would be surprised at the number of farmers/ranchers/agricultural related business in Los Angeles County. It is a shame not to promote agriculture and promote it here. Thank you for the time to speak and I look forward to hosting the airport board in the near future.



PHPD



The Antelope Valley Chamber of Commerce supports a regional approach to resolving the issue of increasing the air capacity in Southern California.

A Regional Airport approach that would include the utilization of this facility here in Palmdale, could better serve the flying public than any type of expansion of LAX.

There is a legitimate concern that adding additional air traffic, arriving and departing from LAX, could infringe on the safety of those flights. No matter what changes are made on the ground, there is still a fixed amount of airspace available and by adding more traffic into this fixed area, the odds of a major catastrophe will increase. Palmdale is capable of managing an increase in air traffic, without decreasing safety, and utilization of our airport could provide the airspace around LAX some much needed relief.

Palmdale Regional Airport features this newly refurbished 9,000 square foot terminal and is capable of handling up to 300,000 passengers annually. This facility could be used to establish a pattern of airline service into Palmdale and, as passenger traffic increases, Los Angeles World Airports already owns just under 18,000 acres of adjacent land that is available for development.

Palmdale Airport would serve a far greater geographic area than just the Antelope Valley. According to a study by the Los Angeles International Airport Expansion Task Force, using Palmdale Airport could save an average of 35 minutes for passengers that live an equal distance from Palmdale and LAX. Flight delays and airport closures due to fog would be virtually eliminated. Palmdale would quickly become the Airport of choice for the millions of people that reside within a proximity that would allow them to take advantage of our airport.

A regional approach that includes Palmdale Airport is vital to improving passenger and cargo movement in Southern California. If the Los Angeles World Airports continues to defer the utilization of their Palmdale Airport, we would urge their consideration of a "friendly takeover" of this facility by the Southern California Regional Airport Authority. This action could allow Palmdale Airport to become part of the solution rather than an idle asset.

On behalf of the Antelope Valley Chambers of Commerce, and the millions of people that could utilize Palmdale Airport, I urge you to focus on a regional approach in resolving the need for increased air capacity in Southern California.

Thank you

<b>A-EXHIBIT 3</b>	
Deponent	<u>Healey</u>
Date	<u>11-5-01</u> <u>2:58</u>
Reptr	<u>Janet</u>
WWW.DEPONOR.COM	



Roger Ziemer

32748 DORAMA AVE.

Acton, CA. 93510

**REGIONAL AIRPORT vs. EXPANSION OF LAX**

The Terrorist attacks of September 11, 2001 had a profound impact on the airline industry and the flying public.

I understand the LAX expansion priorities have shifted from Expansion to Safety and Security elements as identified by Mayor Hahn.

However, caution needs to be exercised when considering any changes to the existing LAX - EIR proposing fundamental changes without public and professional input.

As a private citizen, I find it difficult to rally around any proposed changes to the changes proposed for the LAX expansion plan without first having an opportunity to review details of the proposed changes.

Without seeing details of the proposed changes to the LAX plan, there really is nothing much to discuss.

On the other hand, the option that includes the proposed Palmdale Regional Airport is a logical alternative and requires your serious consideration.

The traffic getting to and from LAX using the 405 (San Diego Fwy.) awful say nothing about the difficulties of getting in and out of LAX itself.

As an example, I hosted a dinner at the Downtown LA Biltmore Hotel last month and one of my guests spent 1½ hours just getting from Brentwood to Downtown LA. Another of my guests traveled from Encino using the 405 and had a similar horror story.

Traffic congestion on the 405 at any time of day or night requires that I consider other Airport location for my personal or business travel.

I believe the ever expanding borders of the San Fernando, Santa Clarita and Antelope Valley's would support a more conveniently located Regional Airport located in Palmdale.

Long term Major Airline lease agreements and a commitment toward future growth would be essential to the success of a Regional Airport

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In addition, the FAA or appropriate Airport authority needs to make commitments to construct and operate a safe and modern airport facility.

I would recommend an aggressive advertising campaign promoting the benefits of traveling from the Palmdale Regional Airport vs. navigating the uncertain freeways leading to LAX.

The Antelope Valley with its available land and receptive communities would welcome and support Regional Airport.

With few exceptions, Los Angeles County has run out of available open space that qualifies for airport construction.

In conclusion:

Taking into account:

- The Lockheed-Martin JSF contract agreement
- The existing Enterprise Zone benefits
- The availability of an aerospace savvy labor force
- The expanded and improved I-14 (Antelope Valley Freeway)
- A receptive Community and Local Governments
- And the existence of the Plant 42 airport facilities at the proposed airport location site

*Stopped Here*

A decision to select Palmdale as the site for a Regional Airport will be in the public's interest relieving LAX congestion while supporting profitable and sustained future growth within Los Angeles County.

Any long or short-term plan targeting Southern California **must not** overlook the obvious geographic and other fundamental advantages the cities of Palmdale & Lancaster and the entire Antelope Valley offer as the site for a Regional Airport.

Thankyou

**Official Hearing Transcript  
Ontario Airport Marriott Hotel  
Ontario, California  
Wednesday, November 7, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHO00001	Paul Leon	City of Ontario
PHO00002	Bill Ruh	City of Montclair
PHO00003	Keith Metzler	Southern California Logistics Airport Authority
PHO00004	Niki Tennant	Councilmember Ruth Galanter's Office
PHO00005	Daniel Shriver	None Provided
PHO00006	Sensei Vince Cecere	None Provided
PHO00007	Mike Gordon	City of El Segundo
PHO00008	Carole Hossan	None Provided
PHO00009	Cecil Carpio	None Provided
PHO00010	John Perrone	None Provided
PHO00011	Carole Hossan	None Provided

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.



**ORIGINAL**

LAX MASTER PLAN DRAFT EIS/EIR  
PUBLIC HEARING

REPORTER'S TRANSCRIPT OF  
PUBLIC HEARING

TAKEN ON  
WEDNESDAY, NOVEMBER 7, 2001

AT ONTARIO AIRPORT MARRIOTT HOTEL

2200 EAST HOLT BOULEVARD

ONTARIO, CALIFORNIA

**Reported by:**

**Norman Schall & Associates**  
Certified Shorthand Reporters  
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Los Angeles, California 90010  
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(800) 734-8838

**LISA ANN VARGAS, C.S.R. NO. 12049.**



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I N D E X

<u>STATEMENT NUMBER</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
1	Statement by David Kessler	9
2	Statement by Paul Leon	13
3	Statement by Mike Gordon	25

1           ONTARIO, CALIFORNIA, WEDNESDAY, NOVEMBER 7, 2001

2                           6:00 O'CLOCK P.M.

3                           ---oOo---

4  
5           MR. WALL: Good evening, ladies and gentlemen.  
6 Welcome to a public hearing to receive written and  
7 verbal comments concerning the Los Angeles Airport  
8 Master Plan Environmental Impact Report and  
9 Environmental Impact Statement. You'll be providing  
10 testimony, as I said, written or oral to the two  
11 gentlemen seated to my left.

12                   I want to introduce first from the Federal  
13 Aviation Administration Mr. David Kessler, Airport  
14 Environmental Protection Specialist. Mr. Kessler.

15           MR. KESSLER: Thank you, Tom. Good evening ladies  
16 and gentlemen. My name is David Kessler. I'm an  
17 Airport Planner from Federal Aviation Administration,  
18 Western-Pacific Region. I would like to welcome you to  
19 the eighth of a total of nine public hearings the FAA  
20 and the City of Los Angeles are conducting for the Draft  
21 Environmental Impact Statement, Environmental Impact  
22 Report or EIS/EIR for the proposed Master Plan at  
23 Los Angeles Airport. The first three public hearings on  
24 this topic were held on Saturday, June 9th in Inglewood,  
25 Manhattan Beach and Westchester. During the past two

1 weeks, public hearings on the Draft EIS/EIR were held in  
2 Monterey Park, San Pedro, the Mid-Wilshire District of  
3 the City of Los Angeles and in Palmdale. Today's  
4 hearing is the fifth of six additional hearings that  
5 will be completed this week. These hearings were  
6 originally scheduled in early September, however, they  
7 were postponed due to terrorist attacks in New York and  
8 Washington, D.C. The next hearing will be held  
9 tomorrow, Thursday, November 8th at the Airtel Plaza  
10 Hotel next to Van Nuys Airport. The address of the  
11 Airtel Plaza Hotel is 7277 Valjean Avenue in Van Nuys.

12 The purpose of these hearings is to collect  
13 comments from the general public concerning the adequacy  
14 of the information disclosed in the Draft EIS/EIR. The  
15 FAA and the City of Los Angeles along with the Federal  
16 Highway Administration, as a cooperating agency, have  
17 prepared the Draft EIS/EIR.

18 I would like to take this opportunity to make  
19 sure that everyone understands that no decisions will be  
20 made today regarding the proposed project. Today's  
21 hearing is not a question-and-answer type of forum. Our  
22 job is to listen to what you have to say about the  
23 adequacy of the information in the Draft EIS/EIR. In  
24 other words, it is your turn to talk to us. Since we  
25 are here to listen, we are not going to respond to

1 questions about the pros and cons of the proposed  
2 project. Since 5:00 o'clock this afternoon the City has  
3 held a public workshop just outside of this room for  
4 anyone to ask questions about the Master Plan, the  
5 environmental process and the various proposed projects.

6           Following publication of the Draft EIS/EIR for  
7 comment, the next step in the joint federal and state  
8 environmental disclosure process is holding this and the  
9 other public hearings during the past week and this  
10 week. The environmental disclosure process for this  
11 project began in 1997 with the publication of a Notice  
12 of Intent to prepare the joint EIS/EIR in the Federal  
13 Register. In July of 1997 we held a series of meetings  
14 with members of the public and governmental agencies to  
15 receive comments on the scope of the Draft EIS/EIR.  
16 Following those meetings, the Draft EIS/EIR was prepared  
17 considering the comments received during the scoping  
18 meetings and those submitted in response to the Notice  
19 of Intent. The document has also been prepared pursuant  
20 to the National Environmental Policy act of 1969 or  
21 NEPA, the Council on Environmental Quality Regulations,  
22 which are the implementing regulations for NEPA, the  
23 California Environmental Quality Act of 1970 or CEQA,  
24 and the Airport Airway Improvement Act of 1982, as  
25 amended.

1           Following today's hearings and the close of  
2 the comment period, we will then correct and revise the  
3 EIS/EIR as necessary based on the comments received. We  
4 will also prepare responses to the comments we receive  
5 and include those responses in the final EIS/EIR.

6           Before we begin receiving verbal comments, we  
7 would like to let you know the grounds rules of this  
8 hearing. First, as I said earlier, we are not here to  
9 respond to questions about this project. We are here  
10 only to listen and take notes. We also have a court  
11 reporter present to ensure we have an accurate  
12 transcript of the public hearing.

13           For anyone who would like to speak, we ask  
14 that you fill out a speaker card and give it to this  
15 person at the sign-in desk. That person will bring the  
16 speaker cards up to our facilitator who will call the  
17 names of each speaker so we can proceed in an orderly  
18 fashion. So that everyone gets an opportunity to  
19 provide verbal comments, everyone will be given three  
20 minutes to speak. To be fair to everyone, we are not  
21 going to allow people to transfer their allotted time to  
22 someone else. I ask that when you speak, you give us  
23 your name and address for the record. We also have a  
24 Spanish language translator for anyone wishing to  
25 provide their comments in Spanish.

1           If there is anyone who feels uncomfortable  
2 speaking in front of a group or you need more than three  
3 minutes to provide your comments, we ask you to provide  
4 your comments in writing. We have comment sheets  
5 available for your use at the sign-in desk. You can  
6 leave your comments at the sign-in desk or you can mail  
7 your written comments using the comment sheet or a  
8 letter to either address listed on the cover of the  
9 EIS/EIR. The city's address is listed at the top of the  
10 comment sheet. I would like you to understand that a  
11 verbal comment is just as important as a written  
12 comment. So please feel free to provide any comments on  
13 the document you may have to us either verbally today or  
14 in writing. Comments are due by 5:00 p.m. Pacific  
15 Standard Time on Friday, November 9, 2001.

16           Lastly, I would like everyone to know that  
17 although we have this meeting scheduled until 9:00 this  
18 evening, we will stay here as long as necessary for  
19 everyone to get a chance to provide verbal comments on  
20 the Draft EIS/EIR. As I said earlier, our job today is  
21 to listen to your comments.

22           Now, I will turn the hearing back to our  
23 facilitator, Tom Wall, who will introduce Mr. Ritchie  
24 who will provide some introductory comments from the  
25 City of Los Angeles. Following Mr. Ritchie's comments,



1 we will collect the speaker cards and call the name of  
2 our first speaker. Thank you.

3 (The statement submitted for the  
4 record was marked as Statement 1.)

5 MR. WALL: Representing Los Angeles World Airports  
6 this evening is the Deputy Executive Director, Mr. Jim  
7 Ritchie.

8 MR. RITCHIE: Thank you, Tom. I appreciate the  
9 attendance tonight. We welcome our friends from  
10 Ontario, from Westchester, a lot of familiar faces  
11 tonight. I would like to take the opportunity to  
12 introduce one of our commissioners Ms. Walters  
13 (phonetic) who has joined us as we have marched around  
14 the countryside for the last -- what is tonight, number  
15 five? -- in a series of six hearings. So certainly take  
16 advantage of her presence if you have any additional  
17 comments you would like to raise.

18 As you know, we have received guidance from  
19 our mayor to expand the opportunities for public input  
20 for the LAX Master Plan process. Tonight we will  
21 receive your comments. More recently Mayor Hahn  
22 identified a number of objectives to be incorporated  
23 into another alternative for the future planning of LAX.  
24 On November 9th, this Friday, the public comment period  
25 will close. After the close of the public comment

1 period, we will incorporate the mayor's new guidance  
2 along with other comments we have received in forums  
3 like this to include written comments into the  
4 development -- formulate that into the development of a  
5 new alternative. This alternative will undergo the same  
6 rigorous analysis as the previous alternatives. And a  
7 supplemental environmental document will be distributed  
8 for public review and comment. Very likely the  
9 development of this new alternative will necessitate  
10 another public hearing, much the same as this, to  
11 comment on the new alternative as we finalize the  
12 environmental process.

13 I'm going to take my prepared comments and add  
14 in the form of plain speech, that is, we have had from  
15 the events, the tragedy of September 11th, Dave and I  
16 had originally scheduled these public hearings during  
17 that time frame. They were cancelled for the obvious  
18 reasons it would have been insensitive for us to  
19 continue the public hearing process given those events.  
20 So we, rescheduling with 30 days delay, it may appear a  
21 little clumsy that we're having a public comment period  
22 with due guidance we received. We will take due  
23 guidance the mayor has given us shortly after September  
24 11th and, likewise, comments from groups such as this  
25 that are important to the process, and we will take

1 those two and put them into a new document. If some of  
2 your comments are "where is the new plan," they are not  
3 there yet, but there will be ample opportunity at a  
4 future date to take a look at that and comment, much as  
5 you are on the existing plan.

6 With that, I will turn it over to Tom, and the  
7 evening is yours.

8 MR. WALL: Thank you, gentlemen. I would like to  
9 encourage everyone who has not done so to fill out a  
10 yellow speaker card if you would like to make comments  
11 tonight. Again, if you have comments in excess of three  
12 minutes, please turn them into writing to the court  
13 reporters. We have two court reporter this evening,  
14 Lisa and Kim. When their knuckles turn red, it means  
15 you're speaking too fast. So I would like you to speak  
16 slowly and clearly. Be certain to identify yourself so  
17 we can get your name on the record. I will provide them  
18 with a copy of the speaker cards. So if they could read  
19 your handwriting, they will enter your name in the  
20 record along with your verbal comments.

21 I have a large clock in front of me with a  
22 three-minute timer. I will start the timer when you're  
23 comfortable and ready to speak. The timer will issue an  
24 alarm at the end of three minutes. Please don't let  
25 that worry you. I would like you to sum up at that

1 point, and we'll move on to the next speaker.

2 Our first speaker will be Councilman Paul Leon  
3 from the City of Ontario.

4 MR. LEON: First off, I would like to say thank you  
5 for coming to our city to hold these hearings. It's a  
6 pleasure to have you here, an honor. I want to greet  
7 you on behalf of the Ontario City Council and Mayor Gary  
8 Oritt .

9 Once again I want to say, good evening. I'm  
10 Paul Leon, an Ontario City Councilmember and the airport  
11 liaison for the Ontario City Council. I'm here this  
12 even to speak in support of Los Angeles Mayor James  
13 Hahn's recently articulated plan to upgrade security at  
14 LAX and to express appreciation for his statements and  
15 actions in support of a regional approach to the air  
16 passenger and cargo needs of Southern California. We  
17 are especially appreciative of his efforts to expand  
18 service at Ontario International Airport and his recent  
19 marketing trip to Mexico which resulted in daily  
20 Aeromexico flights between our Ontario and Hermosillo  
21 beginning in January 2002.

22 The City of Ontario values owner partnership  
23 with the City of Los Angeles and Los Angeles World  
24 Airports, and stands ready to work with the entire  
25 region to accommodate our share of Southern California

1 air traffic at Ontario International Airport. Thank you  
2 very much.

3 (The statement submitted for the  
4 record was marked as Statement 2.)

5 MR. WALL: Thank you, sir. Our next speaker will be  
6 Councilmember Bill Ruh, R-u-h, from the City of  
7 Montclair. Welcome, sir.

8 MR. RUH: Thank you. I am Bill Ruh, Councilmember  
9 from the City of Montclair. I am also a member of the  
10 Board of Directors for the Friends of the Ontario  
11 Airport.

12 I'm here tonight to express to you that there  
13 is regional support for this airport. I know as a  
14 councilmember that there is a 5.5 billion dollar-impact  
15 to our local economy. We know that whatever happens  
16 here to this airport will drive our local economy. I  
17 believe that every city that borders Ontario Airport and  
18 every city in the sphere of the Ontario Airport is aware  
19 of the strength of our economy that relies on the  
20 day-to-day traffic, both passenger and cargo, at Ontario  
21 Airport.

22 We must look at expansion and be very, very  
23 clear that with the expansion we must make sure there  
24 are dollars in place for the regional infrastructure,  
25 the freeways and the regional surface arteries that lead

1 in and out of the airport must be adequate to handle the  
2 growth in that expansion in a very timely and  
3 well-planned manner. Because if that isn't done, what  
4 happens is a tremendous amount of congestion that then  
5 translates to frustration for residents who will find  
6 other means and other airports to use.

7 We view regionally that this airport is the  
8 key to the future success of the entire Inland Empire.  
9 We realize that without the airport, there is a domino  
10 effect to our economy, that we must work regionally to  
11 keep this strong. And I'm proud to say that most of the  
12 cities here do work very closely with Ontario on this  
13 issue, and we certainly appreciate what our colleagues  
14 are doing. And we stand ready to lend a hand to help  
15 continue to keep this vital economic factor moving  
16 forward. Thank you.

17 MR. WALL: Thank you, sir. Our next speaker will be  
18 Mr. Keith Metzler representing the City of Victorville  
19 Southern California Logistics Airport Authority.  
20 Mr. Metzler.

21 MR. METZLER: Good evening. And thank you. Again,  
22 my name is Keith Metzler. I'm from the City of  
23 Victorville. I'm here to indicate that Southern  
24 California Logistics Airport is prepared to play a role,  
25 again, accommodating the aviation -- the aviation

1 demand.

2           Currently Southern California Logistics  
3 Airport operates as a fully dedicated logistics  
4 facility. Southern California Logistics Airport  
5 previously operated as a former George Air Force Base.  
6 Currently we are accommodating all facets of logistics  
7 integrating cargo with rail and truck transport. We  
8 have the infrastructure and we're prepared to expand on  
9 our infrastructure to accommodate regional growth.

10           We currently have two runways. We have  
11 inherited two 10,000 lineal foot runways. We just  
12 recently expanded one of those runways to 13,000 lineal  
13 feet and we're in the process of expanding that same  
14 runway into 15,000 fully accommodated, fully dedicated  
15 air cargo, transport and getting fully loaded 747s up  
16 and across the nation.

17           The City of Victorville wishes that  
18 decentralized airport plan provide for greater  
19 coordination pushing air cargo to outerlying airports,  
20 thus, relieving the transportation congestion in  
21 Southern California and mitigating some of the impacts  
22 of our highway system. Therefore, we are in support of  
23 Mayor Hahn's approach to a decentralized airport  
24 aviation. Thank you.

25           MR. WALL: Thank you, sir. Our next speaker is

1 Niki. I have to apologize, Niki, I can't read your  
2 handwriting, Niki Tennant, representing Councilmember  
3 Ruth Galanter.

4 MS. TENNANT: Sorry about that. I wrote it a little  
5 bit crooked. Yes, my name is Niki Tennant. I'm with  
6 Los Angeles City Councilmember Ruth Galanter.

7 And first of all, I would like to thank  
8 everyone for attending tonight, such as the attendance  
9 is, and to LAWA for holding the extra public hearings  
10 accessible for people of this region.

11 First and foremost, I would also like to  
12 remind you all that this is a public hearing on the  
13 Master Plan to expand LAX in the preferred alternative  
14 to the 98 million annual passengers. This is not a  
15 hearing on the Fifth Alternative proposed by Mayor Hahn.  
16 We hope to see such a public hearing soon, and we'll  
17 look forward to reviewing that as well.

18 In light of the events of September 11th, this  
19 Master Plan is obsolete. And, in fact, it now contains  
20 assessments that may be fatally flawed. Now more than  
21 ever it is imperative that our air capacity should be  
22 planned for and implemented so that it allows people to  
23 utilize airports that are closer to where they live and  
24 work and can reduce the environmental impacts on those  
25 folks as well as easing the burden on an area that is



1 already suffering the dramatic impacts of more than  
2 67 million annual passengers per year, many of whom  
3 drive across the country to Los Angeles International  
4 Airport.

5 We also have this opportunity to reduce the  
6 security threat of only having one major international  
7 airport. Although the aviation industry has been  
8 dramatically changed since the events of September 11th,  
9 demand will creep back up as travelers begin to feel  
10 more comfortable with the security measures that are  
11 being implemented in airports around the world. So it  
12 is very important that we seize this opportunity to  
13 truly plan for a regional system of airports that best  
14 serve the interest of the traveling public and business  
15 and industry. Thank you.

16 MR. WALL: Thank you very much. Do we have any  
17 other speaker cards? Anyone else that would like to  
18 speak at this time? Gentlemen, I have one remaining  
19 card for Mr. Daniel Shriver. Daniel has requested the  
20 opportunity to provide a demonstration that will last  
21 longer than three minutes. If we have no one else in  
22 the audience that would like to speak at this time, I  
23 will call Mr. Shriver forward. Okay. Daniel.

24 MR. SHRIVER: Hello. Thank you for having this  
25 public hearing and allowing us to do a demonstration.

1 My name is Daniel Shriver, 4741 Ben Avenue, Valley  
2 Village, California 91607. I'm here representing the  
3 Atemi-Ryu JuJitsu.

4 I'm here talking about -- I'm here to talk  
5 about airline security. Basically -- do you want to  
6 give me three minutes or should I start with that?

7 MR. WALL: Go ahead.

8 MR. SHRIVER: Thank you. Recent events have  
9 occurred on United Airlines this last weekend where a  
10 gentleman went past screeners and brought in, I believe  
11 it was a can of mace, a stun gun and several knives.  
12 There was a red team for the FAA that not too long ago  
13 did some test on how effective the screening was. And  
14 one of the security screening companies won a lawsuit  
15 because the red team put through weapons that weren't  
16 considered classic identifiable weapons, but they were  
17 perfectly acceptable weapons that would be used against  
18 them.

19 We have to rethink how we're approaching the  
20 security thing. If people can get through with weapons,  
21 we have to train the flight crew in a close-range self  
22 defense. Atemi-Ryu JuJitsu has been demonstrated here  
23 on two occasions. Vince Cecere and James Karin are here  
24 with me tonight. We want to do one more demonstration  
25 for those who that haven't seen how effective it is.

1 It's a martial art that uses pressure points, weak spots  
2 in the body and joint locks. We have people we pulled  
3 from the audience that have been given three minutes'  
4 worth of introduction and find their skills are very  
5 effective and appropriate. We ask that you guys  
6 consider doing a test where we take a flight crew, any  
7 flight crew, and we train them in the skills that you  
8 can see how effective it is.

9           There are kickboxing -- cardiovascular  
10 kickboxing schools that are training flight attendants.  
11 There are people that are trying to teach you how to use  
12 an ice hammer and a fire extinguisher, a tray, whatever,  
13 but these aren't effective. And they are not really  
14 going to solve the problem. Once you see our effective  
15 close-range self defense that's being taught to Girl  
16 Scouts, being taught to elderly, being taught to all  
17 kinds of people, it's effective and needs to be  
18 considered and considered thoroughly.

19           The fact is that airline screeners, our  
20 federal employees, won't really affect how safe the  
21 flight is. Right now the FAA is saying something like  
22 80 percent accuracy rates -- I don't know if it's FAA,  
23 but 80 percent accuracy rates of the screening machines.  
24 It was on public radio the other day talking about the  
25 success rate is 20 percent and the failure rate is 80

1 percent. There's an illusion of security that's out  
2 there. And we need to address it before something else  
3 terrible happens. Thank you. Shall we do the  
4 demonstration now?

5 MR. CECERE: May I --

6 MR. WALL: Our next speaker will be Mr. Vince  
7 Cecere.

8 MR. CECERE: My name is Sensei Vince Cecere, third  
9 degree chief instructor of combat systems, second degree  
10 black belt chief instructor and founder of the Atemi-Ryu  
11 combat systems of Los Angeles.

12 We are hearing a lot of people talking about  
13 security, talking about expansion. We're talking about  
14 money. We're talking about whose communities are going  
15 to be sheared up by this income of money. I assure you  
16 that we're putting the cart before the horse. Until we  
17 get the flying public's confidence back that they can  
18 actually get on the plane without having anxiety and not  
19 being afraid of some lunatic who didn't take his  
20 medication or some guy with bad intentions or some group  
21 decides that they want to hinder our way of life, I  
22 assure you, those of you who have seen our combat  
23 techniques in the other demonstrations as well as those  
24 who will see it now, you'll see that we are offering a  
25 solution to a major problem.

1           We have the infrastructure to get the people  
2 trained. I have a plan through Ballys which has over  
3 300 clubs, which I have already talked to them, which  
4 they will assist us in training as many airline  
5 personnel as we need. So we have the people. We have  
6 the clubs. We have the places to train them, and we  
7 definitely have a need.

8           People will say, "Why are you doing this? Why  
9 are you doing this? Why don't you just keep training  
10 the military? Why don't you just keep training the  
11 police? Why don't you just keep training the different  
12 places?" I didn't get a chance to serve my country in  
13 any other facet, really, and I see something that I know  
14 that most people don't. Shame on me if I sit on my  
15 hands and do nothing while a lot of innocent people,  
16 a lot of innocent lives were taken.

17           Secondly, I'm a New Yorker. I take it  
18 personally. And if it would be okay, we would like to  
19 demonstrate.

20           MR. WALL: Sure.

21           (Demonstration took place.)

22           MR. WALL: Thank you, Sensei. Could we have a round  
23 of applause for the assistant. We'll take a ten-minute  
24 break before your next demonstration. Thank you, sir.  
25 I appreciate that. Any other speakers that would like

1 to fill out cards now? Anyone else who would like to  
2 say something this evening? We are going to remain  
3 open. We'll take a short break and recess until we  
4 receive some more cards. We will be here until  
5 9:00 o'clock tonight. So we encourage you, if you have  
6 not had a chance to make a comment or did not prepare  
7 one, we would love to hear your thoughts tonight. So  
8 we'll recess until we receive some more input that  
9 others are awaiting. Thank you.

10 (Recess was taken.)

11 MR. WALL: Ladies and gentlemen, we are going to  
12 reconvene the public hearing. Our next speaker will be  
13 Mayor Mike Gordon from the City of El Segundo. Mayor  
14 Gordon.

15 MR. GORDON: Good evening. Thank you for the  
16 opportunity to be here this evening. My name is Mike  
17 Gordon. I'm the Mayor of the City of El Segundo. I  
18 just want begin by letting you know that the City of  
19 El Segundo is very pleased that Mayor Hahn has agreed to  
20 set aside Mayor Riordan's Master plan for the expansion  
21 of LAX and is now committed to developing a new plan for  
22 LAX that limits growth at LAX to 78 million annual  
23 passengers.

24 For the first time since LAWA embarked on this  
25 Master Plan odyssey, the mayor of Los Angeles has now

1 committed to being a full partner with the region in  
2 developing a truly regional airport plan that serves the  
3 aviation needs of all of Southern California. The  
4 Inland Empire airports needs to be the first priority of  
5 development of a regional system. The Ontario  
6 International Airport is itself the most important  
7 component of the regional airport plan.

8 We are pleased that Mayor Hahn recognized and  
9 embraces the role Ontario must play in the regional  
10 airport system. We applaud Mayor Hahn's successful  
11 negotiation with Aeromexico to bring more flights to  
12 Ontario. Ontario is ready today to play an enhanced  
13 role in our regional aviation system, and it has  
14 significant unused capacity that could be put into play  
15 tomorrow.

16 Developing a truly regional airport system  
17 reduces vulnerability of LAX and reduces the  
18 vulnerability of our regional economy. It will reduce  
19 vulnerability of our airport system by adding regional  
20 airports in Southern California that could handle  
21 significant passengers and cargo and create flexibility  
22 and redundancy in the region's aviation system. But a  
23 truly regional plan will help to ensure that security  
24 will not take a back seat to passenger throughput. It  
25 will help to ensure that LAX receives only as much air

1 traffic as it can safely handle. We are grateful to  
2 Mayor Hahn for setting aside the previous Master Plan  
3 alternatives for LAX expansion. We are pleased to offer  
4 this preliminary public input for the mayor's new plan.

5 Now, discussing the well funded, comprehensive  
6 campaign designed specifically to market Ontario Airport  
7 locally as well as nationally and internationally as a  
8 convenient alternative to LAX, but Ontario isn't the  
9 only regional airport opportunity in Inland Empire.

10 Former military bases at March, Norton and  
11 George are now available for commercial aviation. Now  
12 called San Bernardino International, Southern California  
13 logistics and March Inland Port, these airports are  
14 planning their entry to the Southern California  
15 marketplace. Southern California logistics is already  
16 operating commercially. All these airports have strong  
17 community support for further development. As specialty  
18 cargo airports, these airports can relieve much of the  
19 cargo burden at LAX. Perhaps more importantly, the  
20 Inland Empire airports and others in the region are  
21 poised to play an increasingly critical role in post  
22 September 11th security efforts.

23 You will recall the Secretary of  
24 Transportation temporarily banned the carriage of mail  
25 and cargo on passenger planes following the events of



1 September 11th. And for that we believe the airport  
2 system is what is truly necessary here in Southern  
3 California. We are grateful to Mayor Hahn for joining  
4 us and calling for a regional solution. We look forward  
5 to working with the communities in the Inland Empire in  
6 bringing that about. We are happy to respond to  
7 questions. Thank you.

8 (The statement submitted for the  
9 record was marked as Statement 3.)

10 MR. WALL: Thank you, Mayor Gordon. Our next  
11 speaker will be Ms. Carole Hossan. That's H-o-s-s-a-n.

12 MS. HOSSAN: You said it right, too. You're  
13 probably tired of seeing me. But I keep hearing that  
14 the LAX Master Plan expansion is dead, but it's here in  
15 the other room being commented upon.

16 During past expansions of LAX, Westchester has  
17 lost over 3,000 homes and thousands of residents. I  
18 would like to see LAX constrained to its current  
19 footprint and not have the northern runway extension  
20 occur that would take out one-third of our central  
21 business district and also some homes. I also object to  
22 the potential LAX Expressway which would either degrade  
23 the historic centinella adobe or take out homes in  
24 Inglewood. Rather than pour everything into LAX, I  
25 would like to see the City of Los Angeles and

1 Los Angeles World Airports put muscle and not just lip  
2 service into the regional approach to increase air  
3 traffic espoused by them, Southern California  
4 Association of Governments, also known as SCAG.

5 Los Angeles and LAWA should help Ontario and  
6 Palmdale in concrete ways, not just with encouraging  
7 words. LAX adjacent communities will be watching what  
8 the City and LAWA does, not just what they say they will  
9 do, to help Palmdale and Ontario become the airport  
10 their citizens want them to be. Thank you for your  
11 time.

12 MR. WALL: Thank you, ma'am. Our next speaker will  
13 be Mr. Cecil Carpio -- I'm sorry. Is this Cecil?

14 MS. CARPIO: Cecil Carpio.

15 MR. WALL: That's C-a-r-p-i-o?

16 MS. CARPIO: Yes, it is. My name is Cecil Carpio.  
17 I'm from the City of Inglewood, and a couple of books I  
18 would like to cite. One is the "Executive Summary for  
19 the EIR/EIS LAX Proposed Master Plan Improvement."

20 On page ES-7 under development of alternatives  
21 it reads, "Alternatives to increasing capacity at LAX.  
22 Two broad categories of options were analyzed in the  
23 search for alternatives to increase capacity at LAX.  
24 First, alternative airports and alternative modes of  
25 transportation were evaluated. Second, various aviation

1 activity management or demand management scenario for  
2 study, in all cases the analyses revealed that the  
3 alternatives in these two categories could not  
4 reasonably be expected to meet the purpose and needs of  
5 the Master Plan and would not eliminate the need for  
6 improvements at LAX. This range of alternatives was  
7 rejected from further consideration."

8           And so my comment is, the Regional Airport  
9 Plan needs to be further considered. And second is the  
10 economic study. It's called the "Industrial Economic  
11 and Administrative Studies Pathway to Becoming World  
12 Class and Cutting Edge." It's done by KH Consulting  
13 Group, and it was the final report, November 1999. And  
14 on page XIII-69 under "Marketing," it says "Given the  
15 current controversy surrounding LAX Master Plan, it may  
16 be many years before new facilities can be added. So  
17 the role of Ontario as a reliever will be doubly  
18 important. Ontario should establish a marketing program  
19 to work with the airlines to investigate the feasibility  
20 of increasing operations. This program should be  
21 coordinated with LAX to ensure that the message to the  
22 airlines is unified and clear. Ontario should gather  
23 detailed historical information about airline load  
24 factors by route, route profitability and passenger  
25 travel patterns to construct an effective marketing

1 plan. This marketing plan should be incorporated in the  
2 overall Master Planning efforts for Ontario."

3 And my comment to this is, this marketing plan  
4 should be incorporated into comments, or I should say, a  
5 new Master Plan when we're discussing a regional  
6 solution. Thank you.

7 MR. WALL: Thank you, ma'am. Are there any others  
8 in the audience who would like to submit a comment card?  
9 Gentlemen, I have no other cards at this time. We will  
10 take another short recess.

11 (Recess was taken.)

12 MR. WALL: We have one speaker ready to provide  
13 comments. Ladies, we will now reconvene the public  
14 hearing. Our next speaker will be John Perrone  
15 representing American Airlines. John, right there.  
16 I'll start the timer when you're ready to speak.

17 MR. PERRONE: Thank you. Good evening. I've been  
18 flying with American Airlines for almost ten years. I'm  
19 a flight attendant. I live in Riverside. I'm very pro  
20 the development of Ontario as a viable alternative to  
21 Los Angeles.

22 Before September 11th, I was one of a few of  
23 us who would be flying in and out of Ontario, when I was  
24 done with the services, the beverages and the meals.  
25 I'm willing to sit down and talk to passengers and thank

1 them for choosing Ontario. Oftentimes I ask them where  
2 they live. A lot of times I'll get the Inland Empire  
3 cities. Sometimes I'll get the Pasadenas and some  
4 people in the valley and Orange County, south of Orange  
5 County. But most are obviously from this area. When I  
6 do speak with people that are closer to Los Angeles or  
7 South Orange County, I ask them, "Why do you think more  
8 people choose Ontario?" And most of them think it's  
9 just an image thing, because traffic normally on the 15  
10 northbound and southbound is a lot easier, and sometimes  
11 they'll be going opposite the heavy traffic anyway, and  
12 they think it's an image thing.

13 I know when I was younger -- I should say, I  
14 think when I was younger the fares out of Ontario when  
15 American was the premier carrier of Ontario they offered  
16 cheaper fares than LAX. Now, again, I speak as an  
17 employee. So I don't call reservations too often. I  
18 think for the most part American encourages and other  
19 airlines encourage their passengers to choose  
20 Los Angeles by offering lower fares. I don't think  
21 Ontario is promoted that way with lower fares at all.

22 Now we have only six flights a day which  
23 allows American to not utilize their union labor at  
24 Ontario or Long Beach. You need to have seven flights a  
25 day for running six months or however longer to require

1 the union. The only unions right now representing at  
2 Ontario are the pilots and flight attendants. Until '94  
3 where they cut off the flights to Chicago, right now  
4 only American serves Dallas, Fort Worth.

5 So I guess I'm just here to ask Los Angeles  
6 World Airports to do your best to promote this Inland  
7 Region to Los Angeles and Orange County residents in the  
8 best manner you see fit. Thank you very much.

9 MR. WALL: Thank you, John. Do we have any other  
10 individuals who would like to speak?

11 MS. HOSSAN: I'll speak again.

12 MR. WALL: Thank you. Our next speaker will be  
13 Carole Hossan.

14 MS. HOSSAN: Okay. This is off-the-cuff, but just  
15 some things. I didn't go to the last Board of Airport  
16 Commissioner Meetings, but I know at previous meetings I  
17 believe the advertising budget for Ontario was put on  
18 hold, I believe, because of budget concerns after the  
19 September 11th tragedy.

20 And a suggestion that I don't know if it was  
21 made at a public forum, but maybe the name Ontario to  
22 people that aren't familiar with the area, they might  
23 not even realize that it's near  
24 Los Angeles. Maybe it should be LAX -- or Los Angeles  
25 Ontario, or something so people realize where it is, you

1 know, that it's a travelable distance from Los Angeles.  
2 And I know, you know, we went out to Palmdale the other  
3 night. There's an airport with no airplanes. I don't  
4 know the history of Palmdale. I don't know if they need  
5 advertising. I don't think I would know about it if it  
6 weren't for being involved in this situation. I know  
7 they want flights that go to destinations, not just  
8 flights that go to Los Angeles to go to somewhere else.  
9 I'm sure that will -- you know, ticket prices and  
10 landing fees, et cetera. Again, I'm not sure about the  
11 latest situation on this, but Ontario's landing fees,  
12 you know, fairly recently were raised 59 percent. I  
13 don't know if they've been lowered or not, but there are  
14 specific things that can be done to enhance and promote  
15 these airports. Especially the time that Los Angeles  
16 has had these airports, I think more progress should  
17 certainly have been made in this direction.

18 So I really hope that, you know, people get  
19 together and pull together for the economic health of  
20 the whole region.

21 MR. WALL: Thank you, again, Carole for your  
22 comments. Is there anyone else in the audience who  
23 would like to speak? Seeing no one, we'll take another  
24 recess.

25 (Recess was taken.)

1 MR. KESSLER: We will now reconvene the public  
2 hearing. Is there anyone out there that has not had an  
3 opportunity to speak on the Draft EIS/IER? Not seeing  
4 anyone else, I will remind everyone that if you feel you  
5 are unable to provide us with verbal comments today, we  
6 will accept written comments until Friday, November 9,  
7 2001. You can mail your comments either to me at the  
8 FAA or to Jim Ritchie with the City of Los Angeles. The  
9 mailing addresses are listed on the cover of the  
10 EIS/EIR.

11 I want to thank everyone for your comments  
12 today. This public hearing for the Draft EIS/EIR for  
13 the Los Angeles International Airport is now closed.

14 (Whereupon the proceeding adjourned  
15 at 9:00 o'clock p.m.)

16 ---oOo---

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1 STATE OF CALIFORNIA )  
 ) ss.  
2 COUNTY OF RIVERSIDE )  
3

4 I, LISA ANN VARGAS, certified shorthand reporter,  
5 License No. 12049, do hereby certify:

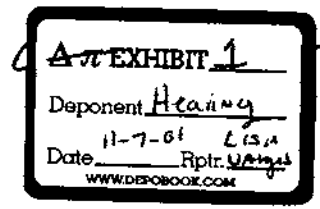
6 That the proceedings contained herein were taken  
7 before me at the time and place herein set forth and was  
8 taken by me in shorthand and thereafter transcribed into  
9 typewriting by me, and I hereby certify that the said  
10 proceedings are a full, true and correct transcript of  
11 my shorthand notes so taken.

12 I further certify that I am not interested in the  
13 event of the action.  
14  
15

16 WITNESS my hand this 18th day of November 2001.  
17

18   
19 LISA ANN VARGAS, CSR NO. 12049  
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**U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration**

**Los Angeles International Airport  
Los Angeles, California**

**Draft Environmental Impact Statement/Environmental Impact Report  
Public Hearing Remarks**

**Wednesday, November 7, 2001**

**Ontario Airport Marriott Hotel  
Ontario, California**

**David B. Kessler, AICP  
Environmental Protection Specialist**

Good evening ladies and gentlemen, my name is David Kessler; I'm an Airport Planner from the Federal Aviation Administration, Western-Pacific Region. I would like to welcome you to the 8<sup>th</sup> of a total of nine Public Hearings the FAA and the city of Los Angeles are conducting for the Draft Environmental Impact Statement/Environmental Impact Report or EIS/EIR for the proposed master plan at Los Angeles International Airport. The first three public hearings on this topic were held on Saturday, June 9<sup>th</sup> in Inglewood, Manhattan Beach, and Westchester. During the past two weeks, Public Hearings on the Draft EIS/EIR were held in Monterey Park, San Pedro, the Mid-Wilshire District of the city of Los Angeles and in Palmdale. Today's hearing is the fifth of six additional hearings that will be completed this week. These hearings were originally scheduled for early September; however, they were postponed due to the terrorist attacks in New York and Washington, D.C. The next hearing will be held tomorrow, Thursday, November 8th at the Airtel Plaza Hotel, next to the Van Nuys Airport. The address of the Airtel Plaza Hotel is 7277 Valjean Avenue, in Van Nuys.

The purpose of these hearings is to collect comments from the general public concerning the adequacy of the information disclosed in the Draft EIS/EIR. The FAA and the City of Los Angeles along with the Federal Highway Administration as a cooperating agency have prepared the Draft EIS/EIR.

I would like to take this opportunity to make sure that everyone understands that **NO** decisions will be made today regarding the proposed project. Today's hearing is **not** a question and answer type of forum. Our job is to listen to what you have to say about the adequacy of the information in the Draft EIS/EIR. In other words, it's your turn to talk to us. Since we are here to listen, we are not going to respond to questions about the pros and cons of the proposed project. Since 5 o'clock this afternoon, the city has held a public workshop just outside of this room for anyone to ask questions about the master plan, the environmental process and the various proposed projects.

Following publication of the Draft EIS/EIR for comment, the next step in the joint federal and state environmental disclosure process is holding this and the other public hearings during this week and next week. The environmental disclosure process for this project began in 1997 with the publication of a Notice of Intent to prepare the joint EIS/EIR in the *Federal Register*. In July of 1997, we held a series of meetings with members of the public and governmental agencies to receive comments on the scope of the Draft EIS/EIR. Following those meetings, the Draft EIS/EIR was prepared considering the comments received during the scoping meetings and those submitted in response to the Notice of Intent. The document has also been prepared pursuant to the National Environmental Policy Act of 1969 or "NEPA", the Council on Environmental Quality Regulations, which are the implementing regulations for NEPA, the California Environmental Quality Act of 1970 or "CEQA", and the Airport and Airway Improvement Act of 1982, as amended.

Following today's hearings and the close of the comment period, we will then correct, and revise the EIS/EIR as necessary based on the comments received. We will also prepare responses to the comments we receive and include those responses in the **Final EIS/EIR**.

Before we begin receiving verbal comments, we would like to let you know the ground rules of this hearing. First, as I said earlier, we are not here to respond to questions about this project. We are only here to listen to your comments and take notes. We also have a court reporter present to ensure that we have an accurate transcript of this hearing.

For anyone who would like to speak, we ask you to fill out a speaker card, **like this one** and give it to the person at the sign in desk. That person will bring the speaker cards up to our facilitator who will call the names of each speaker so we can proceed in an orderly fashion. So that everyone gets an opportunity to provide verbal comments, everyone will get three minutes to speak. To be fair to everyone, we are not going to allow people to transfer their allotted time to someone else. I ask that when you speak, you give us your name and address for the record. We also have a Spanish language translator for anyone wishing to provide comments in Spanish.

If there is anyone who uncomfortable speaking in front of a group or if you need more than three minutes to provide your comments, we ask that you provide your comments in writing. We have comment sheets, **like this one**, available for your use at the sign-in desk. You can leave your comments at the sign in desk, or you can mail your written comments using the comment sheet or a letter to either address listed on the cover of the EIS/EIR. The city's address is listed at the top of the comment sheet. I would like you to understand that a verbal comment is just as important as a written comment. So please feel free to provide any comments on the document you may have to us either verbally today, or in writing. Comments are due by **5:00 p.m., Pacific Standard Time, on Friday, November 9, 2001.**

Lastly I would like everyone to know that even though we have this hearing scheduled until 9 o'clock this evening, we will stay here as long as necessary for everyone to get a chance to provide verbal comments on the Draft EIS/EIR. As I said earlier, our job here today is to listen to your comments.

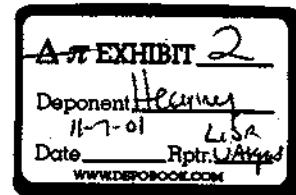
Now, I will return the Hearing back to our facilitator, **Tom Wall**, to introduce Mr. Ritchie who will provide some introductory comments from the city of Los Angeles. Following Mr. Ritchie's comments, we will collect the speaker cards and call the name of the first speaker.

Thank you.

Is there any one else who has not had an opportunity to speak concerning the information in the Draft EIR/EIS? **[wait for anyone to speak up]** Not seeing anyone else, I will remind everyone that if you feel that you are unable to provide us with verbal comments, today, we will be accepting written comments until **5:00 p.m. Pacific Standard Time, Friday, November 9, 2001**. You can mail your comments either to me at the FAA or to Jim Ritchie with the City of Los Angeles. The mailing addresses are listed on the cover of the EIS/EIR. I want to thank everyone for your comments today, this public hearing for the Draft EIR/EIS at Los Angeles International Airport is now closed.

**END OF COMMENTS**





## Statement of Ontario City Council Airport Liaison Paul Leon

### LAWA Public Hearing

Wednesday, November 7, 2001

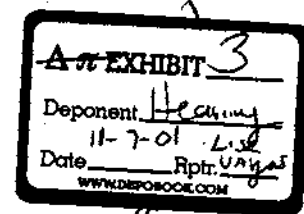
Good evening. I'm Paul Leon an Ontario City Councilmember and the Airport Liaison for the Ontario City Council. I am here this evening to speak in support of Los Angeles Mayor James Hahn's recently articulated plan to upgrade security at LAX and to express appreciation for his statements and actions in support of a regional approach to the air passenger and cargo needs of Southern California. We are especially appreciative of his efforts to expand service at Ontario International Airport and his recent marketing trip to Mexico which resulted in daily Aeromexico flights between Ontario and Hermosillo beginning in January 2002. The City of Ontario values our partnership with the City of Los Angeles and LAWA and stand ready to work with the entire region to accommodate our share of Southern California air traffic at Ontario International Airport.

###





Mike Gordon  
LAX Public Hearing  
Ontario, CA  
November 7, 2001



- Good evening. I'm Mike Gordon, Mayor of the City of El Segundo
- The City of El Segundo is pleased that Mayor Hahn has agreed to set aside the Riordan Master Plan for the expansion of LAX
- And is now committed to developing a new plan for LAX that limits growth at LAX to 78 million annual passengers
- For the first time since LAWA embarked on this Master Plan odyssey, the mayor of Los Angeles has committed to being a full partner with the region in developing a truly regional airport plan that serves the aviation needs of all of Southern California.
- Inland Empire airports need to be the first priority in the development of our regional system.
- Ontario International Airport is itself the most important component of the regional airport plan.
- We are pleased that Mayor Hahn recognized and embraces the role Ontario must play in the regional airport system and
- We applaud Mayor Hahn's successful negotiation with Aeromexico to bring more flights into Ontario.
- Ontario is ready today to play an enhanced role in our regional aviation system. — it has significant unused capacity
- ~~It is situated in one of the fastest growing areas of the region.~~
- ~~It has significant unused capacity that can be used today and the ability to expand in the future.~~
- ~~Ontario Airport is positioned to be the launch point for the regional plan that will develop over the next 20 years.~~

- Now the City of Los Angeles must make sure that this airport fulfills its role in the region.
- We are particularly encouraged that Mayor Hahn has recognized the pivotal role of Ontario Airport
- ~~And has negotiated with Aeromexico for additional flights to Ontario~~
- ~~But more flights to more destinations at competitive prices are needed~~
- ~~Along with~~ a well funded, comprehensive campaign<sup>15</sup> designed specifically to market Ontario Airport, locally as well as nationally and internationally, as a convenient alternative to LAX.
- But Ontario isn't the only regional airport opportunity in the Inland Empire.
- Former military bases at March, Norton and George are now available for commercial aviation
- Now called San Bernardino International, Southern California Logistics and March Inland Port ~~in place~~, these airports are planning their entry into the Southern California marketplace.
- Southern California Logistics is already operating commercially.
- All these airports have strong community support for further development.
- As specialty cargo airports, these airports can relieve much of the cargo burden at LAX.
- Perhaps more importantly, Inland Empire airports and others in the region are poised to play an increasingly critical role in post 9/11 security efforts
- You will recall, the Secretary of Transportation temporarily banned the carriage of mail and cargo on passenger planes following the events of 9/11

- Anthrax-tainted mail and cargo continue to be a weak links in aviation security
- As specialty cargo airports, San Bernardino International, Southern California Logistics or March Inland Port can easily facilitate the separation of mail and cargo from passengers should it be necessary to ensure the safety and security of the aviation system
- Developing a truly regional airport system reduces vulnerability at LAX and reduces the vulnerability of our regional economy.
- It will reduce vulnerability in our airports system by adding regional airports in Southern California that can handle significant passengers and cargo - and ~~thereby~~ create flexibility and redundancy in the region's aviation system.
- A truly regional plan will help to ensure that security will not take a back seat to passenger throughput.
- It will help to ensure that LAX receives only as much air traffic as it can safely handle.
- We are grateful to Mayor Hahn for setting aside the previous ~~four~~<sup>RIDROAD</sup> Master Plan alternatives for LAX expansion.
- We are pleased to offer this preliminary public input for the Mayor's new plan.
- But the public expects and deserves the opportunity to review the details of the new plan once completed,
- and the opportunity to comment on an entirely new environmental impact review that must be undertaken for this entirely new plan.
- We look forward to participating in future public hearings once the details of the new plan are drafted and LAWA completes the new EIR that must be undertaken.

**Official Hearing Transcript  
Airtel Plaza Hotel  
Van Nuys, California  
Thursday, November 8, 2001**

Following this page is the transcript of the oral testimony taken at the above hearing. Each speaker at the hearing has been assigned a unique identification number. The numbers assigned to each speaker for this hearing are:

<b>Number</b>	<b>Speaker</b>	<b>Affiliation</b>
PHA00001	Veronica Johnson	Councilmember Ruth Galanter's Office
PHA00002	Robert Rodine	Valley Industry and Commerce Association
PHA00003	Diane Sambrano	None Provided
PHA00004	Bruce Ackerman	Economic Alliance of the San Fernando Valley
PHA00005	Carol Flink	None Provided
PHA00006	Charles Brink	None Provided
PHA00007	Daniel Shriver	None Provided
PHA00008	Sensei Vince Cecere	None Provided
PHA00009	James Karin	None Provided
PHA00010	Cecil Carpio	None Provided
PHA00011	Bobby Blanks	Congressmember Maxine Waters' Office
PHA00012	Gerald Silver	Homeowners of Encino

Any exhibits attached to this hearing transcript have been previously reproduced in this Final EIS/EIR as individual public comment letters.

**ORIGINAL**

LAX MASTER PLAN DRAFT EIS/EIR  
PUBLIC HEARING

REPORTER'S TRANSCRIPT OF  
PUBLIC HEARING

TAKEN ON  
THURSDAY, NOVEMBER 8, 2001

AT AIRTEL PLAZA HOTEL

7277 VALJEAN AVENUE  
VAN NUYS, CALIFORNIA

**Reported by:**

LISA ANN VARGAS, C.S.R. NO. 12049

**Norman Schall & Associates**

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**APPEARANCES OF FACILITATORS:**

SHAUNA BAIN, Account Executive for the Lee Andrews Group

MICKEAL R. AGAIBI, Airport Planner for the Federal Aviation Administration

JIM RITCHIE, Deputy Executive Director for Los Angeles World Airports

**APPEARANCES OF PUBLIC SPEAKERS:**

1. VERONICA JOHNSON, Representing Councilmember Ruth Galanter
2. ROBERT RODINE, VICA
3. DIANE SAMBRANO, Concerned Citizen
4. BRUCE ACKERMAN, Economic Alliance
5. CAROL FLINK, Representing Atemi-Ryu JuJitsu
6. CHARLES BRINK, Resident of Van Nuys
7. DANIEL SHRIVER, Representing Atemi-Ryu Jujitsu
8. SENSEI VINCE CECERE, Representing Atemi-Ryu JuJitsu
9. JAMES KARIN, Representing Atemi-Ryu JuJitsu
10. CECIL CARPIO, Resident of Inglewood
11. BOBBY BLANKS, Field Representative to Congressmember Maxine Waters
12. GERALD SILVER, President of Homeowners in Encino

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I N D E X

<u>STATEMENT NUMBER</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
1	Statement by Mickeal Agaibi	6
2	Statement by Councilmember Ruth Galanter read by Veronica Johnson	8
3	Material Quoted by Cecil Corpio	15
4	Statement by Congressman Maxine Waters read by Bobby Blanks	17



1 VAN NUYS, CALIFORNIA, THURSDAY, NOVEMBER 8, 2001

2 6:00 O'CLOCK P.M.

3 ---oOo---

4  
5 MR. WALL: Ladies and gentlemen, on behalf of the  
6 Federal Aviation Administration and Los Angeles World  
7 Airports, I want to welcome you to an open house to hear  
8 your written and verbal comments concerning the  
9 Los Angeles Airport Master Plan Environmental Impact  
10 Report and Environmental Impact Statement. We have two  
11 gentlemen who will receive your testimony this evening.  
12 I'll introduce the first, Mr. Mickeal Agaibi who is the  
13 Supervisor of Planners the Federal Administration Local  
14 Office. Mr. Agaibi.

15 MR. AGAIBI: Thank you. Good evening, ladies and  
16 gentlemen. My name is Michael Agaibi. I'm the Airport  
17 Planner from the Federal Aviation Administration  
18 Western-Pacific Region. I would like to welcome you all  
19 to the 9th public hearing for the FAA and the City of  
20 Los Angeles are conducting for the Draft Environmental  
21 Impact Statement, Draft Environmental Report or the  
22 EIS/EIR for the proposed Master Plan at Los Angeles  
23 International Airport. The first three public hearings  
24 on this topic were held on Saturday June 9th in  
25 Inglewood, Manhattan Beach and Westchester. During the

1 past two weeks public hearings on the Draft EIS/EIR were  
2 held in Monterey Park, San Pedro and the Mid-Wilshire  
3 District of the City of Los Angeles as well as Palmdale  
4 and Ontario. Today's hearing is the last of six  
5 additional hearings being held for the Draft EIS/EIR.  
6 These hearings were originally scheduled for early  
7 September, however, they were postponed due to the  
8 terrorist attack on New York and Washington D.C.

9 The purpose of these hearings is to collect  
10 comments from the general public concerning the adequacy  
11 of the information disclosed in the Draft EIS/EIR. The  
12 FAA and the City of Los Angeles along with the Federal  
13 Highway Administration as a cooperating agency have  
14 prepared the Draft EIS/EIR.

15 I would like to take this opportunity to make  
16 sure that everyone understands that no decisions will be  
17 made today regarding the proposed projects. Today's  
18 hearing is not a question-and-answer type of forum. Our  
19 job is to listen to what you have to say about the  
20 adequacy of the information in the Draft EIS/EIR. In  
21 other words, it is your turn to talk to us. Since we  
22 are here to listen, we are not going to respond to  
23 questions about the pros and cons of the proposed  
24 project. Since 5:00 this afternoon the City has held  
25 public workshop just outside of this room for anyone to

1 ask questions about the Master Plan, the environmental  
2 process and the various proposed project.

3 Following the publication of the Draft EIS/EIR  
4 for comment, the next step in the joint federal and  
5 state environmental disclosure process is holding this  
6 and other public hearings during the past two weeks.

7 The environmental disclosure process for this project  
8 began in 1997 with the publication of a Notice of Intent  
9 to prepare the joint EIS/EIR in the Federal Register.

10 In July of 1997 we held a series of meetings with the  
11 members of the public and environmental agencies to  
12 receive comment on the scope of the Draft EIS/EIR.

13 Following those meetings, the Draft EIS/EIR was prepared  
14 considering the comments received and those submitted in  
15 response to the Notice of Intent. The document has also  
16 been prepared pursuant to the National Environmental  
17 Policy Act of 1969, NEPA, the Council Environmental  
18 Quality Regulations, which are the implementing  
19 regulations for NEPA, and the California Environmental  
20 Quality Act of 1970 or CEQA, and the Airport and Airway  
21 Improvement Act of 1982, as amended.

22 Following today's hearing and the close of the  
23 comment period, we will then correct and revise the  
24 EIS/EIR, as necessary, based on the comments received.  
25 We will also prepare responses to the comments we

1 receive and include those responses in the Final  
2 EIS/EIR.

3 Before we begin receiving verbal comments, we  
4 would like to let you know the ground rules of this  
5 hearing. First, as I said earlier, we are not here to  
6 respond to questions about this project. We are only  
7 here to listen to your comments and to take notes. We  
8 also have court reporters present to ensure that we have  
9 an accurate transcript of this hearing. For anyone who  
10 would like to speak, we ask you to fill out a speaker  
11 card. I don't have a copy of it here. Do you have a  
12 copy of it?

13 MR. WALL: I have one here, Mike.

14 MR. AGAIBI: Of this card and give it to the person  
15 at the sign-in desk. The person will bring the speaker  
16 cards up to our facilitator who will call the name of  
17 each speaker so we can proceed in an orderly fashion.  
18 So that everyone gets an opportunity to provide verbal  
19 comments, everyone will get three minutes to speak. To  
20 be fair to everyone, we are not going to allow people to  
21 transfer their allotted time to someone else. I ask  
22 that when we speak -- or when you speak, you give us  
23 your name and address for the record. We also have a  
24 Spanish language translator for anyone wishing to  
25 provide comments in Spanish.

1           If there is anyone uncomfortable speaking in  
2 front of a group or if you need more than three minutes  
3 to provide your comments, we ask that you provide your  
4 comments in writing. We have comment sheets --

5           MR. WALL: Like the ones that are there at the front  
6 desk.

7           MR. AGAIBI: -- available for you at the sign-in  
8 desk. You can leave your comments at the sign-in desk  
9 or you can mail your written comments using the comment  
10 sheet or a letter to either address listed on the cover  
11 of the EIS/EIR. The City's address is listed on the top  
12 of the comment sheet. I would like you to understand  
13 that the verbal comment is just as important as a  
14 written comment. So please feel free to provide any  
15 comment on the document you may have to us either  
16 verbally today or in writing. Comments are due by 5:00  
17 p.m. Pacific Standard Time on Friday, November 9th,  
18 2001.

19           Lastly, I would like everyone to know that  
20 even though we have this hearing scheduled until 9:00  
21 o'clock this evening, we will stay here as long as  
22 necessary for everyone to get a chance to provide verbal  
23 comments on the Draft EIS/EIR. As I said earlier, our  
24 job here today is to listen to your comments.

25           Now I will turn the hearing back to our

1 facilitator, Tom Wall, to introduce Mr. Ritchie who will  
2 provide some introductory comments from the City of  
3 Los Angeles. Following Mr. Ritchie's comments, we will  
4 collect the speaker cards and call the name of the  
5 first speaker.

6 (The statement submitted for the  
7 record was marked as Statement 1.)

8 MR. WALL: Thank you, Mr. Agaibi. Representing  
9 Los Angeles World Airports is Mr. Jim Ritchie, the  
10 Deputy Executive Director for Los Angeles World  
11 Airports. Mr. Ritchie.

12 MR. RITCHIE: Thank you, Tom. Excuse my voice. On  
13 behalf of the City of Los Angeles and L.A. World  
14 Airports we welcome you tonight. And thank you Cecil  
15 Carpio who saved my voice since I'm the victim of six  
16 public hearings. I'm glad to see friends in the  
17 audience. I want to introduce Mahalia Walters our  
18 commissioner. If you'll raise your hand. This  
19 wonderful lady has been with us at all our public  
20 hearings. If there's anything going on in this forum  
21 that you like or don't like or would like, convey it to  
22 her and she'll take it to the Board of Commissioners.

23 With that, we have received guidance from  
24 Mayor Hahn to expand the opportunities for public input  
25 to the LAX Master Plan process. Tonight we will receive

1 your comments. More recently Mayor Hahn identified a  
2 number of objectives to be incorporated into another  
3 alternative for the future planning of LAX. On November  
4 9th, tomorrow, the public comment period will close.  
5 After the close of the public comment period, we will  
6 incorporate the mayor's guidance along with other  
7 comments received into the development of a new  
8 alternative. This alternative will undergo another  
9 rigorous environmental analysis, as did the  
10 environmental alternatives that you've seen in the other  
11 room. As a result of that, a supplemental environmental  
12 document will be distributed for public review and  
13 comment probably early in the summer of next year. Very  
14 likely the development of this new alternative will  
15 necessitate another public hearing similar to this for  
16 you to comment on this new alternative. With that, I  
17 appreciate your interest. And the evening is yours,  
18 Tom.

19 MR. WALL: Thank you, Jim. I have a series of cards  
20 for people who indicated a willingness to provide their  
21 input. I'll call the cards one at a time. I would like  
22 you to go to the lectern. Your conversation will be  
23 recorded by our two court reporters, Kim and Lisa. I'll  
24 remind you, if you speak slowly and clearly, they'll be  
25 able to provide an accurate transcript of your

1 testimony. If your comments are longer than three  
2 minutes, we ask that you submit them in writing. They  
3 will be included in the record.

4 I have a large clock in front of me. As soon  
5 as you're comfortable at the lectern, I'll start the  
6 clock. Don't be alarmed when it gets to the end of the  
7 three-minute period. An alarm goes off and it starts  
8 blinking. Please do not panic. I would ask at that  
9 point you wrap up your comments, and I'll call the next  
10 speaker. Let's begin with Veronica Johnson who is from  
11 the office of Councilmember Ruth Galanter. Welcome  
12 Ms. Johnson.

13 MS. JOHNSON: I'm here for Councilmember Ruth  
14 Galanter who represents the District of the City of L.A.  
15 She's sorry she couldn't be here tonight. Thank you all  
16 for being here tonight.

17 In light of the events of September 11th, the  
18 entire Master Plan is most likely obsolete. The  
19 assaults on the World Trade Center and the Pentagon have  
20 demonstrated that airports must operate differently if  
21 they are to be able to operate at all. Even before  
22 September 11th trends within the airline industry have  
23 been unclear. While the LAWA proposed Master Plan  
24 before us tonight includes in all of its alternatives  
25 runways to accommodate planes carrying 600 passengers or



1 more, airlines have, in fact, been flying and buying  
2 more of the smaller planes. While the overall loss of  
3 life on September 11th was beyond horror, it is a sign  
4 of some drastic changes in demand that already occurred,  
5 that the four already hijacked planes carried fewer  
6 than 400 total passengers and crew. Since then demand  
7 has plummeted and demand forecasts on which the entire  
8 Master Plan is based are no longer relevant or useful.  
9 In fact, the base line data for the EIR are so flawed in  
10 their conception and current relevance that the  
11 Environmental assessment is inherently flawed as well.

12 I'm concerned we are not being asked to  
13 comment on the possibility of a Fifth Alternative that  
14 is conceptual, at best, with no opportunity to inspect  
15 any analysis on its impacts on the surrounding  
16 communities, businesses and residents. I am concerned  
17 as long as the current Master Plan process is on the  
18 table, the door is still open for incremental expansion  
19 later in this decade. I'm concerned that nowhere in the  
20 existing Master Plan document or in the proposed Fifth  
21 Alternative is there an overarching plan to address  
22 projected aviation demand in the overall Southern  
23 California region using LAWA's other airports, Ontario  
24 and Palmdale. I urge you to reject this Master Plan in  
25 the current planning process, to abandon it and begin

1 anew with a true regional plan assessed with a new  
2 environmental set of data that adequately addresses  
3 impact on a regional basis. Thank you.

4 (The statement submitted for the  
5 record was marked as Statement 2.)

6 MR. WALL: Thank you, Ms. Johnson. Our next speaker  
7 will be Mr. Robert Rodine.

8 MR. RODINE: Thank you. I'm Robert Rodine. I'm a  
9 resident of Sherman Oaks. I'm speaking before you  
10 tonight as the Chairman of the Aviation Committee of the  
11 Valley, the Industry and Commerce Association.

12 I'd like to continue on the theme that I began  
13 in Monterey Park at which time I addressed the folly of  
14 the Regional Plan. Attached to my comments at that time  
15 was a schedule that showed the loss to this community.  
16 When I speak of this community, I mean the entire region  
17 of some 42 million annual passengers as a result of the  
18 Regional Plan absent some very, very dynamic and  
19 effective leadership on the part of our politicians to  
20 demand certain airports open up their curfews, their  
21 limits and constraints.

22 Speaking primarily of airports, Burbank, Long  
23 Beach, Ontario and John Wayne, all of those airports are  
24 capped. John Wayne is capped by an environmental issue.  
25 The others are capped by political will. By virtue of

1 those caps and by virtue of the fact that the people of  
2 Orange County don't prepare to be moved want to have El  
3 Toro built. The assumption that the Regional Plan will  
4 work is absolutely ludicrous. If those airports other  
5 than LAX can't assume the passenger load by virtue of  
6 limitations, then I think that in the interest of  
7 protecting the air commerce infrastructure of the  
8 region, LAX has to go forward with a Master Plan of at  
9 least 92 million annual passengers. 78 million annual  
10 passengers will cost this region too much, and we cannot  
11 afford the loss of the direct economy from the  
12 employment associated with it or the economy of those  
13 passengers which are diverted to other regions such as  
14 Phoenix, Salt Lake City, San Francisco, Las Vegas and  
15 wherever else they might go because LAX will not be able  
16 to accommodate them. Thank you very much.

17 MR. WALL: Thank you, Mr. Rodine. Next will be  
18 Ms. Diane Sambrano. That's S-a-m-b-r-a-n-o.

19 MS. SAMBRANO: Good evening. Thank you for being  
20 here tonight to hear our comments. As one of the  
21 persons who is greatly affected by LAX on a regular  
22 basis, 15 minutes all night long every night, 2:47,  
23 3:01, 3:15 and 3:46 last night is the last time I called  
24 in. For someone to say LAX needs more of the burden, I  
25 would say, come move in with me for a week and see if

1 you agree. Ladies and gentlemen, it is time for the  
2 rest of this region to accept some of the burden if they  
3 want any of the benefits. I'm tired of the burden for  
4 someone else's benefits. We are subjected to noise,  
5 pollution, not being able to sleep all night, not to  
6 mention congestion and the assorted other dreadful,  
7 horrible, rotten assortment of activities I can think of  
8 that go with somebody else make some bucks.

9 As you see here tonight, there is not a great  
10 response. And probably part of that is because many of  
11 the people in this region don't understand what the  
12 burden is. It's nice for someone else to make money,  
13 but somebody else's profit shouldn't be to my detriment.  
14 We stand to lose schools, air quality, not to mention  
15 quality of life.

16 Among the comments in this very nice and  
17 pretty glossy document it says that perhaps we'll lose  
18 \$50,000 -- or 50,000 jobs if the airport does not  
19 expand. How could you lose something you don't already  
20 have? Projected is not reality. It is someone's whim.  
21 Somebody's dream. Someone's goal. To those of us who  
22 live near the airport, it's not a dream. It's a  
23 nightmare. It's as if LAX acts as though it is a child  
24 who wakes up every 15 minutes and screams it's bloody  
25 head off. I think anyone who has had a child is very

1 glad that child grew up and probably doesn't wake up  
2 every 15 minutes all night long.

3 For those who are so insistent that saying  
4 money is everything, well, all you have to do is go back  
5 in history. Was Howard Hughes happy? How about King  
6 Solomon? All the wealthy investors of the world that  
7 became known for their cash flow didn't live near an  
8 airport, did they? You know why? They didn't have to  
9 get up at a certain hour and go to work at some of these  
10 minimum wage jobs. To have a job should not be the goal  
11 of life. To enjoy life should be one of the benefits  
12 that one has in living in a supposed first-rate country.  
13 Our children cannot study because of the noise. And we  
14 cannot sleep because of the noise. Thank you.

15 MR. AGAIBI: Thank you.

16 MR. WALL: Thank you, ma'am. Our next speaker will  
17 be Mr. Bruce Ackerman.

18 MR. ACKERMAN: Good evening. Again, thank you for  
19 having this hearing. My name is Bruce Ackerman. I'm  
20 the President Chief Executive Officer of the Economic  
21 Alliance of the San Fernando Valley. I'm also a  
22 resident of the valley living in West Hills and also  
23 President of the Friends of Burbank Airport.

24 The Economic Alliance has had a long-standing  
25 commitment to and support of the LAX Master Plan. That

1 support has always been a limited build out and limited  
2 build up at LAX. No small part of that support has been  
3 the Van Nuys flyaway. We are very concerned about the  
4 discussion for curtailment of that build out or change  
5 in that build out for what had been proposed. We are  
6 very supportive of an immediate expansion of the flyaway  
7 as a satellite terminal. If we could accomplish that in  
8 a short time, we would see three major benefits happen  
9 in the San Fernando Valley as well as LAX. Number one,  
10 economic impact of the increased jobs would be  
11 immediate. Number two, the reduction in traffic at LAX  
12 would be felt immediately. And number three, the  
13 security factor of having a remote satellite terminal  
14 would be felt immediately.

15 Thank you for the opportunity to provide that  
16 testimony. Good luck in your decisions. Thank you.

17 MR. WALL: Thank you, Mr. Ackerman. Ms. Carol  
18 Flink.

19 MS. FLINK: Good evening. Hi. I don't have a  
20 prepared speech. I'm here with --

21 MR. WALL: Ma'am, can you speak closer to the  
22 microphone so we can all hear you.

23 MS. FINK: I'm here because three weeks ago I  
24 started taking lessons in JuJitsu from the attending  
25 Master over here, Sensei Cecere. I work in medicine. I

1 run a radiology department. After September 11th I  
2 felt insecure. I felt unhappy about what happened to  
3 us. I wanted to do something that gave me some  
4 self-esteem and encouragement to build up my ego to feel  
5 safe within myself. I don't fly a lot, but after taking  
6 only three lessons and I have about three or four five  
7 months to go, I learned self-defense that I feel I could  
8 apply if someone approached me from the front, from  
9 behind, from the side. And I could put a person down.  
10 I put my husband down on the ground. I feel this is a  
11 method that could possibly apply to our air marshals,  
12 our stewards, anyone in everyday society that needs to  
13 protect themselves.

14 I didn't even know about this meeting until  
15 about three hours ago. I kind of ran over from my  
16 office. I don't think I'm even talking in term about  
17 what you're talking about airport expansion at the  
18 moment. I believe there is going to be a demonstration  
19 later. I've got months of training, but in three weeks  
20 I could protect myself. I could do it in closed  
21 quarters. I feel better. I don't feel like a  
22 defenseless person against the terrorism that  
23 unfortunately, you know, we're all involved in now.  
24 It's very emotional for me. I know friends in New York  
25 that were affected by this. I want to say, if I could

1 learn how to do this, I think anyone can. I think later  
2 on he's going to do a demonstration. You are going to  
3 be amazed by what you're going to see. I was after only  
4 one hour. That's all I have to say. Thank you.

5 MR. WALL: Thank you. On behalf of the husbands in  
6 the audience, I'm starting to get nervous. Our next  
7 speaker will be Mr. Charles Brink.

8 MR. BRINK: I'm Charles Brink in Van Nuys. I'm, of  
9 course, totally opposed to any more expansion of LAX to  
10 be a regional facility except for bringing public  
11 transportation into there, the expansion of the  
12 flyaways, secure baggage check-in facility and the  
13 expansion of more facilities like flyaway in remote  
14 locations would help the problem. Because with the  
15 event of larger aircraft, we could get more people into  
16 the aircraft, but we don't have the facilities to park  
17 them or handle them there. Plus, we're used to traffic  
18 on the 405.

19 The decision of not continuing the Rapid  
20 Transit Line to the airport is one of the dumbest things  
21 the City has ever done, but there are a number of dumb  
22 things. That happens to be one of them. I asked the  
23 reason, someone said, "Well, we're afraid an airplane  
24 may crash into a Rapid Transit vehicle causing damage."  
25 What about all the people?



1           So I'm suggesting you restrict expansion to be  
2     expanding the methods of getting the public physically  
3     to the airport and lessening the impact of the  
4     mitigation in the area. Of course, for noise  
5     mitigation, quieter aircraft stage four type aircraft  
6     should become available that would work. But most of  
7     all, you need to expand the other airports. Palmdale  
8     Airport needs to be expanded. There's a gorgeous  
9     opportunity to take trains from Metrorail and bring it  
10    directly to the airport to provide transportation and  
11    park and ride facilities, various ideas that would  
12    improve public transportation in the area. But the idea  
13    of simply expanding LAX more and more and more would  
14    have come to an end without September 11th. It came to  
15    an end at the 11th. But use your time. Use your money,  
16    and don't waste any more 110 million dollars in symbols,  
17    big LAX signs. Put your money on the road and make it  
18    worthwhile.

19           MR. WALL: Thank you, sir. Do we have any other  
20    speakers in the audience that are interested in  
21    discussing the Master Plan EIS/EIR? I'm going to  
22    continue now with the three speaker cards that I have.  
23    First is Daniel Shriver.

24           MR. SHRIVER: Hello. My name is Daniel Shriver,  
25    S-h-r-i-v-e-r; 4741 Ben Avenue, Valley Village,

1 California 91607. I'm here to speak about AteMi-Ryu  
2 JuJitsu.

3 Back at the Luminarias I first spoke to this  
4 Board to talk about AteMi-Ryu JuJitsu and about how  
5 close-range martial arts would be very effective for the  
6 airline industry. We've done demonstrations. Sensei  
7 Vince Cecere, Brian -- I'm forgetting his name right  
8 now, Brian Clark and James Karin have come to our aid to  
9 show you just how effective and appropriate this is. I  
10 appreciate their efforts. We're here because it's the  
11 right thing to do. We're here because it's appropriate  
12 and everyone that sees it knows it's effective.

13 Martial arts came about because of bullies,  
14 because of people like terrorists who -- we all know it.  
15 We all went to high school. We all went to elementary  
16 school. We all know there are people that want to take  
17 things from you and have you live in fear. Martial arts  
18 has always been an answer to this. I lost a friend on  
19 September 11th. And I couldn't help but think that if  
20 the flight attendant that had the first box cutter to  
21 her throat had simple self-defense, we would be living  
22 in a different world. We wouldn't be having these  
23 meetings. We would be expanding LAX. The United  
24 Airlines wouldn't be losing 15 million a day as was  
25 reported in the news today. American West would not be

1 losing a million dollars a day.

2 This is not an aviation problem. This is an  
3 industry problem. Ben Affleck and Matt Damon were doing  
4 a TV show called "The Runner." It's gone away. I have  
5 friends that were going to open a restaurant. It's gone  
6 away. No investments. This is something that affects  
7 everyone, everyone. Please, this is an easy-to-do,  
8 simply applied, effective and appropriate answer to what  
9 we're all facing. And I hope and pray that people that  
10 read this report, people that hear this talk about it  
11 and let's bring it to the discussion of everyone because  
12 everyone will benefit. They say, why are we doing this?  
13 Why am I here? Because it's the right thing to do. It  
14 couldn't be simpler. Thank you for your time.

15 MR. WALL: Next speaker is Mr. Vince Cecere.

16 MR. CECERE: Hello. Good evening. Real good. For  
17 those of you who don't know me, Sensei Vince Cecere.  
18 For those who haven't been in other meetings, I'm a  
19 third-degree back belt in combat JuJitsu and head  
20 representative of Grand Moses Powell as well as the  
21 chief founder and chief instructor of the Atemi-Ryu  
22 JuJitsu of Los Angeles.

23 I know that we're at an expansion meeting that  
24 we're talking about money, this, that and the other  
25 thing. Nobody in today's world is going to doubt we

1 have a security problem on multiple levels. If you  
2 watch the news every day, you see the countries tearing  
3 themselves apart. You see these maniacs putting powders  
4 in envelopes. You see New York's bravest fighting .  
5 Somebody has got to put the brakes on. Somebody's got  
6 to say, "Hey, people, take a breath. Look what's going  
7 on. You're letting the people run us into the ground."  
8 Everyone is running scared. You don't have to be  
9 scared. A lot of problems we can't do anything about.  
10 Some of the security problems we can. One of them which  
11 we can is to make sure another airliner doesn't have to  
12 be a weapon of mass destruction.

13 Every fighter will tell you that if you take  
14 three hooks to the head, you'll start covering up. We  
15 haven't even begun to raise our hands. What are we  
16 going to say when the next building gets hit? If you  
17 don't believe that everything that the media is showing  
18 about our security on the news, if you don't believe  
19 that these lunatics walking around screaming Islamic  
20 aren't looking at another airplane to grab, you should  
21 look yourself in the mirror, look yourself in the eye  
22 and see if you can sit here and say you are truly safe.  
23 You can ask any person in this room or any person across  
24 the country that knows anything about security and they  
25 are going to tell you, these guys are waiting to hit you

1 and grab something else. It doesn't have to be. I'm  
2 not saying this is an easy thing to do. I'm saying,  
3 it's a tremendous undertaking. To take any great  
4 journey, you have to do it one.

5 Step at a time. Somebody has to be brave  
6 enough to step up and take that journey. That's why  
7 we're here. Hopefully tonight we'll get another chance  
8 to do another demonstration. For the people that  
9 haven't been mesmerized yet, maybe we'll get the other  
10 half. Thank you.

11 MR. WALL: Thank you, Vince. Our next speaker is  
12 James Karin.

13 MR. KARIN: Hello. I'm James Karin. My address is  
14 12433 Moorpark, Studio City. I've been around the  
15 traveling business all my life. My mother is a travel  
16 agent. Because of that, I was very fortunate to be able  
17 to travel around the world. One thing I've always  
18 enjoyed doing is talking with people about trips they  
19 they've taken or planning on taking. But since  
20 September 11th all that has changed. People are scared  
21 to fly. My mother says all the time people are  
22 cancelling trips they have planned for months because  
23 they are scared to fly. We can't have this. There is a  
24 time when people need to stand up and protect  
25 themselves. That is now.

1 I've been in martial arts most of my life,  
2 studied many, many different styles. When I saw  
3 Ateimi-Ryu JuJitsu for the first time, I was blown away.  
4 I couldn't believe it. The amount of control you can  
5 have with minimum movement no matter what your size or  
6 shape is is astonishing. I think everybody needs it,  
7 not just flight attendants or flight crews or people in  
8 security positions. Anybody in any situation. The only  
9 person you can count on is yourself. So I think  
10 everyone should have the tools and knowledge to help  
11 protect them. Thank you.

12 MR. WALL: Thank you. We're going to have a  
13 demonstration, but we have an additional speaker. Our  
14 next speaker will be Cecil Carpio.

15 MS. CARPIO: My name is Cecil Carpio from the city  
16 of Inglewood. Basically, what I would like to do right  
17 now is just read a document or two into the record.

18 "For immediate media release October 8, 2001  
19 contact Julie Wong 213-978-0741. Mayor Jim Hahn calls  
20 for LAX Master Plan alternative based on safety and  
21 security." And page two of this letter Mayor Hahn asked  
22 that the new alternative plan to accommodate no more  
23 than 78 million annual passengers. In addition, Mayor  
24 Hahn requested that the proposed alternative simply  
25 reduce or eliminate airport incursions, which are a

1 significant safety issue given the present LAX airfield  
2 configuration. The alternative could make a better  
3 design to handle the next generation quieter and more  
4 environmentally friendly jets, and redesigning ticket  
5 and baggage handling areas.

6 Also I would like to read from Immediate  
7 Release August 27, 2000; contact Hilda Delgado  
8 213-978-0741. Mayor Jim Hahn urges airport  
9 commissioners to make Ontario International Airport more  
10 business friendly, outlines proposal to support regional  
11 air traffic growth. Mayor Hahn's recommendations for  
12 Ontario International Airport are, lower landing fees,  
13 lower parking rates, create a flyaway bus shuttle  
14 service from the San Fernando and San Gabriel Valley to  
15 Ontario International Airport. Nationally market  
16 Ontario International Airport. Immediately proceed with  
17 the Master Plan initiative for Ontario International  
18 Airport, provide ticket pricing parity. Then there is a  
19 copy of a letter attached that addresses the  
20 commissioners. The reason I read those two documents is  
21 because I want to emphasize the fact that now more than  
22 ever we really need to focus when we go to a new plan on  
23 the regional solution. Thank you.

24 (The statement submitted for the  
25 record was marked as Statement 3.)

1 MR. WALL: Thank you. Thank you, Ms. Carpio. Are  
2 there any other speakers in the audience that want to  
3 address the LAX Master Plan at this time? If not, we'll  
4 invite Vince, James and Daniel forward to provide a  
5 demonstration. I've been watching Susan Philmore in the  
6 back of the room grab people by the throat. So many of  
7 those techniques which you demonstrated in previous  
8 forums is catching on.

9 (Demonstration took place.)

10 MR. WALL: Ladies and gentlemen, do we have any  
11 other speakers in the audience that wish to address the  
12 issue of the Master Plan on the Environmental Impact  
13 Statement or the Environmental Impact Report? Any other  
14 demonstrations you would like to put on? Bruce and I  
15 could sing for you. I think that would have just a  
16 detrimental effect on the highjackers. We'll reconvene  
17 when we get some additional speakers. Thank you very  
18 much.

19 (Recess was taken).

20 MR. WALL: Ladies and gentlemen, we will reconvene  
21 the public hearing. Ladies, are you ready? Our next  
22 speaker will be Mr. Bobby Blanks representing the office  
23 of Congressman Maxine Waters. Sir, if you could come  
24 up to the lectern here in the center. I'll start your  
25 three minutes' time whenever you're ready to begin.



1 MR. BLANKS: My name is Bobby Blanks. I'm Field  
2 Representative to Congressman Maxine Waters. The  
3 address 10124 South Main Street, Los Angeles, California  
4 90003. I would like to read a statement on behalf of  
5 Congressman Maxine Waters.

6 "Thank you for the opportunity to speak and to  
7 submit a statement regarding the proposed Los Angeles  
8 Airport Master Plan and the Draft Environmental Impact  
9 Statement Environmental Impact Report. As a  
10 Congressman of the 35th Congressional District, I  
11 represent over 600,000 constituents including residents,  
12 business owners and schools, and many more located in  
13 cities such as South Los Angeles, Inglewood, Gardena,  
14 Hawthorne, Lennox and portions of Westchester. With the  
15 numerous phone calls and letters and people whom I have  
16 spoken with directly, we are in agreement that there  
17 should not be any expansion of the Los Angeles  
18 International Airport.

19 While there has been over 60 million wasted in  
20 preparing the Draft EIS/EIR, the document is deeply  
21 flawed and contains numerous omissions and ambiguous or  
22 misleading information and a number of faulty  
23 assumptions.

24 Specifically, our objections to the plan  
25 proposed expansion hinges on the following: One, the

1 Draft EIS/EIR states that the environmental, noise and  
2 health burdens of the airport's operations and expansion  
3 are and will be borne by low-income and minority  
4 populations, yet it offers low commitments to recognize  
5 and address this imbalance. Two, the air quality is  
6 already horrible. The current operations at LAX already  
7 constitute the largest single source of air pollution in  
8 the nation's worst air quality region. Any proposed  
9 expansion will decrease the air quality in surrounding  
10 communities and L.A. basin.

11 In regard to traffic, LAX constitutes one of  
12 the largest single destinations for vehicular traffic in  
13 the Los Angeles region. The Draft EIS/EIR construction  
14 activities from any of the proposed alternatives will  
15 result in increased traffic congestion, potentially  
16 affecting the communities during the next 15 years and  
17 beyond. It further states that these traffic impacts to  
18 citizens living and working in the communities  
19 surrounding the airport will be "significant and  
20 unavoidable." Calculations show the increase of cargo  
21 volume alone will require over six semi trucks per hour  
22 or one every ten minutes to support increase. This is  
23 not acceptable.

24 Given the events that took place on September  
25 11th, there should be more focus on safety and security

1 rather than expansion. However, we will not be fooled  
2 into expansion under the guise of safety and security.

3 I strongly support a regional approach to air  
4 travel so other airports such as Ontario and Palmdale  
5 begin to accept their fair share of air traffic. Thank  
6 you.

7 (The statement submitted for the  
8 record was marked as Statement 4.)

9 MR. WALL: Thank you, Mr. Blanks. Thank you,  
10 Robert. Our next speak will be Mr. Gerald Silver.

11 MR. SILVER: Good evening. I'm Gerald Silver,  
12 president of Homeowners of Encino. I'm speaking on  
13 behalf of 49 homeowners associations. I won't take the  
14 time to mention them now. The Sierra Club National  
15 Chapter we are very much interested in noise issues,  
16 principally at Van Nuys Airport.

17 I want to address, basically, the situation  
18 out at LAX. Number one -- and by the way, I may run  
19 over a moment or two. If you have more speakers lined  
20 up, I'll be glad to relinquish.

21 MR. WALL: Sir, we're providing three minutes for  
22 each speaker. If you have written comments you'd like  
23 to submit.

24 MR. SILVER: Let me then withdraw the comments on  
25 the subject and talk about your -- three minutes and you

1 have plenty of time is inadequate for a thoughtful  
2 discussion of these issues. You're not really seeking  
3 input, then. What you're really saying is you'll give  
4 people three minutes so you can stand around and have  
5 coffee. That's inappropriate. I'm hoping you'll  
6 reconsider. As I said, I represent a number of  
7 homeowner associations.

8 Let me begin, clearly the Riordan plan was an  
9 unacceptable approach. It was build, build and more  
10 build. It was designed to support, principally, the  
11 moneyed interest along Century Boulevard. It was done  
12 because the airlines wanted to take the least line of  
13 resistance. And clearly we need not only a regional  
14 approach on paper, but in practice as well.

15 You heard this over and over and you'll hear  
16 it again. Clearly Palmdale for 20 -- I guess 30 years  
17 now we've been asking Palmdale Airport be a major mode  
18 of transportation. Now, how is that going to be done?  
19 How do you propose to do that as well as Ontario? Well,  
20 it's going to obviously require a terrorist approach  
21 with respect to LAX when new projects are proposed.  
22 What needs to be said, yes, we're glad to do that.  
23 We're bound to provide this facility, but we have a  
24 thoughtful and analytical process when improvements are  
25 made at LAX.

1 I have 47 seconds and another three minutes of  
2 comments. I hope you won't cut me off. So what you'll  
3 tell the airlines is you can make your improvements at  
4 LAX, but this is going to be a two-year program that we  
5 have to look at analytically with a number of advisory  
6 committees. But on the other hand, if you want to make  
7 your improvements at Palmdale, we have a fast-track  
8 approach. That fast track will allow you to go in and  
9 get expedited treatment over people waiting to go to  
10 LAX. We also have a few carrots we're going to offer,  
11 the kind of marking provisions some of the build  
12 procedures that would allow them to build their terminal  
13 facilities with relative ease and with some of the money  
14 being footed by LAX. Now, may I go on?

15 MR. WALL: Just a minute, sir. I'll refer to our  
16 LAWA and FAA representatives.

17 MR. RITCHIE: Let him.

18 MR. SILVER: I appreciate that courtesy.

19 So with that kind of carrot-and-stick, what it  
20 does encourage not by force, but by the economics by the  
21 time frame for them to take that kind of action. We do  
22 this all the time anyway, you know, City agencies do  
23 that. Now, let me also comment about the physical  
24 layout and design.

25 The idea of putting additional runways in to

1 increase capacity is really an impractical solution to  
2 this problem. And I very much like -- we very much like  
3 the proposal that Mr. Hahn has put forward. Many of the  
4 other airports around the country do this. Rather than  
5 try to funnel everybody through this horseshoe, what is  
6 needed is satellite intake terminals and the kind of  
7 brilliant intelligent terminals needed, not the  
8 haphazard operation and ill-planned such as we have, for  
9 instance, on Lot 2. I won't take the time to go into  
10 the experience I had in the last few weeks going into  
11 Lot 2. The way that was handled as a satellite terminal  
12 I will not fly out of LAX until that matter is  
13 straightened out. You can see air transit is going down  
14 the drain until that matter is cleared up.

15           The satellite terminal notion of having  
16 monorail or some other kind of mechanisms of people  
17 movers to bring people from these remote lots, the  
18 remote lots have to be properly structured. They have  
19 to have signage, adequate notices put out to the public  
20 so they can properly use those. It has to be a  
21 responsible flow of public going in and out of these  
22 various lots. You don't have that. You have covered  
23 area so in hot and rainy weather people are encouraged  
24 to fly through load factor is another thing that needs  
25 to be addressed. Obviously, more people can go on

1 flights. You don't have -- I realize the airlines to  
2 some extent have a lot of control in load factors, but,  
3 you know, they are the bully puppet element here.  
4 That's really what's needed on the part of the LAX  
5 Administration.

6 Now, let me also talk about the FAA because  
7 there are very important --

8 MR. WALL: I would ask you to wrap up now, sir.  
9 Sir, if you have additional comments, I ask that you put  
10 them in writing. Thank you very much.

11 MR. SILVER: May I ask, respectfully, I have another  
12 point or two. If I could close? I don't want to take  
13 their time. I don't want to have dead air and waste  
14 your time and the City resources here.

15 FAA, that was my last point before you  
16 interrupted. The FAA has their hands full right now.  
17 They are dealing with security matters. This is all new  
18 to the FAA. So they are not about to take on a lot of  
19 these smaller issues. I think the DOAC in looking at  
20 these programs need to take some very strident  
21 positions. Yes, it may be necessary to change or to  
22 challenge what the FAA rules and regulations are. But  
23 you have friends that are out there. You have residents  
24 who are willing to go to their congressmen. Remember,  
25 congress has overwriting authority on the FAA on this.

1 We will help. We'll go to the various congressmen and  
2 support the measures that need to be taken. So I don't  
3 see that these FAA rules that say you can't do this or  
4 can't do this are ironbound. That's a very important  
5 thing.

6 Bottom line, no more physical expansion at  
7 LAX. We must use every tool and technique to go out to  
8 Palmdale, to Ontario. I thank you very much for  
9 allowing me to go on. I realize you have a lengthy line  
10 of speakers that want to speak after me.

11 MR. WALL: Thank you, sir. We ask that you put your  
12 comments in writing if you haven't done so. Thank you.  
13 Are there other speakers in the audience that wish to  
14 address the Master Plan Environmental Report or  
15 Environmental Statement? Seeing none at this point,  
16 we'll recess.

17 (Recess was taken.)

18 MR. WALL: Since no more comment from the audience,  
19 I'll turn it back over to the Federal Aviation  
20 representative.

21 MR. AGAIBI: Just to remind everyone, we will be  
22 receiving any comments tomorrow, November 9th, by  
23 5:00 o'clock in the afternoon. The deadline for  
24 receiving any comments will be tomorrow at 5:00 o'clock  
25 in the afternoon. It can be sent either to Jim Ritchie



1 or Dave Kessler at the FAA. You have the address  
2 written at the front table on one of the Master Plan  
3 documents.

4 Thank you all for coming and providing any  
5 comment today. I will look forward to working with you  
6 in the future. Thank you.

7 MR. WALL: Thank you, sir. The public comment this  
8 evening is now closed.

9 (Whereupon the proceeding adjourned  
10 at 9:00 o'clock p.m.)

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1 STATE OF CALIFORNIA )  
2 COUNTY OF RIVERSIDE ) ss.

3  
4 I, LISA ANN VARGAS, certified shorthand reporter,  
5 License No. 12049, do hereby certify:

6 That the proceedings contained herein were taken  
7 before me at the time and place herein set forth and was  
8 taken by me in shorthand and thereafter transcribed into  
9 typewriting by me, and I hereby certify that the said  
10 proceedings are a full, true and correct transcript of  
11 my shorthand notes so taken.

12 I further certify that I am not interested in the  
13 event of the action.

14  
15  
16 WITNESS my hand this 19th day of November 2001.

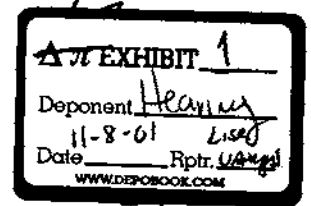
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19 LISA ANN VARGAS, CSR NO. 12049

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PHA

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration

Los Angeles International Airport  
Los Angeles, California



Draft Environmental Impact Statement/Environmental Impact Report  
Public Hearing Remarks

Thursday, November 8, 2001

Airtel Plaza Hotel  
Van Nuys, California

Mickeal R. Agaibi, P.E.  
Supervisor, Planning Section

Good evening ladies and gentlemen, my name is Mickeal Agaibi; I'm an Airport Planner from the Federal Aviation Administration, Western-Pacific Region. I would like to welcome you to the 9<sup>th</sup> Public Hearing the FAA and the city of Los Angeles are conducting for the Draft Environmental Impact Statement/Environmental Impact Report or EIS/EIR for the proposed master plan at Los Angeles International Airport. The first three public hearings on this topic were held on Saturday, June 9<sup>th</sup> in Inglewood, Manhattan Beach, and Westchester. During the past two weeks, Public Hearings on the Draft EIS/EIR were held in Monterey Park, San Pedro, the Mid-Wilshire District of the city of Los Angeles, Palmdale and Ontario. Today's hearing is the last of six additional hearings being held for the Draft EIS/EIR. These hearings were originally scheduled for early September; however, they were postponed due to the terrorist attacks in New York and Washington, D.C.

The purpose of these hearings is to collect comments from the general public concerning the adequacy of the information disclosed in the Draft EIS/EIR. The FAA and the City of Los Angeles along with the Federal Highway Administration as a cooperating agency have prepared the Draft EIS/EIR.

I would like to take this opportunity to make sure that everyone understands that **NO** decisions will be made today regarding the proposed project. Today's hearing is **not** a question and answer type of forum. Our job is to listen to what you have to say about the adequacy of the information in the Draft EIS/EIR.

In other words, it's your turn to talk to us. Since we are here to listen, we are not going to respond to questions about the pros and cons of the proposed project. Since 5-o'clock this afternoon, the city has held a public workshop just outside of this room for anyone to ask questions about the master plan, the environmental process and the various proposed projects.

Following publication of the Draft EIS/EIR for comment, the next step in the joint federal and state environmental disclosure process is holding this and the other public hearings during the past two weeks. The environmental disclosure process for this project began in 1997 with the publication of a Notice of Intent to prepare the joint EIS/EIR in the *Federal Register*. In July of 1997, we held a series of meetings with members of the public and governmental agencies to receive comments on the scope of the Draft EIS/EIR. Following those meetings, the Draft EIS/EIR was prepared considering the comments received during the scoping meetings and those submitted in response to the Notice of Intent. The document has also been prepared pursuant to the National Environmental Policy Act of 1969 or "NEPA", the Council on Environmental Quality Regulations, which are the implementing regulations for NEPA, the California Environmental Quality Act of 1970 or "CEQA", and the Airport and Airway Improvement Act of 1982, as amended.

Following today's hearings and the close of the comment period, we will then correct, and revise the EIS/EIR as necessary based on the comments received. We will also prepare responses to the comments we receive and include those responses in the **Final EIS/EIR**.

Before we begin receiving verbal comments, we would like to let you know the ground rules of this hearing. First, as I said earlier, we are not here to respond to questions about this project. We are only here to listen to your comments and take notes. We also have a court reporter present to ensure that we have an accurate transcript of this hearing.

For anyone who would like to speak, we ask you to fill out a speaker card, **like this one** and give it to the person at the sign in desk. That person will bring the speaker cards up to our facilitator who will call the names of each speaker so we can proceed in an orderly fashion. So that everyone gets an opportunity to provide verbal comments, everyone will get three minutes to speak. To be fair to everyone, we are not going to allow people to transfer their allotted time to someone else. I ask that when you speak, you give us your name and address for the record. We also have a Spanish language translator for anyone wishing to provide comments in Spanish.

If there is anyone who uncomfortable speaking in front of a group or if you need more than three minutes to provide your comments, we ask that you provide your comments in writing. We have comment sheets, **like this one**, available for your use at the sign-in desk. You can leave your comments at the sign in desk, or you can mail your written comments using the comment sheet or a letter to either address listed on the cover of the EIS/EIR. The city's address is listed at the top of the comment sheet. I would like you to understand that a verbal comment is just as important as a written comment. So please feel free to provide any comments on the document you may have to us either verbally today, or in writing. Comments are due by **5:00 p.m., Pacific Standard Time, on Friday, November 9, 2001.**

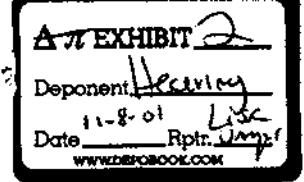
Lastly, I would like everyone to know that even though we have this hearing scheduled until 9 o'clock this evening, we will stay here as long as necessary for everyone to get a chance to provide verbal comments on the Draft EIS/EIR. As I said earlier, our job here today is to listen to your comments.

Now, I will return the Hearing back to our facilitator, **Tom Wall**, to introduce Mr. Ritchie who will provide some introductory comments from the city of Los Angeles. Following Mr. Ritchie's comments, we will collect the speaker cards and call the name of the first speaker.

Thank you.

Is there any one else who has not had an opportunity to speak concerning the information in the Draft EIR/EIS? **[wait for anyone to speak up]** Not seeing anyone else, I will remind everyone that if you feel that you are unable to provide us with verbal comments, today, we will be accepting written comments until **5:00 p.m. Pacific Standard Time, Friday, November 9, 2001**. You can mail your comments either to David Kessler at the FAA or to Jim Ritchie with the City of Los Angeles. The mailing addresses are listed on the cover of the EIS/EIR. I want to thank everyone for your comments today, this public hearing for the Draft EIR/EIS at Los Angeles International Airport is now closed.

**END OF COMMENTS**



STATEMENT BY COUNCILMEMBER RUTH GALANTER FOR LAX  
MASTERPLAN EIR PUBLIC MEETINGS

Thank you very much for being here tonight. In light of the events of September 11<sup>th</sup>, the entire master plan is most likely obsolete. The assaults on the World Trade Center and the Pentagon have demonstrated that airports must operate differently or they may not be able to operate at all.

Even before September 11<sup>th</sup>, trends within the airline industry have been unclear. While the LAWA proposed master plan includes in all its alternatives runways to accommodate planes carrying 600 passengers or more, airlines have in fact been flying (and buying) more 757's and 767's. While the overall loss of life on September 11<sup>th</sup> was beyond horror, it is a sign of some drastic changes in demand that the four hijacked planes carried fewer than 400 total passengers and crew. Certainly since then, demand has fallen off the charts and the demand forecasts that the entire master plan is based on are no longer useful. In fact, the EIR is so flawed in its conception and current relevance, that the environmental assessment is inherently flawed as well.

I am concerned that we are now being asked to comment on a fifth alternative that is conceptual at best, with no opportunities to inspect any analysis on its impacts on the surrounding communities, businesses and residents.

I am concerned that as long as this EIR process is on the table, the door is still open for incremental expansion later in this decade.

And I am concerned that nowhere in the existing master plan document or in the proposed fifth alternative is there an overarching plan to address projected aviation demand in the Southern California region using LAWA's other airports -Ontario and Palmdale.

I urge you to reject this planning process and begin anew with a true regional plan assessed with a new environmental document that adequately addresses impacts on a regional basis.



PHA



EXHIBIT <u>3</u>	
Deponent	<u>Heaven</u>
Date	<u>11-8-01</u>
	<u>LIST</u>
	Rpt. <u>Li</u>
WWW.DEPOBOOK.COM	

1 of 2 pages

CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
JAMES K. HAHN  
MAYOR

**FOR IMMEDIATE RELEASE**  
October 8, 2001

**CONTACT:** Julie Wong  
213/978-0741

## **MAYOR JIM HAHN CALLS FOR LAX MASTER PLAN ALTERNATIVE BASED ON SAFETY AND SECURITY**

LOS ANGELES — Mayor Jim Hahn today requested the Board of Airport Commissioners develop an alternative to the LAX Master Plan focused on safety and security at the airport.

In the wake of the September 11 terrorist attacks, the alternative would consider the impact on the airport, prior public comments, and the testimony and written comments presented during the remaining six public hearings to be held in the coming weeks. This fifth alternative would be added to the four currently proposed in the LAX Master Plan in an effort to make LAX the standard of safety and security for the Nation.

"Since day one I have said public safety is the first priority of government. Together, we can make LAX the safest and most secure airport in the nation," said Mayor Hahn.

"With the development of this safety and security alternative, we will set new standards of excellence in airport design and security, create a community-friendly and consumer-friendly airport, and give a much needed boost to our regional economy."

(more)

**Page 2****LAX Master Plan Alternative**

Mayor Hahn asked that the new alternative plan to accommodate no more than 78 million annual passengers (MAP). In addition, Mayor Hahn requested that the proposed alternative significantly reduce or eliminate airport incursions, which are a significant safety issue given the present LAX airfield configuration. The alternative could include a design to better handle the next generation of quieter and more environmentally friendly jets, alternatives to the central parking area, and redesigning ticketing and baggage handling areas.

As the U.S. Conference of Mayors Airport Security Task Force chair, Mayor Hahn is leading the national coordinated effort of municipal governments to improve airport and aircraft security. In its first meeting, the 25 mayors who comprise the task force adopted the Mayor's Principles on Airport/Aircraft Security, which were submitted to Congress and President Bush.

**"Mayor Hahn is clearly on the right track,"** said U.S. Congresswoman Maxine Waters, who will represent the LAX area in the U.S. House of Representatives after re-apportionment is completed. **"This fifth alternative ends any expansion at LAX in excess of 78 MAP, but ensures the safety and security of the airport and its passengers. I look forward to working with Mayor Hahn to accomplish his goals."**

Mayor Hahn said these new measures would help to restore consumer confidence in air travel as a safe and secure mode of transportation. Prior to the September 11 terrorist attacks, LAX was responsible for contributing \$60 billion annually and 400,000 jobs to the regional economy.

**"LAX can be both safe, consumer and community friendly, and a key component of our regional economy,"** Mayor Hahn said.

\*\*\*

**FOR IMMEDIATE RELEASE**  
August 27, 2001

**CONTACT:** Hilda Marella Deigado  
213/978-0741

**MAYOR JIM HAHN URGES AIRPORT COMMISSIONERS TO MAKE ONTARIO  
INTERNATIONAL AIRPORT MORE BUSINESS FRIENDLY**  
*Outlines proposal to support regional air traffic growth*

Mayor Jim Hahn urged the Board of Airport Commissioners today to immediately take a number of steps to attract and retain more air service at Ontario International Airport to alleviate some of LAX's air traffic burden. Ontario International Airport is owned and operated by Los Angeles World Airports (LAWA).

"I am strongly committed to finding a regional approach to address our air transportation problem," Mayor Hahn wrote in a letter to the Commission members. "Expanding services at Ontario International Airport will be a key step in these efforts. To that end, I would like you, as a commission, to take immediate steps to make Ontario International Airport a more business friendly airport."

Mayor Hahn's recommendations for Ontario International Airport are:

- ?? Lower landing fees
- ?? Lower parking rates
- ?? Create a FlyAway bus shuttle service from the San Fernando and San Gabriel Valleys to Ontario International Airport
- ?? Nationally market Ontario International Airport
- ?? Immediately proceed with the Master Plan initiative for Ontario International Airport
- ?? Provide ticket pricing parity

A copy of Mayor Hahn's letter is attached. The Commission is expected to begin work on Mayor Hahn's proposals at its first meeting tomorrow.

###

PHA

**MAXINE WATERS**

MEMBER OF CONGRESS  
35TH DISTRICT, CALIFORNIA

CHIEF DEPUTY WHIP

COMMITTEES:  
FINANCIAL SERVICES

SUBCOMMITTEE ON  
FINANCIAL INSTITUTIONS  
AND CONSUMER CREDIT  
RANKING MEMBER

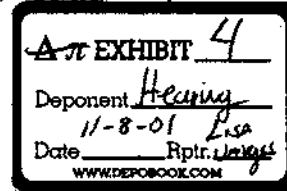
JUDICIARY

CHAIR, DEMOCRATIC CAUCUS  
SPECIAL COMMITTEE ON  
ELECTION REFORM

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0535

PLEASE REPLY TO:  
2344 RAYBURN HOUSE OFFICE BUILDING  
 WASHINGTON, DC 20515-0535  
(202) 225-2201  
FAX: (202) 225-7854

DISTRICT OFFICE:  
10124 SOUTH BROADWAY  
SUITE 1  
 LOS ANGELES, CA 90003  
(323) 757-8900  
FAX: (323) 757-9506



**Statement of Congressman Maxine Waters**

**November 8, 2001**

**Public Hearing held by Los Angeles World Airports and  
the Federal Aviation Administration**

**Airtel Plaza Hotel, Van Nuys, CA**

Thank you for the opportunity to speak and submit a statement regarding the proposed Los Angeles International Airport Master Plan and the Draft Environmental Impact Statement/Environmental Impact Report.

As Congressman of the 35<sup>th</sup> Congressional District, I represent over 600,000 constituents including residents, business owners, schools, and many more, located in cities such as South Los Angeles, Inglewood, Gardena, Hawthorne, Lennox, and portions of Westchester.

PHA

With the numerous phone calls, letters, and people whom I have spoken with directly, we are in agreement that there should not be any expansion of the Los Angeles International Airport.

While there has been over \$60 million wasted in preparing the draft EIS/EIR, the document is deeply flawed and contains numerous omissions, ambiguous or misleading information and a number of faulty assumptions.

Specifically, our objections to the plan proposed expansion hinges on the following: 1) The draft EIS/EIR states that the environmental, noise and health burdens of the airport's operations and expansion are, and will be, borne by low income and minority populations, yet it offers no commitments to recognize and address this imbalance; 2) Air quality is already horrible. The current operations at LAX already constitute the largest single source of air pollution in the nation's worst air quality region. Any proposed expansion will further decrease the air quality in the surrounding communities and the LA Basin; 3) In regard to traffic, LAX constitutes one of the largest single destinations for vehicular traffic in the Los Angeles region. The draft EIS/EIR concludes that construction activities from any of the proposed

alternatives will result in increased traffic congestion, potentially affecting the local communities during the next fifteen years and beyond. It further states that these traffic impacts to citizens living and working in the communities surrounding the airport will be "significant and avoidable". Calculations show that with the increase in cargo volume alone will require over six semi trucks per hour, or one every ten minutes, to support this increase. This is not acceptable.

Given the events that took place on September 11<sup>th</sup>, there should be more of a focus on safety and security rather than expansion. However, we will not be fooled into expansion under the guise of "safety and security".

I strongly support a regional approach to air travel so that other airports such as Ontario and Palmdale begin to accept their fair share of air traffic.



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# Federal Emergency Management Agency

Region IX  
1111 Broadway Suite 1200  
Oakland, California 94607-4052

JUL 16 2003

Mr. David B. Kessler  
Environmental Protection Specialist  
Federal Aviation Administration  
U.S. Department of Transportation  
P.O. Box 92007  
Worldway Postal Center  
Los Angeles, California 90009-2007

Subject: Supplement to Draft Environmental Impact Statement/Environmental Impact Report  
Los Angeles International Airport, Proposed Master Plan Improvements

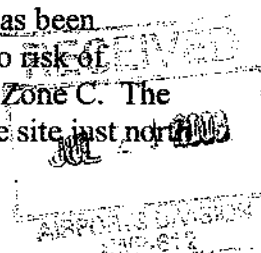
Dear Mr. Kessler:

Thank you for providing a copy of the subject document to the Federal Emergency Management Agency (FEMA) for review and comment. We have reviewed the document and determined that FEMA's concerns are limited to the effects of the proposed alternatives on flood hazards.

As you may be aware, the City of Los Angeles participates in the National Flood Insurance Program (NFIP). Under this program, the Federal government makes affordable flood insurance available within participating communities. In exchange, the communities adopt certain floodplain management regulations to reduce the risk of flood damage. In support of the NFIP, FEMA has identified Special Flood Hazard Areas (SFHAs) in floodprone communities. An SFHA is an area that is subject to inundation during a flood having a 1 percent chance of occurrence in a given year (also known as the base flood or 100-year flood). Flood insurance is required for structures within SFHAs in order to protect Federal financial investments and to reduce the cost of disaster assistance. Further, the floodplain management regulations adopted by participating communities affect the construction and improvement of structures located in SFHAs. Accordingly, FEMA is concerned with the location of potential construction activities relative to any identified SFHAs.

FEMA has prepared Flood Insurance Rate Maps (FIRMs) to show SFHAs in communities throughout the United States. The area of Los Angeles International Airport is shown on the FIRM for the City of Los Angeles. Almost all of the airport lies in an area that has been designated Zone C on the FIRM. Zone C is defined as an area that has little or no risk of flooding. The floodplain management requirements of the NFIP do not apply in Zone C. The only SFHA on the airport site is a thirteen-acre area in an undeveloped part of the site just north

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of Imperial Highway. This area, which is shown on panel 89 of the FIRM, has been designated Zone A, an SFHA that has been studied by approximate methods. However, in a September 6, 2002, letter to City of Los Angeles, FEMA stated that the area in question has been filled and is no longer subject to significant flood hazards. This letter, which is included in Appendix S-A of the subject document, constitutes a revision to the FIRM, and the area in question is now considered Zone C. Consequently, the requirements of the NFIP no longer apply to this area.

We also evaluated the document to determine if the proposed alternatives would have an effect on off-site flood hazards. Section 4.7 of the document indicates that increases in impervious area could potentially increase stormwater runoff and cause flooding in the Dominguez Channel, which lies southeast of the airport. To mitigate possible flooding effects, the document indicates that Los Angeles World Airports would prepare detailed drainage plan and identify measures to reduce runoff and increase drainage capacity. The NFIP does not have specific regulations regarding basin changes that result in increased flood discharges. However, we urge the City of Los Angeles to monitor the effects of the project and, following the completion of the drainage plan, to evaluate whether the resulting basin conditions would require a restudy of flood hazards. Such a restudy would be necessary to revise the FIRMs for Los Angeles and neighboring jurisdictions to ensure that flood hazards are accurately depicted on the maps.

Again, thank you for the opportunity to comment on this document. If you have questions, or if I can be of further assistance, please contact me at (510) 627-7284.

Sincerely,



Sandro Amaglio  
Environmental Officer

cc: Ms. Rosalia Rojo, NFIP Coordinator, City of Los Angeles

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# Federal Emergency Management Agency

Region IX  
1111 Broadway Suite 1200  
Oakland, California 94607-4052

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Office  
P.O. Box 92216  
Los Angeles, California 90009-2216

AUG - 6 2003 '03

Dear Mr. Ritchie:

This is in response to your Supplement to the Draft Environmental Impact Statement/ Environmental Impact Report for the proposed Master Plan development of the Los Angeles International Airport (LAX).

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the site of construction. Please note that the Federal Government and the City of Los Angeles, California are participants in the National Flood Insurance Program (NFIP). The NFIP floodplain management building requirements are described in the Code of Federal Regulations 44, Sections 59 through 65.

The basic NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., any of the "A" Flood Zones designations as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, all "development", (the term "development" in this context includes not only the construction of buildings, but all types of developments), must not increase base flood elevation levels. A hydrologic and hydraulic analysis must be performed prior to the start of the development. This analysis must demonstrate that the development would not cause any rise in base flood levels.
- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones designations as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

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- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with CFR44, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at [http://www.fema.gov/mit/tsd/dl\\_mt-2.htm](http://www.fema.gov/mit/tsd/dl_mt-2.htm)

***Please Note:***

Many NFIP participating communities have adopted floodplain management building requirements, which are more restrictive than the minimum federal standards described in CFR44. Please contact the local community's floodplain manager for more information on local building requirements.

If you have any questions or concerns, please don't hesitate to call Mr. Michael Shore of my staff at 510-627-7180.

Sincerely,



John W. Eldridge, Jr.  
Branch Chief  
National Flood Insurance Program

Cc:

Mr. David B. Kessler, AICP

U.S. Department of Transportation, Federal Aviation Administration

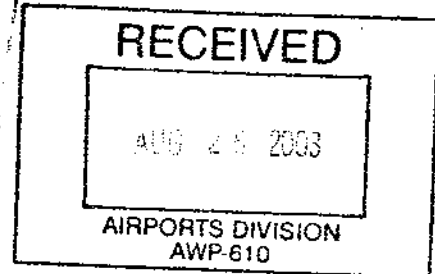


## United States Department of the Interior

Office of the Secretary  
1111 Jackson Street  
Oakland, California 94607

August 20, 2003

Mr. David B. Kessler  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007



Dear Mr. Kessler:

Thank you for granting a comment period extension to the Fish and Wildlife Service (Service) for the Supplemental Draft Environmental Impact Statement (SDEIS) for the Los Angeles International Airport (LAX) Proposed Master Plan Improvements (Plan).

We understand this extension to October 31, 2003, was discussed and agreed upon in a telephone conversation between you and Ken Corey in the Service's Carlsbad office, on August 13, 2003. We also understand this extension coincides with an extension to November 7, 2003, granted to the City of Los Angeles.

Our need for this extension is because our Carlsbad Fish and Wildlife Service office, responsible for this review, is currently working on a high priority Biological Opinion (BO) for the Western Riverside County Multiple Species Habitat Conservation Plan. This exceptionally large and complex BO will address the potential effects of economic and urban development on 146 species and their habitats within a 1.26 million-acre planning area.

As you are probably aware, this project is the focus of intense public and political attention. Service efforts to produce this Biological Opinion began in July, and we committed to Riverside County officials to issue a draft in September 2003. This has impacted the Service's ability in the short-term to devote attention to other issues, including the LAX Plan.

We recognize this commitment as a very ambitious goal, and we recognize the short-term consequences for other project reviews, but we believe there will be long-term fish and wildlife benefits as the result.

The LAX Plan is designated a priority project under Presidential Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Reviews. The Service has expressed interest in reviewing this SDEIS because we submitted substantial comments on the

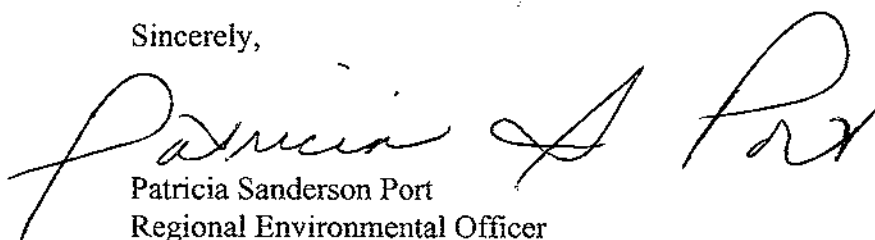
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Draft Environmental Impact Statement in 2001 and the project will require consultation under Section 7 of the Endangered Species Act (ESA).

The Service has also indicated they are committed to doing their part to ensure appropriate environmental stewardship while streamlining the LAX environmental review process. With this in mind, we believe that allowing this extension contributes to the Executive Order's streamlining and stewardship goals by reducing potential for last minute conflict that could occur during ESA consultation. Finally, we wish to acknowledge the positive coordination demonstrated by the Federal Aviation Administration in this effort.

You may direct comments to Andy Yuen, Deputy Field Supervisor of our Carlsbad Fish and Wildlife Office, at (760)431-9440.

Sincerely,

A handwritten signature in cursive script, appearing to read "Patricia A. Port".

Patricia Sanderson Port  
Regional Environmental Officer

CC: Director, OEPC  
FWS Portland, OR  
FWS CNO

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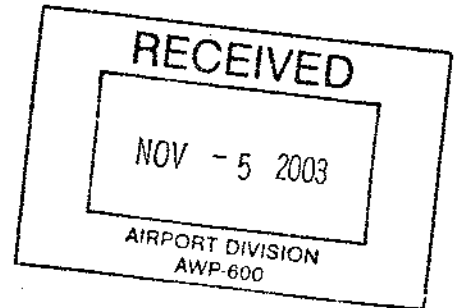

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**
**REGION IX**

OPTIONAL FORM 99 (7-90)

**FAX TRANSMITTAL**

# of pages = 9

To: Dave Kessler From: D. Tomsovic  
 Dept/Agency: FAA Phone #: 415-972-3858  
 Fax #: 310-725-6847 al. call to confirm

 75 11 Home Street  
 o, CA 94105-3901


November 5, 2003

William C. Withycombe, Regional Administrator  
 FAA Western-Pacific Region  
 Federal Aviation Administration  
 P.O. Box 92007 - Worldway Postal Center  
 Los Angeles, CA 90009

Subject: Los Angeles International Airport (LAX), Proposed Master Plan Improvements,  
 Los Angeles County, California (CEQ #030309)

Dear Mr. Withycombe:

The U.S. Environmental Protection Agency (EPA) has reviewed the Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (SDEIS/R) for the above-referenced project. This is a priority project for accelerated environmental review pursuant to Executive Order 13274 (Environmental Stewardship and Transportation Infrastructure Project Reviews; February 27, 2003). Our comments are provided under the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. EPA provided comments on the Notice of Intent to prepare a Draft Environmental Impact Statement (July 31, 1997); the DEIS (September 24, 2001); and a preliminary draft of the SDEIS/R (May 1, 2003). EPA is pleased that many of the comments we made previously have been addressed.

The SDEIS/R presents a new Safety and Security Alternative (Alternative D), which seeks to accommodate projected growth in air traffic, without providing additional capacity. We note that Alternative D is the preferred alternative of the City of Los Angeles, and that the preferred alternative of the Federal Aviation Administration (FAA) will be identified in the Final Environmental Impact Statement (FEIS). Based on our review of the SDEIS/R, EPA is rating Alternative D as Environmental Concerns - Insufficient Information (EC-2). We continue to rate Alternatives A, B, C, and No Action as Environmental Objections - Insufficient Information (EO-2) due to the projected violations of the National Ambient Air Quality Standards (NAAQS). Please refer to the attached "Summary of EPA Rating Definitions."

EPA appreciates the efforts of FAA and the City of Los Angeles to more effectively control and reduce emissions from the project (especially construction emissions) which can contribute to reducing air pollution levels in the South Coast Air Basin, an "extreme" ozone nonattainment area. Alternative D results in less emissions than Alternatives A, B, and C, and No Action.



EPA remains concerned about auxiliary power unit (APU) emissions at LAX, and believes that further reductions of APU emissions can be achieved. We recommend that the FEIS quantify APU emissions at LAX for each pollutant; the degree to which APU emissions can be controlled or reduced by FAA or the City of Los Angeles; and, for each pollutant, the degree of emissions reductions that could be achieved by a comprehensive APU-reductions strategy. The importance of applying all feasible controls to reduce emissions is highlighted by attainment assessments in the new South Coast Air Quality Management Plan, and by a sharp rise in the number of violations of the Federal ozone standard in the air basin during the summer of 2003.

The SDEIS/R does not address whether any fully evaluated alternative would have a disproportionately high, adverse effect on low-income or minority populations due to the project's air quality impacts. EPA is also concerned with the accuracy of the projected level of acrolein emissions, a hazardous air pollutant. We acknowledge the SDEIS/R's improved discussion of the uncertainties involved in accurately predicting air toxic emissions. However, the projected hazard indices from exposure to acrolein are a source of concern.

We appreciate the opportunity to comment on the SDEIS/R and believe our comments can be addressed in the FEIS. Please send one paper copy of the FEIS and four CD-rom copies when it is released for public review. EPA intends to work with FAA and the City of Los Angeles to address our comments and is available to review a preliminary draft of the FEIS. If you have questions, please contact my staff reviewer, David Tomsovic, at 415-972-3858 or [tomsovic.david@epa.gov](mailto:tomsovic.david@epa.gov).

Sincerely,



Enrique Manzanilla, Director  
Cross Media Division

Attachments: 2

"Summary of EPA Rating Definitions"

EPA's Detailed Comments on SDEIS/R

cc: Lydia Kennard, Executive Director, Los Angeles World Airports, Los Angeles, CA  
Barry R. Wallerstein, Executive Officer, South Coast Air Quality Management District,  
Diamond Bar, CA

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## SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

### ENVIRONMENTAL IMPACT OF THE ACTION

#### *"LO" (Lack of Objections)*

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

#### *"EC" (Environmental Concerns)*

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

#### *"EO" (Environmental Objections)*

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

#### *"EU" (Environmentally Unsatisfactory)*

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

### ADEQUACY OF THE IMPACT STATEMENT

#### *Category 1" (Adequate)*

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

#### *"Category 2" (Insufficient Information)*

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

#### *"Category 3" (Inadequate)*

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

U.S. EPA - Detailed Comments - Supplement to Draft Environmental Impact Statement/Environmental Impact Report (SDEIS/R) - Los Angeles International Airport (LAX) Master Plan Improvements - November 5, 2003

## **Air Quality**

The South Coast Air Basin is classified as "extreme" nonattainment for the Federal National Ambient Air Quality Standard for ozone. LAX is the largest single source of emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>)—ozone precursors—in the air basin (see 2003 AQMP [Air Quality Management Plan], Attachment D to Appendix III, *Top 300 SCAB VOC and NO<sub>x</sub> Producers in 1997*, South Coast Air Quality Management District).

### Auxiliary Power Units (APUs).

Emission estimates in the SDEIS/R from APUs, combined with ground service equipment (GSE), are higher than corresponding estimates in the 2001 DEIS/R for carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), and particulate matter less than 10 microns in diameter (PM-10). Although EPA understands that these increases are the result of an updated version of the Emissions Dispersion Modeling System (EDMS) model, we note that the increases constitute a large proportion of on-airport emissions (SDEIS/R at p. 4-367).

The SDEIS/R does not present the assumptions used to estimate APU emissions, nor disaggregate LAX's APU emissions as a line-item separate from GSE emissions. APU/GSE are the largest on-airport source of VOC at LAX. APU emissions are projected to increase in future years (even though many passenger gates for commercial aircraft at LAX are already equipped with fixed electrical and preconditioned air systems). It would be helpful, especially in refining the air quality impact assessment and LAX's air mitigation program, to quantify: (i) APU emissions during "taxi-in" and "taxi-out" operations; (ii) APU emissions when commercial aircraft are at the gates; and (iii) the extent to which commercial jets use the existing preconditioned air and power available at the gates.

APU emission reductions could be achieved through reduced APU operating time, centralized power, or pre-conditioned air systems at terminal gates. EPA recognizes that mitigating emissions during "taxi-in" and "taxi-out" operations is constrained by safety and operational requirements. We are also aware that FAA is drafting national guidance to reduce emissions from APU operations associated with gate turnaround of commercial aircraft. However, the SDEIS/R does not provide a clear commitment by FAA or the City of Los Angeles to mitigate at-gate APU emissions at LAX as a component of the proposed action (see S-E, Supplemental Air Quality Impact Analysis, p. 36).

The SDEIS/R presents a commitment to mitigate emissions from GSE through incentives, tenant lease requirements, and by providing sufficient fueling infrastructure (S-E, Supplemental Air Quality Impact Analysis, p. 40). A similar approach for reducing APU emissions at LAX should be considered. Reductions in APU emissions at LAX from a

strengthened mitigation commitment may also be applicable to FAA's Clean Air Act General Conformity analysis.

**Recommendation:** EPA recommends that the FEIS include measures to reduce APU emissions at LAX, based upon appropriate operational and aircraft safety considerations, and address the extent to which such mitigation could be implemented by FAA or the City of Los Angeles, including under tenant lease arrangements. We also recommend that APU emissions be quantified to reflect specific activities and uses during aircraft operations for each alternative.

### Emissions Data

EPA continues to be concerned with the quantification of air quality impacts and the accuracy of the data reported in the SDFIS/R. The SDEIS/R provides emissions estimates by source category at LAX in 1996 and 2000, and for the impact analysis years under Alternative D (section 4.6 in Volume 1; Appendix S-E; Technical Report S-4). The SDEIS/R adjusts the emissions estimates for No Action and Alternatives A, B, and C presented in the 2001 DEIS/R, based on the latest version of the EDMS model (version 4.11). However, the SDEIS/R does not provide an inventory of these revised emissions estimates for each analysis year and source category.

A comparison of on-airport motor vehicle emissions estimates in Tables S4.6-6 and S4.6-7 shows an unexplained increase in emissions of NO<sub>x</sub> and SO<sub>x</sub> from 1996 to 2000, i.e., 431 tons per day of NO<sub>x</sub> in 1996 to 1,841 tons per day in 2000 (an increase of more than 400 percent); and 2 tons per day of SO<sub>x</sub> in 1996 to 13 tons per day in 2000 (a 650 percent increase).

EPA's review finds unexplained values in Table S.4.6-9 for NO<sub>x</sub> emissions under Alternative C in 2005, and SO<sub>x</sub> emissions under No Action in 2015. Our review indicates that the NO<sub>x</sub> emissions under Alternative C in 2005 should be approximately 6,100 tons per year (tpy), not 5,800 tpy; while the SO<sub>x</sub> emissions under No Action in 2015 should be approximately 530 tpy, not 770 tpy.

**Recommendation:** The FEIS should provide emissions estimates for all individual source categories (unmitigated and mitigated cases) under all alternatives in all impact years. Changes in airport-related emissions estimates, relative to the 2001 DEIS/R, should be explained in the FEIS.

### Mitigation of Construction Emissions

We are pleased that the SDEIS/R incorporates EPA's recommendations to reduce emissions from construction equipment (Table S4.6-18), which serves to reduce emissions of diesel particulate matter (DPM), an air toxic.

**Recommendation:** EPA requests that the proposed air quality mitigation in the SDEIS/R be referenced in the FEIS and Record of Decision as part of a comprehensive "Construction Emissions Mitigation Plan." We recommend that a combination of fuels and controls (such as diesel particulate filters) be required on all construction equipment for this project, unless technically infeasible.

#### Air Quality and Source Apportionment Study

EPA commends Los Angeles World Airports (LAWA) for its efforts in developing an "Air Quality and Source Apportionment Study of the Area Surrounding Los Angeles International Airport," although we recognize that this study is not part of the SDEIS/R. The Air Quality and Source Apportionment Study is intended to supplement gaps in current information on the effects of LAX on air pollution, thus allowing FAA and the City of Los Angeles to better understand the airport's contribution to local and regional air pollutant loading. Data and analysis developed by LAWA's study could facilitate a more effective disclosure of impacts, identify appropriate mitigation, and improve the decision-making process for this project. The study's findings and recommendations could complement the Human Health Risk Assessment (HRRA). Because the SDEIS/R does not specifically determine if any fully evaluated alternative would have a disproportionately high, adverse effect on low-income or minority populations based on air quality impacts, the Air Quality and Source Apportionment Study remains of keen interest to EPA.

**Recommendation:** We encourage LAWA to proceed with the Air Quality and Source Apportionment Study in a timely manner since it would provide important data on LAX's air quality impacts, thus enabling FAA and the City of Los Angeles to make the most informed decision for the proposed Master Plan Improvements, including appropriate air quality mitigation. FAA and the City of Los Angeles should integrate the information from the Air Quality and Source Apportionment Study in the decision-making for this project as such information becomes available.

#### **Environmental Justice Impacts**

The SDEIS/R suggests that Alternative D, even without Federal air quality violations, would have adverse air quality effects on adjacent communities, many of which are predominately low-income or minority (pp. 4-329 and 4-330). Furthermore, according to the SDEIS/R, Alternative D "could contribute to higher ozone levels due to increased NO<sub>x</sub> emissions associated with airport traffic," and low-income or minority communities "may be more severely affected because they may be more susceptible to asthma and other chronic respiratory illnesses" (p. 4-330, Volume 1). Emissions of hazardous air pollutants from this project (e.g., acrolein and 1,3-butadiene) present a potential health or environmental risk to low-income or minority populations (although FAA may have over-estimated the potential health effects of acrolein).

The SDEIS/R remains inconclusive about whether any fully evaluated alternative would have a disproportionately high, adverse effect on low-income or minority populations based on air quality impacts, including emissions of hazardous air pollutants. Our May 1, 2003 comment letter on the preliminary draft asked that the SDEIS/R specifically address this issue or whether the information needed to make such a determination is "incomplete or unavailable" (40 CFR 1502.22). DOT's Final Order on Environmental Justice identifies steps to be taken when a disproportionately high, adverse human health or environmental effect on low-income or minority populations is identified. According to DOT's Final Order, a proposed activity having such an effect should be undertaken only if further mitigation or alternatives avoiding or reducing such effects are not practicable (Federal Register, April 15, 1997, pp. 18377-18381). There are several tools, presented below, that could prove useful in enabling FAA to make this determination in the FEIS.

Cumulative risk, defined by EPA as "the combined risks from aggregate exposures to multiple agents or stressors," is an emerging discipline that EPA is addressing, in part, through a Framework for Cumulative Risk Assessment, EPA, 2003 (see <<http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=54944>>). This framework identifies the elements of a cumulative risk assessment process and offers a structure to conduct a cumulative risk assessment (May 27, 2003 Federal Register at p. 28825). Maps showing potential cumulative risks in the air basin are at <http://www.aqmd.gov/rules/CIWGmeet.htm#maps>.

Draft guidance issued by EPA regarding Title VI of the Civil Rights Act may be a useful reference, including the development of a methodology to make a determination on disproportionately high, adverse effects on low-income or minority populations (see Federal Register, June 27, 2000, pp. 39650-39701, "Draft Title VI Guidance for EPA Assistance Recipients Administering Environmental Permitting Programs and Draft Revised Guidance for Investigating Title VI Administrative Complaints Challenging Permits"). EPA is available to assist FAA in developing the analysis necessary to complete this determination for Alternative D, the City's preferred alternative.

**Recommendation:** Because of high hazard indices for acrolein, it is appropriate to validate the estimated (modeled) concentrations of hazardous air pollutants with current monitoring data, especially for two pollutants, acrolein and 1,3-butadiene. Estimated concentrations of hazardous air pollutants, especially acrolein and 1,3-butadiene, could potentially be validated by monitoring over a representative number of days over several months in different seasons. We recommend that FAA consult the air district to more comprehensively identify emissions of hazardous air pollutants at LAX, and to provide potentially-affected populations with the best available data on exposure and health risks.

Although EPA recognizes that uncertainties regarding potential air quality and health effects remain, the FEIS should clearly address if this project, especially the City's preferred alternative (Alternative D), would have a disproportionately high, adverse effect on low-income or minority populations based on air quality impacts. The tools referenced above (EPA's cumulative risk assessment document; the air district's cumulative risk

maps; and EPA's draft Title VI guidance) are potential components allowing FAA to make this determination in the FEIS, based upon the best available data, information and references.

If additional mitigation for reducing impacts from air pollutants is feasible, it should be implemented by FAA and the City of Los Angeles to the fullest extent. The SDEIS/R presents an excellent program to reduce construction emissions, and opportunities to substantially reduce certain operational emissions (e.g., GSE emissions). Reducing APU emissions to the fullest extent practicable, consistent with safety and operational requirements, would be a significant accomplishment in approving this project at the Federal level. The FEIS should also explore practicable mitigation opportunities within the impacted areas that could provide additional air quality benefits. We are available to FAA and the City of Los Angeles in this regard.

### **Jet Aircraft Noise Impacts and Mitigation**

While the SDEIS/R assesses jet aircraft noise impacts for Alternative D, it also provides additional single event noise disclosure information (thresholds of significance) for previously-evaluated Alternatives A, B and C as well as Alternative D. This supplemental information was added for California Environmental Quality Act (CEQA) purposes and in response to a State appeals court ruling ("Berkeley Jets"). This analysis of single event noise addresses awakenings and classroom disruption.

In general, noise exposures due to jet aircraft under Alternative D are expected to be less than exposures under Alternatives A, B, C, and No Action. When compared to No Action in 2015, Alternative D in 2015 is projected to result in less residents exposed to noise levels that are equal to, or greater, than 65 decibels Community Noise Equivalent Level (CNEL). Due to a shift in the noise contours of Alternative D in 2015, approximately 2,000 new residents will be exposed to noise equal to or greater than 65 CNEL, and approximately 250 new residents to a 1.5 CNEL increase. The SDEIS/R states that the thresholds of significance for single event aircraft noise effects are only used to consider noise impacts under CEQA, and are not meant to apply to Federal analyses under the National Environmental Policy Act (NEPA).

**Recommendation:** The FEIS should clarify that the CEQA awakenings threshold is based on a 1997 Federal Interagency Committee on Aviation Noise sleep disturbance curve, and determine whether the projected impacts from aircraft noise require mitigation by FAA.

In Alternative D, residents that are newly exposed to noise equal to or greater than 65 CNEL, or exposed to a 1.5 CNEL increase, would be mitigated by Mitigation Measure MM-LU-1. While we support studying the relationship between aircraft noise levels and the ability of children to learn (and implementing possible future mitigation in response to this study), it is important to ensure that all schools exposed to levels equal to or greater than 65 CNEL are mitigated before 2015.

**Recommendation:** If Alternative D is selected as FAA's final preferred alternative, the FEIS and Record of Decision should provide a commitment to provide appropriate mitigation for newly-exposed residents and sensitive sites (e.g., schools and health care facilities) before 2015.





# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
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Fax: (510) 419-0177

November 6, 2003

**ER 03/0582**

Mr. David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007, Worldway Postal Center  
Los Angeles, California 90009

Subject: The Supplemental Draft Environmental Impact Statement/Environmental Report (SDEIS), for the Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Los Angeles County, California.

Dear Mr. Kessler:

The Department of Interior (Department) has reviewed the Supplemental Draft Environmental Impact Statement / Environmental Impact Report (SDEIS), for the Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Los Angeles County, California. Our comments are based on biological resources information presented in the SDEIS as well as the original DEIS, supporting technical appendices, and our knowledge of biological resources in western Los Angeles. Our comments on the DEIS are still relevant and are hereby incorporated by reference.

## **GENERAL COMMENTS**

The proposed project will impact non-native grasslands, disturbed areas, valley needlegrass grasslands, southern foredune, southern dune scrub and ephemeral wetlands. Federally threatened and endangered species that will be impacted, or have potential to be impacted, include the endangered El Segundo blue butterfly and Riverside fairy shrimp. The project will additionally impact several non-listed sensitive species with limited distribution in the Los Angeles Basin including, but not limited to, the loggerhead shrike, burrowing owl, western spadefoot toad, and San Diego black-tailed jackrabbit. The SDEIS analyzes an additional action alternative, Alternative D, as compared to the DEIS.

## **SPECIFIC COMMENTS**

**Volume II. Section 4.10 Biotic Communities. Pages 4-449 - 4-479**

Habitat Modeling: We remain concerned that the habitat model does not accurately describe or quantify habitat values for sensitive species' habitats affected by this project. As a result, we are concerned that existing habitat values are underestimated and restored habitat values are

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overestimated. The original DEIS used a habitat model referred to as a “modified Habitat Evaluation Procedure” to evaluate the effect of each alternative on biotic communities and sensitive flora and fauna within the study area.

The study area encompasses developed land that LAX currently occupies, undeveloped areas around the airport, and sensitive dune habitat west of the airport. Nine ephemeral wetted areas occur in the study area that contain Riverside fairy shrimp cysts.

The habitat model has been renamed in the SDEIS, and is now called the “Mitigation Land Evaluation Procedure (MLEP).” Changing the name of the analysis does clarify confusion about use of the habitat model in the SDEIS, as compared to how a traditional Habitat Evaluation Procedure would be used. The bulk of our concerns, however, are not addressed in the SDEIS.

We expressed concerns with this methodology in our previous comment letter, and remain concerned that, in addition to inaccurately described and quantified habitat values, previous scientific documentation of this model was not included, causing us to question some conclusions it generated. Specifically, we have the following concerns with the MLEP:

- a. The MLEP is based on idealized vernal pool/native grassland habitat characteristics. All habitat types within the study area are then assigned habitat values based on this idealized habitat. As one would expect, southern foredune and southern dune scrub score lower habitat values than valley needlegrass grassland when compared to an idealized grassland habitat. These diverse habitat types should be scored against similar habitat types rather than a single habitat type. This method also does not score habitat based on the value the habitat provides to individual species. Thus, we do not believe MLEP habitat values can be used to accurately reflect impacts of this proposed project to each habitat type.
- b. Once habitat units are calculated using the habitat values, the total number of habitat units impacted are calculated in an aggregate manner for each project alternative. As such, MLEP “habitat units” do not translate into the actual amount of impact to each habitat type. Thus, tracking losses of individual habitat types would not be possible. It is important to calculate losses for each habitat type individually so that they can be mitigated with the same type of habitat where feasible. The basis for an accurate appraisal of impacts of this project is given in table S4.10-4 (p. 4-459), before the MLEP is applied.
- c. The MLEP methodology results in an overvaluing of habitat to be restored for mitigation. As explained in the SDEIS, habitats are evaluated against an idealized native grassland/vernal pool habitat. Habitats can score from zero to one; zero represents a habitat that does not share any characteristics with the ideal habitat and a score of one represents a habitat that is identical to the ideal habitat. In the case of analysis of the SDEIS, valley needlegrass grassland scored a habitat value of 0.65 habitat units, per unit area, indicating that it shared 65 percent of the characteristics with the ideal habitat. The

evaluation then used habitat value of 0.8 for restored habitat; a habitat value higher than any of the naturally occurring habitats' values. This represents a projected overvaluation of habitat to be restored as part of the project's mitigation measures.

For example, assume that the project impacts 10 acres of valley needlegrass grassland, valued at 0.65 habitat units per unit area. The loss in terms of habitat units is 10 acres multiplied by 0.65 habitat units per acre or 6.5 habitat units. According to the plan these units are then mitigated at a 1:1 ratio, so 6.5 habitat units would need to be replaced. Restored habitat has a habitat value of 0.8, so to mitigate for 6.5 habitat units of impact, 6.5 units or 8.1 acres (8.1 acres x 0.8 habitat units per acre = 6.5 habitat units) of restored habitat would be created. This illustrates that the loss of 10 acres of valley needlegrass grassland would be mitigated at less than a 1:1 ratio, in terms of actual acres, by restoring 8 acres rather than 10 acres.

Our original comments pertaining to the model were intended to encourage an accurate accounting for each type of habitat lost and an accurate discussion of plans for mitigating losses of valuable and diverse habitat. The MLEP does not achieve this goal.

We recommend revising use of the MLEP and integrating it with an analysis of acres impacted for each habitat type. This will facilitate accurate accounting for the loss of each type of habitat, and corresponding mitigation.

#### **Volume II. Section 4.11. Pages 4-481 - 4-494**

Riverside Fairy Shrimp: The SDEIS indicates all alternatives, including the No Action alternative, would result in adverse impacts to the Riverside fairy shrimp. The Riverside fairy shrimp occurs in only a few geographic areas in Southern California. The Riverside fairy shrimp cysts found on LAX are a likely remnant of a once much larger vernal pool complex. These cysts are now isolated from other vernal pools supporting the Riverside fairy shrimp, but as is acknowledged on page 4-489, the "destruction of the individual cysts could contribute to the cumulative impacts to the continued existence of the species if other populations are extirpated."

In addition, the existence of the last remaining population of Riverside fairy shrimp on the Los Angeles coast could be genetically significant, and provide important information about the evolution of the Riverside fairy shrimp. For these reasons it is paramount to preserve these cysts *in situ* at LAX, or to relocate the cysts to suitable habitat at a nearby location that will be managed and monitored for the long-term conservation of the Riverside fairy shrimp.

While no decision has yet been made regarding on-site or off-site conservation, an evaluation of alternate sites to relocate and restore, or recreate vernal pool habitat for the Riverside fairy shrimp has been conducted by LAX. We will be continuing our coordination with LAX to resolve this question.

Our previous comment letter discussed replacement estimates for vernal pools and their associated watersheds. It is important that the vernal pools have sufficient watersheds to create the conditions that will allow for the long-term survival of the Riverside fairy shrimp.

El Segundo Blue Butterfly: Alternative D would potentially impact 10,597 square feet (0.24 acres) of occupied El Segundo blue butterfly habitat due to installation of navigational aids and associated service roads. The SDEIS does not discuss the potential impacts, if any, from future maintenance and operation of navigational aids and associated service roads. We recommend the Final EIS (FEIS) clarify whether vegetation adjacent to navigational aids and service roads will be sprayed with herbicide as part of routine maintenance. Moreover, the indirect effect of fragmenting occupied El Segundo blue butterfly habitat is not analyzed in the SDEIS, or considered in offsetting measures for this species.

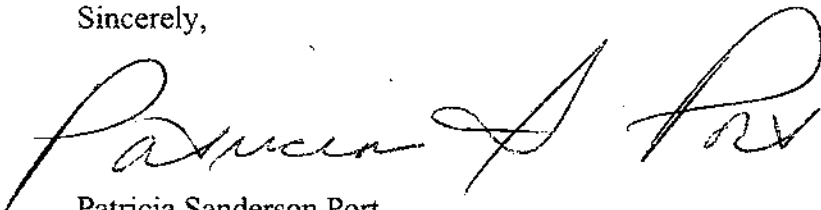
We recommend the FEIS include more information about the configuration of installation, operation and maintenance of these roads, and resulting impacts to the butterfly. Our concern is that there may be indirect effects to this species, which have not been considered in this SDEIS.

## CONCLUSION

Issues raised in our comments on the DEIS remain unresolved. We recommend the FEIS include a more thorough discussion of habitat impacts and how impacts will be mitigated. We also recommend the FEIS contain detailed information on how restoration, management, and monitoring will be conducted to ensure long-term conservation of both the El Segundo blue butterfly and the Riverside fairy shrimp.

The Department appreciates this comment opportunity, and we look forward to working with you to further address our concerns. You may direct questions regarding these comments to Andy Yuen at the U.S. Fish and Wildlife Service Field Office, in Carlsbad, California, at (760)431-9440.

Sincerely,



Patricia Sanderson Port  
Regional Environmental Officer

cc: Director, OEPC, D.C. (with copy incoming)  
Jon Hale (FWS, Portland)  
Andy Yuen (FWS, Carlsbad)

**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302  
(562) 590-5071



November 4, 2003

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

Mr. Jim Ritchie  
City of Los Angeles,  
Los Angeles World Airport  
LAX Master Plan Office  
PO Box 92216  
Los Angeles, CA 90009-2216

Subject: Supplement to the Draft EIS/EIR, Los Angeles International Airport Proposed Master Plan Improvements. SCH# 1997061047.

Dear Mr. Kessler and Mr. Ritchie,

Thank you for the chance to comment on your updated EIS/EIR. We would like to draw your attention to our letter of September 24, 2001, in which we discussed our concerns with impacts in the Coastal Zone. The Airport Dunes are entirely within the Coastal Zone; most of the proposed development is not in the Coastal Zone. There is extensive documentation identifying most of the Airport Dunes as an Environmentally Sensitive Habitat Area (ESHA). The section of the Coastal Act most applicable to projects in and adjacent to Environmentally Sensitive Habitat Areas is Section 30240, which states:

**Section 30240 Environmentally sensitive habitat areas; adjacent developments**

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Recently, the Commission and the courts have interpreted this section vary narrowly – the replacement of existing sensitive habitat with a different kind of habitat, or with plants from a different habitat type with different ecological requirements could be interpreted as a significant disruption of habitat values. An example of a questionable activity would be an attempt to install vernal pool habitat on the dunes.

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As we discussed in our prior letter, any development in the Coastal Zone requires a coastal development permit, unless the development is owned by a federal agency, or involved in other significant ways described in the Coastal Zone Management Act, in which case a consistency determination under the Coastal Zone Management Act will be required. Even development that is a mitigation measure required for impacts elsewhere will require a coastal development permit if the mitigation measure is located in the Coastal Zone. Please note that grading or the installation or removal of vegetation on the Airport Dunes will require a coastal development permit and will be evaluated for its consistency with the Coastal Act. The standard of review will be Chapter 3 of the Coastal Act and whether or not the activity or development will prejudice the ability of the City of Los Angeles to adopt an LCP that is consistent with the Coastal Act. If you would like to discuss the procedures and informational requirements for a coastal development permit in this area, please contact me or Pam Emerson at 562 590-5071.

We look forward to working with you on these issues.

Sincerely,



Teresa Henry  
District Manager

cc. Deborah Lee  
John Dixon  
Councilwoman Cindy Miscikowski

**CALIFORNIA COASTAL COMMISSION**

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September 24, 2001

**TO:** Mr. Jim Ritchie, City of Los Angeles, Los Angeles World Airports  
Mr. David Kessler, AICP, U.S. Department of Transportation, Federal  
Aviation Administration

**FROM:** Teresa Henry, District Manager, California Coastal Commission *TH* *cor* *RS*  
Derek Lee, Water Quality Specialist, California Coastal Commission *DL*

**SUBJECT:** Draft EIS/EIR, Los Angeles International Airport Proposed Master Plan  
Improvements. SCH# 1997061047.

Thank you for including the California Coastal Commission in the environmental review process for the above-mentioned document. The following comments represent the opinions of the staff only and do not represent the comments of the Commission itself.

The California Coastal Commission has direct permitting responsibility and regulatory authority over all federally permitted or funded projects occurring within or affecting the California coastal zone. The Commission's authority, called "federal consistency review," comes from the coastal zone Management Act enacted by Congress in 1972 and periodically re-authorized since then. All federal activities affecting coastal zone resources have been subject to the Commission's regulatory jurisdiction since the National Oceanic and Atmospheric Administration of the U.S. Department of Commerce approved California's Coastal Management Program (CCMP). Activities authorized, funded, or carried out by federal agencies that affect coastal zone resources must be reviewed by the Commission for consistency with the federally approved California Coastal Management Program (CCMP), including the California Coastal Act.

Any development within the coastal zone requires a Coastal Development Permit (CDP) unless the developer of the project is a federal agency, in which case a federal consistency review, as described above, may be required. In reference to LAX, the inland boundary of the coastal zone is the inland extent of the dedicated right-of-way of Pershing Drive. Coastal Commission approval would be required for the proposed relocation of FAA's navigational aids within the Los Angeles/El Segundo Dunes located in the coastal zone. Any potential impacts to sensitive biotic communities, sensitive flora and fauna species, and wetlands within the coastal zone would be analyzed and mitigation would be required for those impacts within the coastal zone. It is possible that certain improvements proposed in sensitive areas that could be constructed elsewhere would be required to be relocated to less sensitive areas. Any development within the coastal zone including some not anticipated in this letter would require a CDP. Street Improvements located within the coastal zone, including many of the proposed improvements to Main Street, California Street, Pershing Drive, Imperial Highway and other streets, would require a CDP. Any changes to bike paths or footpaths within the coastal zone would require a CDP. Any changes of land use,

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drainage systems, or fuel pumps, as well as relocation of residences or businesses, within the coastal zone would require a CDP. Construction setup, staging or storage areas within the coastal zone would require a CDP. These items are examples and not a comprehensive list of all possible impacts that may require a CDP. Any additional development or change in intensity of use within the coastal zone will require a CDP.

**Project Description.** In our early meetings with the airport staff, the Coastal Commission staff understood that the development envisioned in the master plan was entirely located outside of the coastal zone—that no development was proposed seaward of Pershing drive. Some language in the EIR indicates that the Airport may be considering development of a golf course or vernal pools on the dunes, which are located in the Coastal Zone. Specifically, in the appendix that addresses natural resources, tables 8, 11 and 14, the map code for open space is also used for golf course. The map seems to show a 100-acre golf course on the dunes in the coastal zone. On another illustration there seems to be a hotel resort. There are three depictions of a golf course on the dunes. For this reason the staff has also commented on issues involving the dunes. In analyzing this MASTER PLAN EIS/EIR and the measures used to mitigate the various alternative's impacts, Coastal Commission staff will be concerned with:

1. Sensitive biological resources found in the Los Angeles/EI Segundo Dunes area, which are located within the coastal zone;
2. Effects on federally and state listed threatened and endangered species including those requiring an incidental take permit from the U.S. Fish and Wildlife Service;
3. Effects of water quality runoff on coastal waters or watercourses;
4. Effects to coastal access and recreation and traffic impacts;

This list is not comprehensive and in no way limits the Commission's jurisdiction over matters not listed.

### **Sensitive Biological Resources.**

There are vernal pools and some coastal prairie and some degraded Coastal Sage Scrub on the West End of the airport outside the coastal zone. We are concerned that when the Airport considers mitigation measures for impacts on these resources that there is an understanding that an improvement or mitigation located west of Pershing Drive will be located inside the coastal zone. The Commission will review any development inside the coastal zone for consistency with the view, habitat and public access and recreation policies of the Coastal Act.

The Coastal Act policies addressing environmentally sensitive habitat areas, such as are found on the dunes are very strict. The policies would not allow relocation of habitat



from the dunes to another part of the dunes or consolidation of habitat areas. Similarly the policies would not allow development of a different kind of habitat on the dunes, such as vernal pools if that habitat was not now found there. Such development would require a coastal development permit to be issued by both the City of Los Angeles, and by the Commission. The policies that the Commission staff would use in preparing its analysis includes the following:

**Section 30240**

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The Commission's review of any development proposed in the dunes would require protecting the long-term viability of the dune habitat and the endangered species that depend on the dunes before approving any proposal. A hotel or golf course on the dunes would not be a use that is dependent on the resource. Therefore construction of a hotel or a golf course on the dunes would raise serious issues of conformity with Section 30240 of the Coastal Act.

**Water Quality.** The Los Angeles World Airport now drains its storm water directly into the ocean, seaward of Dockweiler State Beach, a heavily used public beach. Los Angeles World Airports (LAWA) is committed to developing a detailed drainage plan (HWQ-1) upon the selection of a final build alternative. Most of the initial treatment of drainage proposed however, will occur outside the coastal zone. The Draft EIS/EIR states that with the implementation of HWQ-1, any hydrology and water quality associated impacts would be less than significant. It is, however, very difficult to assess the future success of such a plan without having the opportunity to examine it first. The Commission staff believes that the drainage plan should be incorporated into the Final EIS/EIR to allow for public review.

LAWA fails to propose specific potential management measures and practices to be implemented for each of the build alternatives. At a minimum, a conceptual design with minimum mitigation measures should be developed for each build alternative at this time. This is made feasible by the fact that the three build alternatives are really very similar in nature. Commission staff believes that the potential hydrology and water quality impacts associated with the build alternatives and the proposed mitigation measures should be an integral part of the build alternative selection process.

Besides the narrative stormwater BMP design standards customary in NPDES permits, the Commission staff believes that here exists a perfect opportunity for LAWA to take more meaningful and quantifiable measures to address the runoff issues and their associated impacts. The LA Regional Water Quality Control Board has recently taken steps to require numerical BMP design standards in its Standard Urban Storm Water Mitigation Plan (SUSMP). However, these standards only apply to a few categories of new and re-developments, of which airport is not one. Nevertheless, due to the scale of the proposed development and the significant impacts associated with the runoff as a result of the intensified uses, establishing specific design criteria such as the 85<sup>th</sup> percentile, 24-hour design storm standard is reasonable. Specifically, for design purposes, post-construction structural BMPs (or suites of BMPs) should be designed to treat, infiltrate or filter stormwater runoff from each storm event, up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor, for flow-based BMPs. For LAX, this means treating runoff associated with up to and including 0.75 inch of rainfall in 24 hours or 0.2 inch per hour.

While it is commendable that LAWA has aimed for "reducing impacts to water quality to the maximum extent practicable and achieving no net gain in pollutant loads discharged to receiving water bodies," there exist no practical and feasible guiding principles for designing management practices. Furthermore, the goal of "no net gain" is merely to hold steady the current level of pollutant contributions by LAX to the Santa Monica Bay and Dominguez Channel. It then begs the question of whether or not the current level is good enough for safeguarding the quality of the receiving waters. Judging from the information provided, LAX's current stormwater measures seem inadequate to satisfactorily treat the runoff generated onsite.

Since both of the receiving water bodies are on the CWA Section 303(d) list for impairment by several pollutants of concern of which LAX is a contributor (e.g., Cu, Pb, and Zn), it is conceivable that the future Total Maximum Daily Loads (TMDLs) developed for these pollutants would require LAX to share in the necessary load reductions. It simply is sensible to anticipate those future needs by incorporating the necessary stormwater designs during the current phase of development when opportunities abound. It may be worth pointing out that LAWA already acknowledges "[d]ue to the relatively large area that would be redeveloped, substantial opportunities would exist to replace existing facilities with ones that incorporate water quality control BMPs into their design, construction and operations thereby reducing total LAX-related pollutant loads."

It is not clear whether or not baseline information for the various pollutant loadings has been established. Pollutant loads used in the analysis were calculated by multiplying the pollutants' Event Mean Concentrations (EMCs) and average annual runoff. And, these EMCs were obtained from various sources not necessarily specific to the region (e.g., Federal Highway Administration) or most up-to-date. Pollutant loads could have

been underestimated as a result. In addition, without locally relevant data for determining baseline levels, it will be impossible in the future to determine whether the goal of "no net gain" is being attained.

Lastly, using LAWA's method where EMCs remain constant, the only variable in the formula for calculating pollutant loads before and after development would be land use (i.e., the change in impervious area coverage). This will most likely result in underestimates of pollutant loads because it ignores the potential increase in pollutant contributions due to the intensification of various activities at LAX. Stormwater BMPs designed using these projections may then fall short of intended treatment efficacy.

Only nine pollutants are considered in the DEIR. Several pollutants, including cadmium, mercury, nickel, silver, chromium, PAHs, and PCBs, scheduled for TMDL development for the Santa Monica Bay and Dominguez Channel have been prematurely eliminated from the study. The DEIR provides no valid reasons for their exclusion. The Commission staff strongly urges baseline information on the omitted pollutants be established and a rigorous monitoring program be implemented to determine the exact LAX contribution of these pollutants to the downstream water bodies.

The planned parking capacity for each of the build alternatives would exceed demand for both 2005 and 2015 by about 6,800 stalls and 3,800 stalls, respectively. This is meant to reduce the number of double trips by people recirculating on the terminal service loop due to Central Terminal Area congestion or by not being able to find parking spaces. While this sounds like a good idea, the concern with these additional spaces are the potential increase in impervious areas. Are these additional stalls located in (existing) vertical structures or are they horizontal ground spaces built on formerly pervious areas? One of the most effective practices to reducing runoff and its associated pollutants is minimizing the creation of impervious areas in the first place. There needs to be a balanced analysis between traffic relief and water quality impacts. If these extra stalls are critical to ensuring traffic relief, active measures should be undertaken to minimize any negative runoff impacts associated with the increase in impervious areas. Examples of these measures include, but are not limited to, retention and/or detention basins, catch basin filters and underground sand filters.

Commission staff strongly encourages LAWA to, wherever appropriate, design water quality components into LAX's flood control measures. While it is important to ensure that drainage facilities can adequately convey stormwater runoff and prevent flooding, increasing the structure's capacity is often less effective than reducing peak flow rates. As mentioned in the DEIR, reducing peak flow rates could be achieved, for example, by reducing the directly connected impervious areas. Taking this one step further, peak flow rates could be reduced by minimizing overall impervious areas, period, or by creating pervious areas such as filtering strips and/or grassy swales to intercept flows.

While the pollutant loads associated with wet weather flows were estimated quantitatively, those associated with the dry weather flows were only addressed qualitatively. The reason given was that "[s]ince, the types of pollutants in dry weather flows are governed by the source of the flow and, therefore, are extremely variable and cannot be quantified, the analysis of dry weather flows is limited to the identification of factors that are likely to increase or decrease their occurrence." Were there no past sampling results or chemical use records to assist in the quantification? There needs to be a better effort in quantifying pollutant loading as a result of dry weather flows.

LAWA acknowledges that there will be an overall intensification of use at LAX under all three build alternatives. In addition, the DEIR states, "the Imperial retention basin would be removed and dry weather flows entering the storm drain system would have the potential to discharge untreated to the Santa Monica Bay or Dominguez Channel water bodies." The only mitigation measures proposed are compliance with existing regulations and airport procedures, particularly the LAX SWPPP, and incorporation of some unspecified source control, structural and treatment BMPs under HWQ-1. Unfortunately, these may not be adequate. The SWPPP developed pursuant to the Industrial Activities Storm Water General Permit (Industrial NPDES Permit) is often only required to be available onsite and ready for inspection by the appropriate authorities when requested, but not required as a part of the permit application process. In other words, the SWPPP is often not evaluated for adequacy. LAWA is strongly urged to propose clear measures to prevent and control dry weather runoff. This could be accomplished by incorporating the SWPPP into the final EIS/EIR to allow for public review. In light of their smaller quantities, diversion of dry weather runoffs for treatment (or treatment onsite) should be considered.

The DEIR fails to analyze a more comprehensive list of BMPs that could be implemented during the construction phase. It simply states that by following the procedures outlined in the SWPPP, prepared pursuant to the construction NPDES permit, and employing the eight BMPs listed in the DEIR, impacts to water quality associated with construction activities would be less than significant. For the same reason stated above for industrial NPDES permit, SWPPP developed according to the requirements of a construction permit is often not subject to agency/public review and cannot guarantee water quality protection. In addition, the eight BMPs listed in the DEIR fail to address, among others, the staging and times of year planned for land disturbance and the methods proposed for chemical use and storage. Such details should be incorporated into the final EIS/EIR.

There is very little mention of BMP inspection, monitoring, and maintenance. Besides inappropriate and inadequate designs, BMPs often fail because they are not being properly maintained. A rigorous program needs to be in place to ensure that the BMPs continue to operate at their design capacities in preventing and controlling polluted runoff. It is also imperative to identify BMP inadequacies in terms of type, size, location, and number. Structural BMPs should be inspected prior to the start of the rainy season

(no later than October 15<sup>th</sup>), after the first storm of the rainy season, and monthly thereafter until April 30<sup>th</sup>. Major observations to be made during inspections include:

- Locations of discharges of pollutants from the site;
- BMPs that are in need of maintenance;
- BMPs that are not performing, failing to operate, or inadequate; and
- Locations where additional BMPs are needed.

While it is important to have structural and/or treatment stormwater BMPs, the Coastal Commission staff strongly encourages the implementation of nonstructural BMPs for source control as well. These include, among others, personnel training for good housekeeping measures.

**Impacts on Beach Access.** The proposed master plan improvement may impact major beach access routes—Highways 1, 42, 105, and 405, as well as Pershing Drive, West Imperial Highway, Westchester Parkway, Vista Del Mar, Main Street, and Culver Boulevard. As we have discussed, directly blocking access along Imperial Highway to the beach would raise major issues of consistency with Sections 30210 and 30211 of the Coastal Act. Increased congestion on any of these east-west corridors could impact beach access particularly in the summer months. The information that you provided does not show the extent of traffic impacts on these routes during peak beach use times. In analyzing projects for the Commission, the staff will need to know the project's impacts on beach access routes. We note that certain key intersections will function at level F after mitigation. Staff will need to know whether these routes will flow at high levels of congestion—at or above level F-- on peak beach use times, including holidays and summer weekends.

**Traffic Impacts.** One of the mitigation measures proposes funding for a Los Angeles County plan to "extend the Marina Freeway (Route 90)". There is no indication or proof that Caltrans or the County would be willing or able to use these funds. There is also no indication of alternate mitigation if these funds are not allocated to that proposed project. The portion of the Marina Freeway that would be extended is located within the coastal zone. There is an unnamed drainage in the median strip of the existing Marina Freeway (Route 90) that supports freshwater wetland plants. The standard of review of any development within the coastal zone is whether or not it is consistent with the Coastal Act. The status of a project as a required mitigation measure for development outside the coastal zone does not change this standard of review or assure approval. Therefore, before any of the mitigation measures in the coastal zone such as this road are constructed Caltrans, the City of Los Angeles, or the County of Los Angeles must obtain a coastal development permit. It may not be possible to obtain a coastal development permit if the road or other improvement requires wetland fill or has other impacts on coastal resources. Provisions for alternative mitigation consistent with the Coastal Act should be provided.

**Transit Alternatives.** The 1984 Marina del Rey Ballona LUP provides for light rail along Lincoln Boulevard connecting to the airport, and/or a 'people mover' along Lincoln Boulevard connecting to Santa Monica. Two 1987 revisions to that plan by both Los Angeles County (the Marina del Rey LUP) and the City of Los Angeles (the Playa Vista LUP) provide for light rail along Lincoln Boulevard connecting to the airport, and or a "people mover" along Lincoln Boulevard connecting to Santa Monica "if found feasible by local, regional, or state agencies responsible for their development." The 1987 Playa Vista LUP in addition requires that the part of any system operating in the City shall be linked to those portions located in County areas to assure an integrated system.

It may be more likely now than it was in 1987 that a transit alternative is feasible and might significantly reduce trips. Since 1987, there have been two successful light rail lines constructed in Los Angeles County. The Airport is now proposing to extend one of these lines, the "Green Line", across Lincoln Boulevard into the Airport. Although it is possible that an improvement that has high initial costs may still not be feasible, the Commission staff will most likely want a careful analysis of transit alternatives. We note that one of the difficulties of extending a light rail line or "people mover" along Lincoln has been lack of sufficient right-of-way. The mitigation measures for this project already include proposals to acquire right-of-way in several areas, including along some of the Lincoln Corridor. The presently proposed traffic mitigation measures would use former rail right-of-way located within Culver Boulevard for road improvements.

**Wetland Issues that may be raised by some road improvements.** Section 30233 allows fill of wetlands for incidental public service purposes. In the Bolsa Chica decision, the courts found that it was not allowable to fill wetlands except as provided for in section 30233. In fact, the court said that "incidental public services are limited to temporary disruptions and do not usually include permanent roadway expansions" at all. Bolsa Chica Land Trust v. Superior Ct. (1999) 71 Cal. App. 4<sup>th</sup> 493,517. However, it did allow for roadway expansions when "no other alternative exists and the expansion is necessary to maintain existing traffic capacity." Id. This decision will put severe limitations of on roadway expansions that require wetland fill. If any of the road expansions proposed as mitigation for traffic generated by airport expansion are located in the coastal zone and require wetland fill, it may not be possible for the Commission to approve the widened roadway because of the limitations of Section 30233.

Many parts of the road improvement involve no wetland fill. In other areas, such as along Lincoln Boulevard in Area B and the extension of Admiralty to Culver Boulevard in Area A, there may be wetland fill issues. The Commission will need to know precisely what the impacts of the proposed widening will be on wetland areas. Additional surveys concerning the extent of the wetlands will need to be completed in advance of the Commission's consideration of the proposed road improvements.

**Mitigation Measures.**

The proposed traffic mitigation measures concentrate on adding lanes to major streets, and some intersections such as Lincoln at Washington. According to the report, these measures will alleviate, but not entirely mitigate increased traffic. Mass transit mitigation includes "smart" signals along north/south bus routes, but does not include enhancements to east/west bus routes, which are the public transportation routes for beach visitors who now arrive on mass transit. Proposed mitigation measures that involve development within the coastal zone would be reviewed for consistency with the coastal act policies. Concerns would include impacts on beach visitor access, on wetland or habitat areas, or on community character.

Under the Coastal Act mitigation measures must be considered to reduce or avoid impacts. The Commission staff will rely on Coastal Act Sections 30253 and 30254 to analyze alternatives, and to consider the effects of the intensity of development. Under the Coastal Act, where traffic corridors are constrained by natural habitats or wetlands, or when public access would be adversely impacted the Commission staff will consider recommending that the size of the road be reduced.

**Consistency with Certified LUP's/LCP's.** The standard of review of all development within the coastal zone is the policies of the Coastal Act. However, in communities where there is a certified local coastal program, that LCP will be the standard of review for development. The City of Manhattan Beach and Marina del Rey all have certified Local Coastal Programs. Any road improvements within these areas would require a coastal development permit issued by the local government having jurisdiction over the area. In areas such as Venice, Redondo Beach, Hermosa Beach, Playa Vista the standard of review would be consistency with the Land Use Plan. Where there is a certified Land Use Plan, the Commission staff will look consider the policies of the Land Use Plan, but the standard of review will remain the Coastal Act policies. This is relevant in the case of the Airport because it applies to mitigation measure such as road widening projects that may be located in those communities.

The Commission staff looks forward to receiving the final EIS/EIR and to working with the LAWA staff in processing the coastal development permits and Federal consistency reports that may be necessary. For more information on our comments on water quality, please contact Derek Lee at (415) 904-5200; for Federal Consistency issues, please contact James Raives at (415) 904-5200. For other matters please contact Pam Emerson, Los Angeles Area Supervisor at (562) 590-5071. Thank you again for your attention.

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

**DEPARTMENT OF TRANSPORTATION**

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November 7, 2003



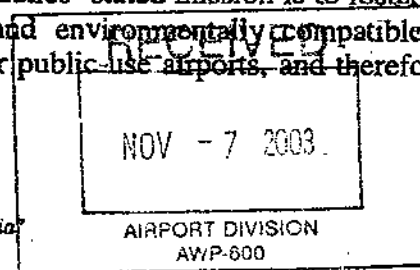
Mr. Jim Ritchie  
 City of Los Angeles  
 Los Angeles World Airports  
 LAX Master Plan Office  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216

Dear Mr. Ritchie:

Re: *Los Angeles International Airport Master Plan, Alternative D  
 Supplement to the Draft Environmental Impact Statement / Environmental Impact Report  
 SCH# 1997061047*

Thank you for including the California Department of Transportation (Department), Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the proposed Master Plan and its Draft Supplemental Environmental Impact Statement / Environmental Impact Report (EIS / EIR) pursuant to the California Environmental Quality Act (CEQA). For your consideration, we offer the following comments relative to aviation system planning, environmental planning for the proposed projects through the Master Plan, and airport land use compatibility. The following comments include our perspectives on both the proposed Airport Master Plan and its Draft Supplemental EIS / EIR.

1. The project is the integration of Alternative D, the Enhanced Safety and Security Plan, into the existing environmental review process for the Los Angeles International Airport (LAX) Master Plan. The EIS / EIR also serves to present certain supplemental information and environmental analyses that apply to all of the five alternatives to the project. The alternatives evaluated in the original EIS / EIR and this supplemental EIS / EIR are the results of eight years of master planning process, ongoing scientific study, several hundred information community meetings, and an extensive formal public comment period for the identification of project issues for environmental analysis. In addition to the No Action / No Project Alternative, the original EIS / EIR and this supplemental environmental document analyze four build alternatives. However, this supplemental EIS / EIR is focused on the new Alternative D, which is also the CEQA Preferred Alternative.
2. The California Department of Transportation, Division of Aeronautics' stated mission is to foster and promote the development of a safe, efficient, dependable, and environmentally compatible air transportation system." The Division is a permitting agency for public-use airports, and therefore a Responsible Agency under CEQA.



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3. We have attended various project development meetings, technical advisory consultations facilitated by the California Office of Planning and Research, a simulation for air traffic control and airfield operations at the National Aeronautical and Space Administration's Ames Research Center. We appreciate the intergovernmental coordination and public participation efforts undertaken by the City of Los Angeles and the Federal Aviation Administration.
4. In the technical advisory consultations and the simulation at the Ames Research Center, we have observed that the proposed physical changes to the airport taxiways, runways, and the construction planned for aircraft parking and terminal facilities have undergone extensive scrutiny and systematic testing in the operational and environmental analyses for Alternative D. The operational testing was observed and participants were interviewed by the Department in conjunction with our analyses of the various project components. In our opinion, the new large aircraft requirements, for the Airbus Industries A-380 and Boeing 777 type aircraft, necessitate most of the proposed changes, as well as the physical constraints of the existing facilities. The high-speed taxiway exits from the outer Runways 25L on the south complex, and 24R on the north complex of the airport have generated most of the surface incidents and runway incursions at the airport. The operational changes for the air traffic control procedures, user awareness programs, and pilot training have apparently reduced the number of incidents and their frequency since their implementation. Therefore, we think that alternatives to eliminate the high-speed exits by physical removal, such as their conversion to slower-speed exits are not extensively evaluated or presented in the environmental document. The center taxiways between both north and south parallel runways are a key feature to alleviate the problems due to the operations of the high-speed exits. However, we would like to review your operational research to establish the nexus between the operation of the center taxiways and runway incursions. The Master Plan and its environmental document do not conclusively explain this relationship or refer to a technical study regarding this issue. The Department does not object to the center taxiway conceptual design as long as it is operationally and financially justified. Airport delay related to the new flow patterns were also not evaluated in the analyses.
5. Where feasible, the Department encourages airports to meet or exceed minimum design safety standards outlined in the FAA Advisory Circular 150/5300-13 Change 7, the Airport Design Guide (ADG), when making design changes. In many instances, runway and taxiway dimensional criteria are difficult or impossible to achieve within the given space available for LAX today. Nevertheless, any substandard runway and taxiway separation specifications in airport design will require approved design exceptions from the FAA. The Department has incorporated excerpts the ADG as State airport design standards for runways and taxiways in accordance with the California Code of Regulations Title 21, Section 3526(c). We recommend an FAA-approved Airport Layout Plan depicting the proposed changes become effective in conjunction with the adoption of the Master Plan.
6. Higher weight bearing runways and taxiways are strongly recommended in advance of any consideration to accommodate the new large aircraft. This design should meet or exceed FAA's current design specifications. To this end, Caltrans District 7 has also proposed structural improvements for the tunnel on State Route 1 (Sepulveda Boulevard), which goes under LAX. These structural improvements will include the placement of a new deck on the top of the original structure, capable of supporting the proposed aircraft design load. These structures are owned and maintained by the Los Angeles Department of Public Works. However, the Department's oversight involvement

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with Mr. Jim Ritchie this project is necessary given that the proposed improvements are within the Caltrans right-of-way. Through the Project Study Report / Project Report process, the Department will also propose a Traffic Management Plan in case of an emergency situation which could require the full closure of the Sepulveda Subway. The construction of Sepulveda Subway project is expected to start by June 2004 and be completed by June 2005. Runway closures and potentially significant airport capacity impacts should be anticipated during construction.

7. Terminal gate facilities designed for older aircraft prohibit new large aircraft and large aircraft such as the Boeing 747 from typical self-ingress and egress from terminal rows in many locations. Frequently, aircraft must shut down and stop in a taxi lane or taxiway traffic area(s), and be towed into tightly engineered gate spaces. Departing fully-loaded aircraft are typically towed out from these constrained locations and block the active movement areas until started and ready for taxi. Therefore, terminal and existing gate facilities must be expanded to accommodate the typical fleet of aircraft using the airport today and those new large aircraft planned to arrive in the coming years.
8. The Alternatives A, B, and C all propose the relocation and the reconfiguration of the LAX Fuel Storage Facility. As technical studies, the Chevron Fuel Farm Relocation Feasibility Study and the Scattergood Fuel Farm Relocation Feasibility Study were included in the original environmental study, whose scope did not include Alternative D. On the other hand, Alternative D calls for a reconfiguration of the fuel farm during the last phase (Phase III) of the proposed activities, but does not propose relocation. From a physical security standpoint, we recommend that the EIS / EIR clearly assess and disclose the risks and opportunity costs of the decision to have the fuel farm remain in its place. We recommend your interagency coordination with the Transportation Security Agency, the California Highway Patrol, and local law enforcement agencies to technically assess the physical security problems associated with the LAX Fuel Storage Facility.
9. From an airport land use compatibility planning standpoint and in accordance with the California Environmental Quality Act, Public Resources Code Section 21096, the Department's California Airport Land Use Compatibility Handbook (Handbook) must be utilized as a resource for projects at the airport and for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of the airport. For your reference, the Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html>. In specific, the Public Utilities Code Sections 21676(c), 21664.5, and 21661.5 require that proposed airport master plans, expansion of an existing airport, and plans for construction of a new airport must be submitted to the Airport Land Use Commission for review. We also recommend that the growth-inducing impacts of the decision to restrict the growth of LAX be considered from a region-wide perspective. The Department's California Aviation System Plan and its policies can also be used as a resource in these analyses. In this context, we recommend that a preferred plan for the regional distribution of commercial air service and its associated benefits and adverse impacts be included in the environmental analyses. These analyses should be supported by impacted communities and stakeholders, namely regional airports, commercial airlines, and general aviation. Lacking sufficient support, we are concerned that the desired regional aviation system left to evolve on its own will not materialize as described in the LAX Master Plan, Alternative D.

Mr. Jim Ritchie  
November 7, 2003  
Page 4

10. On page 11 of "S-1. Supplemental Land Use Technical Report," line 4 states that " This suspension of aviation easement requirements has been granted by Caltrans." This is not the case. The Department of Transportation has not suspended any of the requirements of the Noise Standards found in the California Code of Regulations, Title 21, Section 5000 *et seq.*

This bullet further implies that notifying homeowners "regarding the existence and significance of such noise impacts" is sufficient to meet the requirements of the Noise Standards. Such notification is not sufficient. For a residence within LAX's 65dB CNEL aircraft noise contour to be excluded from calculations to determine the size of the airport's noise impact area, the residence must meet one of the descriptions in Section 5014(a) of the Noise Standards.

11. This Supplemental EIS / EIR is for an Airport Master Plan. Future project-specific environmental studies can be tiered from this environmental study during the subsequent phases of the proposed development, and the Department encourages tiering as an environmental streamlining technique. However, tiering should be subject to the time and scope limitations mentioned in the CEQA Guidelines Sections 15152 and 15153, and the instructions in the Airport Environmental Handbook (FAA Order 5050.4A), Chapter 10.
12. The projects proposed through this Master Plan will require multiple amendments to the State Airport Permit for LAX. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl for the processing of these requests at (916) 654-5284.

These comments reflect the areas of concern to the Department's Division of Aeronautics. We advise you to contact Caltrans District 07 office regarding surface transportation issues.

The need for environmentally compatible airport operations is a local, regional, statewide, and federal issue. We strongly feel the both the protection of aviation facilities from the encroachment of incompatible land uses and the calculation of all environmental costs and benefits in the development of airport projects will contribute significantly to the safety of airport operations, to the well-being of the communities surrounding aviation facilities, and to California's economic future.

We appreciate the opportunity to review and comment on this project. If you have any questions, please call me at (916) 654-5253.

Sincerely,



DAVID COHEN  
Associate Environmental Planner

c: David B. Kessler, FAA AWP-611.2  
Los Angeles International Airport  
Los Angeles County Airport Land Use Commission

**DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 7, OFFICE OF REGIONAL PLANNING**  
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*Flex your power!  
 Be energy efficient!*

November 7, 2003

Mr. Jim Ritchie  
 City of Los Angeles  
 Los Angeles World Airports (LAWA)  
 LAX Master Plan Office  
 P.O. Box 92216  
 Los Angeles, CA 90009-2216

**Re: Supplement to the Draft EIR/EIS**  
**LAX 2015 Master Plan**  
 IGR/CEQA # 030739/CS  
 Vic. LA-105-0.0, LA-1-(25.92-29.08)  
 LA-405-(21.25-25.94)  
 SCH # 1997061047

Dear Mr. Ritchie:

Thank you for including the California Department of Transportation (Department) in the environmental review process for the above-mentioned document. This letter supplements our letter of July 20, 2001 and pertains to the new alternative, "Alternative D".

In summary, the Supplement to the Draft EIR/EIS for the proposed LAX 2015 Master plan will need to provide sufficient project detail for transportation improvements within the State right-of-way and adequately identify the funding sources or short fall of resources associated with implementing these projects. Additional environmental determinations will be needed for individual transportation projects that are proposed within the State right-of-way.

Any work within State highway right-of-way, typically needs a Project Study Report (PSR) and/or an encroachment permit from Caltrans. The PSRs and permit applications will need to include all pertinent analysis, reports, and plans to allow for a comprehensive review of the work proposed and its impact to the State highway right-of-way.

Following are our comments on the Supplemental to the EIS/EIR document prepared for LAX 2015 Master Plan:

## I. General Draft EIR/EIS Comments

The Draft EIR/EIS has not provided sufficient geometric detail for the proposed ground transportation improvements. Therefore, it should be noted that the document does not constitute geometric approval or environmental approval for any specific work to be done on the State Highway System.

Please provide a discussion of the proposed series of airfield improvements, which in general terms consist of the construction of a new parallel taxiway between runways and the centerline realignment of a runway. What affect will the improvements have on the Sepulveda Boulevard tunnel? Will loads be increased over the tunnel?

## II. Draft EIR/EIS Section Comments

### Section 4.3.2

The significant ground transportation projects need to be included in the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and State Implementation Plan (SIP) so as to ensure FHWA air quality standards are met.

### Section 4.3.2.8

Mitigation measures provided in this section need to be applicable irrespective of the extent to which airport revenue is permissible under federal law and policies to fund these measures. To the extent that airport revenue is not permissible, other sources of revenue need to be identified.

Additionally, we recommend reviewing and evaluating for mitigation measures, some of the proposed improvements identified in the I-405 Arterial Improvement Planning Studies, Final Report (June, 2003), prepared by KAKU Associates.

### Section 4.3.2.8

Right-of-way lines should be considered for display in final document.

SCAG's 2001 RTP, Regional Aviation Element specifies a 78 Million Annual Passengers (MAP) in 2025. Please state why LAWA proposes to achieve the 78 MAP by 2015.

#### Section 4.3.2.8 and Technical Report 2b

Intuitively, we have concerns when the MAP would increase to 78 million by 2015 and traffic projections indicate that traffic would remain about the same as 2001. SCAG conducted a survey analysis for the 2001 RTP using the Regional Airport Demand Allocation Model (RADAM) for travel forecasting. RADAM was developed for SCAG and it breaks the SCAG region into 100 large zones. Then SCAG distributed the trips into their Travel Analysis Zones. SCAG used the same methodology for the 2004 RTP. Please provide a discussion on the parity of the future passenger travel numbers used for this document comparing SCAG's methodology and travel numbers with LAWA's methodology and travel numbers.

#### Section 4.3.2.9

It appears that impacts associated with the Lennox Boulevard new interchange off of I-405 will include required relocation of as many as 12 residential homeowners, 7 businesses, and 1 community center. However, the DEIR/DEIS states that compliance with the Uniform Relocation Act (mitigation) would ensure a less than significant impact. Furthermore, after the implementation of mitigation, the DEIR/DEIS anticipates less than significant visual, noise, and historical impacts. All these very preliminary conclusions need to be reassessed for this project and the proposed fly-over access off of I-105/Imperial Highway and substantiated in a Preliminary Environmental Assessment Report and environmental documents, as well as full and comprehensive discussions about biological, archaeological, and other resources. All technical studies need to be prepared by qualified personnel.

#### Section 4.3.2.9.2

The development of several new Fly-Away remote terminals is proposed to reduce the amount of vehicle traffic associated with travel to and from LAX. For the FEIR, please report on the progress of adding Fly-Away terminals at Los Angeles Union Station, Long Beach, Inglewood, Norwalk/Santa Fe Springs Transportation Center and San Fernando Valley II. A traffic analysis may be needed for these new Fly-Away locations.

#### Section 4.3.1.3

The State relinquishment of Sepulveda Boulevard between Lincoln Boulevard and Imperial Highway appears on the City of Los Angeles State Highway Projects List, 9/23/02, but does not have a number of priority order assigned to it. Please seek to have a priority number assigned and report on the priority status in the FEIR.

#### Section 4.3.8.4

Please be mindful that CMP mitigation analysis is a 10-year old methodology for analyzing traffic impacts. Under the California Environmental Quality Act (CEQA), responsible and commenting agencies need to ensure that LOS for roadway facilities is not made worse by new land-use proposals. If proposals worsen Level of Service conditions, responsible and commenting agencies need to ensure that the agency proposing the land-use put the roadway back the way it was. The CMP in

acknowledging the Department's role, stipulates that Caltrans needs to be consulted to identify specific locations to be analyzed on the State Highway System.

Section 4.6

On page 4-355 paragraph 3, we recommend that the first sentence of this paragraph include the amount of emissions released by ALL sources at or near LAX. (*The sources should be inclusive as is indicated, they can be either positive or negative.*)

It is important to clarify for each alternative, the specific year that the interim year is applicable to, e.g. 2005, 2015 or 2013 as indicated in Section 4.6.2.1 – Interim Year Analysis

Does the use of AERMOD limit the number of receptors that can be used? If so, can the model override its defaults to allow for the inclusion of additional receptors?

Is any "real" weather data used? Has the a.m. weather gathering concerns been resolved with AERMOD?

Bullet 1 should indicate the date of the CO attainment demonstration, i.e. the revision/update is incorporated within the 2003 revision to the CO Plan.

Section should indicate SCAQMD has issued the Final 2003 AQMP.  
Data should be updated to indicate the 2003 Final Air Quality Management Plan, August 2003.

Identify "WTA" in the list of acronyms on page 4-392. Conformity Applicability: Since the LAX Master Plan is being proposed in a federally designated non-attainment area for various pollutants, the Plan must consider consistency with the latest RTP and AQMP/applicable State Implementation Plan (SIP). Projects associated with the proposed plan are subject to conformity.

Please update smog alert episode to reflect that in the early summer, 2003, the basin experienced a Stage 1 smog alert episode. Information that there has been no State 1 smog alerts since 1999 is erroneous.

If you have any questions regarding our comments, please do not hesitate to contact me at (213) 897-4429.

Sincerely,



STEPHEN BUSWELL  
IGR/CEQA Program Manager  
Office of Regional Planning



**DEPARTMENT OF FISH AND GAME**

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November 6, 2003

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, California 90009-2216

**Los Angeles International Airport (LAX) Draft Master Plan Supplement to the Draft  
Environmental Impact Statement/Environmental Impact Report  
State Clearinghouse Number 1997061047**

Dear Mr. Ritchie:

The Department of Fish and Game (Department) has reviewed the above-referenced Supplement to the Environmental Impact Statement/Environmental Impact Report (SEIS/EIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386).

The Department has provided comments for the previous SEIS/EIR which considered Alternatives A, B, and C. Our letter, dated September 21, 2001, is attached.

Under Alternative D (Enhanced Safety and Security Plan), the number of runways would stay the same at four. Two existing runways would be moved, two runways would be lengthened, and all runways further separated from one another to improve operational efficiency and safety. Alternative D would encourage a long-term regional approach to serving air traffic demand in the Los Angeles basin by designing facilities at LAX to accommodate passenger and cargo activity levels equivalent to the No Action/No Project Alternative activity level, but would be designed to allow air carriers to emphasize international routes at LAX. Alternative D would enhance security by limiting access by private vehicles to the main airport infrastructure to reduce the risk to airport users. The public parking structures in the CTA would be relocated and would be replaced by new centralized passenger terminals. The existing Terminals 1 through 7 would be



reconfigured. The Tom Bradley International Terminal (TBIT) would be reconfigured with the addition of a new North/South Linear Concourse. A West Satellite Concourse would be built west of the TBIT.

A new Ground Transportation Center (GTC) and an Intermodal Transportation Center (ITC) would be constructed east of Aviation Boulevard and would be the primary access points for all passenger drop-off and pick-up and vehicle parking. Passengers and employees would access the CTA via an Automated People Mover (APM) system from new GTC, ITC and consolidated Rental Car (RAC) facilities. Intersection improvements would be made to the off-airport transportation network to accommodate the shift in traffic patterns from the CTA to the GTC and ITC areas. Some cargo facilities would be modified under Alternative D, with the overall square footage being equivalent to the No Action/No Project Alternative.

Alternative D would require the acquisition of approximately 77 acres of property, the least amount of land acquisition of all the proposed build alternatives. The 340-acre, LAX Northside project described in the No Action/No Project Alternative that is currently recognized within the City's current General Plan and Zoning for 4.5 million square feet of development, would be developed for Alternative D; however, under Alternative D, the existing trip cap that exists for LAX Northside would be reduced to limit vehicle trips to a level comparable to that associated with the 2.6-million-square-foot Westchester Southside development proposed under Alternatives A, B, and C.

The Department offers the following comments and recommendations:

The precipitous decline of species associated with open grasslands within the Los Angeles Basin is well documented, with LAX likely supporting the largest population of loggerhead shrike (*Lanius ludovicianus*) in the Los Angeles Basin based on an estimate of five to eight sites remaining in the Basin and San Gabriel/San Fernando Valleys<sup>1</sup>. The project site supports one of only three known occurrences of San Diego black tailed jackrabbit (*Lepus californicus bennettii*) within the Los Angeles Basin. Similarly, western spadefoot toad (*Scaphiopus hammondi*) is known from no more than five occurrences within the Los Angeles Basin. Federally threatened and endangered species that would be impacted by the project include the endangered El Segundo blue butterfly (*Euphilotes battoides allyni*) and Riverside fairy shrimp (*Streptocephalus woottoni*).

Although the impacts associated with Alternative D differ from other alternatives discussed in the previous EIS/EIR, the basic points of our letter addressing the inadequacies of the previous EIS/EIR apply in this case as well. Our most serious concerns remain the inadequate and inappropriate methodologies used for biologic baseline documentation, impact assessment, and mitigation calculations. For this reason we request an opportunity to meet with the applicant,

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<sup>1</sup> Kimball Garrett, Ornithology Collections Manager, Natural History Museum of Los Angeles County; personal communication via electronic mail, November 5, 2003.

**Mr. Jim Richie**

November 6, 2003

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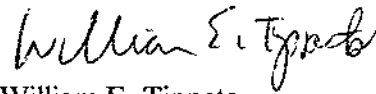
the Federal Aviation Administration (FAA), and the City of Los Angeles to address our concerns prior to final certification action. The U.S. Fish and Wildlife Service should also be invited to participate.

At issue is the use of a "modified Habitat Evaluation Procedure" (re-named "Mitigation Land Evaluation Procedure - MLEP" for the SEIS/EIR). As stated in our previous letter this procedure does not accurately represent the current biologic conditions or the impacts of the project alternatives, nor does it provide for mitigation that is proportional to the impacts. The current application of the MLEP is therefore inadequate to meet the basic requirements of CEQA. In our extensive experience with land use planning and CEQA in southern California, this radical departure from accepted impact analysis methods has no precedence or justification.

The Department has determined that all of the four alternatives as currently proposed would have significant, unmitigated impacts on sensitive biological resources. Specifically, the actions will substantially reduce the habitat of sensitive wildlife species, reduce the numbers of endangered, threatened or rare species, and result in significant impacts in light of past habitat losses and the small amount of remaining habitat to support sensitive species in western Los Angeles County. Suggested mitigation measures are provided in our previous comment letter.

Questions regarding this letter and further coordination on these issues should be directed to Brad Henderson at (310) 214-9950.

Sincerely,



William E. Tippetts  
Environmental Program Manager

cc: Pam Emerson, California Coastal Commission  
Ken Corey, U.S. Fish and Wildlife Service  
Brad Henderson, Department of Fish and Game  
File

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**DEPARTMENT OF FISH AND GAME**

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September 21, 2001

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, California 90009-2216

**Draft Environmental Impact Statement / Environmental Impact Report for the Los Angeles International Airport Proposed Master Plan Improvements, Los Angeles, Los Angeles County, California  
(SCH 1997061047)**

Dear Mr. Ritchie:

The Department of Fish and Game (Department) has reviewed the Draft Environmental Impact Statement/ Environmental Impact Report (DEIS/EIR) dated January 2001, for the Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Los Angeles, Los Angeles County, California. The Department is identified as a Trustee Agency pursuant to California Environmental Quality Act (CEQA) Section 15386 and is responsible for the conservation, protection and management of the state's biological resources.

The proposed project consists of three alternative expansion scenarios for LAX as well as a "no project" alternative. Under Alternative A, a new runway would be added to the north airfield complex, and two existing runways would be lengthened; all runways would be further separated from one another. This alternative differs from the other build options because it would not develop the Manchester Square property acquired as part of the LAX noise mitigation program. This alternative would fully meet the projected demand for aviation services at LAX by accommodating 97.9 million passengers and 4.2 million tons of cargo in 2015. As with each of the three build alternatives (A, B and C), a new passenger terminal complex would be constructed at the west end of the airport on Pershing Drive connected to the I-105 and I-405 freeways by a ring road encircling the airport. An LAX Expressway would be built along side the I-405 and would provide direct freeway access to the airport via a connection to the ring road. New midfield concourses would be connected to the west terminal and the existing central terminal by an Automated People Mover. New air cargo facilities would be built on newly acquired land east of the airport. The LAX Northside project would be reconfigured into a

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**Jim Ritchie**

September 21, 2001

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smaller, 2.65 million square-foot mixed use development and would be renamed the Westchester Southside project. The Continental City site would be used for air cargo facilities.

Under Alternative B, a new runway would be added to the south airfield complex, and two existing runways would be lengthened; all runways would be further separated from one another. This alternative would fully meet the projected demand for aviation services at LAX by accommodating 97.9 million passengers and 4.2 million tons of cargo in 2015.

As with each of the three build alternatives (A, B and C), a new passenger terminal complex would be constructed at the west end of the airport on Pershing Drive connected to the I-105 and I-405 freeways by a ring road encircling the airport. An LAX Expressway would be built along side the I-405 and would provide direct freeway access to the airport via the MTA railroad right-of-way adjacent to Florence Avenue, and a connection to the ring road. New midfield concourses would be connected to the west terminal and the existing central terminal by an Automated People Mover. New air cargo facilities would be built on newly acquired land east of the airport. Again, the LAX Northside project would be reconfigured into a smaller, 2.65 million square-foot mixed use development and would be renamed the Westchester Southside project. The Continental City site would be used for air cargo facilities.

Under Alternative C, the number of runways would stay the same at four. Two existing runways would be moved, one runway widened, three runways lengthened and all runways further separated from one another to improve operational efficiency. This alternative would not fully meet the projected demand for aviation services at LAX. It would fully accommodate the cargo demand of 4.2 million tons in 2015. However, it would accommodate only 89.6 million passengers (a shortfall of 8.3 million passengers) in 2015. As with the other build alternatives, a new passenger terminal complex would be constructed at the west end of the airport on Pershing Drive connected to the I-105 and I-405 freeways by a ring road encircling the airport. An LAX Expressway would be built along side the I-405 and would provide direct freeway access to the airport via a connection to the ring road. New midfield concourses would be connected to the west terminal and the existing central terminal by an Automated People Mover. New air cargo facilities would be built on newly acquired land east of the airport. The LAX Northside project would be reconfigured into a smaller, 2.65-million-square-foot mixed use development and would be renamed the Westchester Southside project. The Continental City site would be used for air cargo facilities. LAWA staff has chosen this option as its preferred alternative. (The FAA has not yet identified its preferred alternative and, in accordance with its regulations, the FAA will identify a preferred alternative in the Final EIS/EIR.)

According to the DEIS/EIR, the proposed project will impact non-native grasslands, disturbed areas, valley needlegrass grasslands, southern foredune, southern dune scrub, and vernal ponds. Federally threatened and endangered species that will or have potential to be impacted by the project include the endangered El Segundo blue butterfly (*Euphilotes battoides*

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**Jim Ritchie**

September 21, 2001

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*allyni*) and Riverside fairy shrimp (*Streptocephalus woottoni*). Sensitive species, including several California Species of Special Concern (CSC) that would potentially be impacted by the proposed project include the loggerhead shrike (*Lanius ludovicianus* - CSC), burrowing owl (*Athene cunicularia* - CSC), western spadefoot toad (*Scaphiopus hammondii* - CSC), silvery legless lizard (*Anniella pulchra* - CSC), San Diego horned lizard (*Prhynosoma coronatum blainvillei* - CSC), San Diego black tailed jackrabbit (*Lepus californicus bennettii* - CSC), Trask's snail (*Helminthoglypta traskii*), Henne's eucosman moth (*Eucosa hennei*), Ford's sand dune moth (*Psammobotys fordi*), and Globose dune beetle (*Coelus globosus*). Sensitive plant species include Lewis' evening primrose (*Camissonia lewisii*), duneflower or sand food (*Pholisma arenarium*), and California spineflower (*Mucronea californica*).

The Department offers the following comments concerning this project:

#### **Habitat Evaluation Procedures Methodology**

The DEIS/EIR relies on the Habitat Evaluation Procedures (HEP) methodology to define biological impacts and develop biological mitigation measures. For the reasons described below, the Department does not concur with the manner by which the HEP was applied; and, therefore we do not believe that the mitigation measures are acceptable.

The HEP methodology was first developed in the 1970's by the USFWS for the evaluation of impacts to individual species and their habitats. The HEP methodology is designed to quantify the habitat quality of given areas for a *particular* species. The HEP technique can be a useful tool for impact analysis for a target species by providing a consistent method of assessing the adverse or beneficial effects of a project and its alternatives. Using the *habitat requirements of the target species* as a basis for analysis, the importance of the study area's environmental variables to the target species are analyzed and used to generate a habitat suitability index (HSI), referred to as Habitat Value in the DEIS/EIR. A Habitat Value may range from 0.0-1.0, depending on the value to the target species. Multiplying the HSI or Habitat Value by the acreage of a study area yields habitat units (HU), a measure of a site's acreage and value for a particular species. For example, if a HEP analysis is conducted for two separate target species (Species "A" and Species "B") within an area supporting optimal habitat for Species A but only marginal habitat for Species B, the HSI values and HU values would be much higher for Species A than Species B. The HEP analysis presented in the DEIS/EIR does not follow this accepted methodology, and is flawed in the following fundamental ways:

1. The DEIS/EIR's HEP is developed based on idealized vernal pool/native grassland landscape characteristics that are not demonstrated as important features for any particular species of interest. The two reference sites chosen as idealized habitats for the analysis of the LAX project are the Santa Rosa Plateau and the Carrizo Plain Natural

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Area, both inland areas that support some similar types of habitat (grassland, forb, and vernal pool) but their similarity to the historical coastal habitats of the study area is questionable. In fact, they are very dissimilar to the existing condition of the study area, and are not at all analogous to southern foredune and southern dune scrub. Rather than focusing on how high quality habitats associated with the reference sites might help define the specific habitat requirements of the target species found at LAX, the DEIS/EIR develops a generalized HEP that largely ignores the requirements of the target species. For instance, the analysis quantifies such factors as vernal pool flora, native grasses over 10%, and contiguous native habitat over 40 acres, which have very different relevance to species as diverse as the loggerhead shrike, Riverside fairy shrimp, black-tailed jackrabbit, or Lewis' evening primrose.

2. The HEP analysis arbitrarily assigns values to habitat components without any justification. For example, the category "under regulatory conservation" which measures the strength of environmental land-use laws for a given habitat type and fails to evaluate the quality of the habitat itself, is given twice the importance (0.10) as real habitat components such as "summer dessication" which is critical to the survival of Riverside fairy shrimp. On the other hand, "summer dessication" would not necessarily be an equally important element in consideration of the habitat requirements for the loggerhead shrike, burrowing owl, silvery legless lizard, etc.
3. The DEIS/EIR inappropriately assigns Habitat Values to all of the study area's different vegetation communities based on one vegetation community/landscape (the idealized reference sites). The artificially constructed habitat value measurements for vernal pools/native grasslands are applied to completely unrelated habitats using the same inappropriate categories. Southern foredune, for example, is downgraded because it does not contain "areas with periods of inundation of equal to or greater than 30 days", a habitat value that does not apply to the sandy substrates of southern foredune habitats. The southern foredune habitat on the El Segundo dunes, widely acknowledged as some of the highest quality and most diverse examples of its type in southern California, only rates a 0.45 value in the analysis because of this misapplication of specific habitat components to unrelated and structurally very different habitats. As a result, the entire project site is given artificially low Habitat Values because many areas do not exhibit "mound-depression microrelief," "native soils with slope less than 10%," "sensitive/listed vernal pool-associated species (reproducing)," etc. that are comparable to a vernal pool landscape. Many of the habitat components listed in Table 4.10-1 are insignificant in the context of assessing the importance of the site's vegetation resources.
4. The HEP used in the DEIS/EIR inappropriately "banks" habitat units of urbanized landscape areas that are subsequently used to downgrade the impacts of the proposed

project on unrelated habitats. For example, the EIS/EIR (Page 4-646) considers future ornamental landscaping within the facility (arbitrarily assigned a value of 2.68 habitat units for 53.6 acres of landscaping) to offset the loss of non-native grasslands and disturbed areas supporting sensitive species.

5. The DEIS/EIR proposes that the restoration of disturbed dune scrub/foredune (Habitat Value of 0.35 according to DEIS/EIR) to southern foredune (Habitat Value of 0.45 according to DEIS/EIR) would result in a mitigation credit value of 0.8 per acre, a higher value than southern foredune or *any other existing habitat* within the study area. Using the DEIS/EIR's methodology, a change in Habitat Value from 0.35 to 0.45 is a difference of 0.1, not 0.8. Using the DEIS/EIR's methodology and Table 4.10-1, the restored southern foredune community would "ideally" resemble grassland/vernal pool habitats of Santa Rosa Plateau and Carrizo Plain, an undesirable result.
6. The mitigation ratio of 1:1 (as measured in "Habitat Units" in the DEIS/EIR) results in inadequate compensation for the loss of habitats occupied by sensitive species including the loggerhead shrike, San Diego black-tailed jackrabbit, and western spadefoot toad. In the following discussion we will examine the example of the non-native grassland and disturbed/bare ground communities under 2015 Alternative "A". The entire study area contains approximately 704.9 acres of non-native grassland (designated as non-native grassland/ruderal in the DEIS/EIR). Approximately 363.4 acres would be impacted under Alternative A. Using the DEIS/EIR's HEP analysis, this 363.4 acres is equivalent to 54.47 Habitat Units. The DEIS/EIR then combines the impacts for disturbed/bare ground (94.8 acres or 9.48 Habitat Units) with the grassland habitat units (54.47+9.48=63.95 Habitat Units). An arbitrarily assigned credit for future landscaped areas is then subtracted from the total impacts to yield the total Habitat Units of impact (63.95 Habitat Units-2.68 Habitat Units (or 53.6 acres of landscaping) = 61.27 Habitat Units. The proposed mitigation plan consists of three components: (1) enhancement of 16.9 acres of non-native grassland to needlegrass grassland; (2) restoration of 18.06 acres of existing roadways within the El Segundo blue butterfly preserve to southern foredune; and (3) enhancement of 74.6 acres of disturbed dune scrub/foredune to southern foredune. Of this total, only 16.9 acres would provide comparable mitigation (enhancement of non-native grassland to native grassland) for losses of 363.4 acres of grassland and 94.8 acres of disturbed habitat supporting sensitive species.
7. Most of the habitats present on LAX are artificially assigned low values, which then are used as the basis for developing mitigation measures. After creating these artificial habitat units, the DEIS/EIR then proposes that units are fully exchangeable, such that impacts to one habitat type, for instance grasslands, could be mitigated through enhancement of different habitat types supporting different species, such as southern

**Jim Ritchie**

September 21, 2001

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foredone. By implying this arbitrary "exchange system" of mitigation, the DEIS/EIR has failed to establish a credible basis for the nexus and proportionality of the mitigation process.

8. In summary, we believe that the modified HEP method used for this analysis is flawed and misapplied, and is inappropriate for use in defining biological impacts and developing acceptable mitigation measures. The following discussion of impacts to habitats and sensitive species omits any references to habitat values as defined or used in the DEIS/EIR.

### **Federally-Listed Species**

9. We understand that the USFWS currently in formal consultation with the Federal Aviation Administration regarding proposed impacts to occupied habitat of the Riverside fairy shrimp.

Restoration of vernal pools sufficient to support Riverside fairy shrimp is experimental and often unsuccessful. Therefore, mitigation ratios typically vary from 3:1 to 5:1 for impacts to vernal pools depending on the quality of the pools to be disturbed. The "ephemerally wetted areas" on LAX are not high quality vernal pools, however, they do support two species of fairy shrimp and the western spadefoot toad, which require vernal pools for reproduction. Therefore, we recommend that the mitigation for impacts to the pools at LAX be 3:1, at the low end of the typical mitigation range. The surface area of the pools to be impacted on LAX is 1.3 acres, therefore the surface area of the mitigation ponds should be 3.9 acres.

Successful creation of functional vernal pool habitat must include provisions for the creation and management of surrounding upland habitats. These upland habitats serve both as buffers and watersheds for created vernal pools. The ratio of upland watershed to pool surface area on natural and successfully created pools is at least 10:1 and often 15:1. Therefore the amount of land minimally required to support the created pools will be 39 acres. We have recommended splitting this acreage between two or more sites, to increase the chances of successfully restoring the specific conditions which the fairy shrimp and western spadefoot toad require to breed.

Please review the Vernal Pool Construction Monitoring Protocol and Habitat Replacement Evaluation produced by the USFWS located at:  
<http://pacific.fws.gov/es/vpfinal.html>

10. Potential impacts to the El Segundo Blue butterfly include 320 square feet of occupied

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habitat under Alternative A. Considering the rarity of the species and its habitat, direct, permanent impacts to southern foredune and dune scrub communities containing the butterfly should be mitigated at a 5:1 ratio. This would result in the creation of 0.05 acres of suitable habitat. We recommend that this restoration occur in currently unoccupied portions of the dune preserve, such as subsites 45 or 50, or in the 104 acres north of the existing preserve. Impacts to the high density butterfly population in subsite 9 from the proposed ring road and World Way West realignment have not been sufficiently investigated, as described below in the light emissions discussion. We recommend further disclosure of the engineering plans being considered for the World Way West interchange area, in order to fully analyze the potential impacts associated with this portion of the proposed project.

### **Other Impacts**

11. The ring road which is proposed to replace Pershing Drive and circle the expanded airport presents a number of potential impacts to wildlife and habitats that have not been analyzed or mitigated. The DEIS/EIR states that a number of rare vertebrate species, such as the black-tailed jackrabbit, San Diego horned lizard, and silvery legless lizard occur, or are proposed to be reintroduced to the dunes. However, no analysis is presented as to the effects of increased speeds and traffic volume on rates of road kill for these species. These populations of sensitive species are already reduced due to the limited extent of habitat available, and therefore significant rises in mortality rates due to increased road kill may render these populations unsustainable. New technologies for deterring road crossings by small vertebrates are currently available (<http://www.fhwa.dot.gov/environment/wildlifecrossings/index.htm>). These technologies should be incorporated into the designs of the ring road, so as to prevent increases in road kill of sensitive species.
12. Light emissions are known to disrupt the circadian rhythms of birds, butterflies, small mammals, and other species. This is especially true of nocturnal species, such as the numerous rare, endemic moth species restricted to the dunes. Light emissions along Pershing Drive are currently very low, with only a few street lights present adjacent to the preserve. However, as noted in the DEIS/EIR, several streetlights at the westerly end of World Way West light a wide area of the dunes preserve. The foot-candles emitted by these lights were not measured or analyzed in the DEIS/EIR. The number of additional streetlights proposed for the ring road and the additional infrastructure on the airport are also not disclosed, but the DEIS/EIR estimates that the light reaching the dunes preserve will increase to 0.60 foot-candles. How this figure was reached is not described. We recommend that the Final DEIS/EIR include a more detailed analysis of the biological effects of night lighting. Mitigation measures to offset potentially significant impacts

should also be proposed.

13. The effects of increased noise levels on sensitive species and habitats are not adequately analyzed in the DEIS/EIR. Research has shown that chronic noise levels can be disruptive to avian species, amphibians, and rodents.
14. The DEIS/EIR may fail to disclose and analyze proposed impacts to the northern 104 acres of the dunes. An approved EIR, circa 1983, was certified by the City of Los Angeles for the LAX Northside Project. The development of this area is considered part of the "no project alternative", but project changes since 1983 are not discussed in detail. The LAX Northside project has been re-named and reconfigured as the Westchester South project. However, the DEIS/EIR appears to present potential new impacts for project components not previously analyzed. Several figures in the DEIS/EIR Biological Assessment Technical Report depict a golf course, resort hotel, light industrial, and commercial/mixed use in the northern area of the dunes. We recommend that any reasonably foreseeable direct and/or indirect physical changes associated with the project should be included as part of the project and analyzed for potentially significant environmental effects and appropriate mitigation measures.

### **Mitigation**

15. Because of the regional significance of declining species and habitats found within the Master Plan boundaries, we recommend that all biological mitigation areas associated with the project, both within and outside of the current preserve area, are protected and managed in perpetuity. Department staff are available to work with LAWA in the design and implementation of maintenance and monitoring plans to meet long-term biological goals.
16. Long-term management of the dunes is essential if the area is to provide mitigation opportunities for project impacts. Currently, portions of the dune preserve are in a state of degradation due to a general lack of management. In the last several years the dunes have been allowed to deteriorate through invasion by exotic plant species, and contain a highly altered vertebrate community through the abundance of red fox. We recommend the creation of a non-wasting endowment to support implementation of an approved management plan. Management of the dunes should be accomplished through an independent management organization with extensive expertise in managing sensitive habitats and endangered species.
17. The DEIS/EIR contains language in virtually all of the biological mitigation measures limiting monitoring and maintenance to "not more than five years." The accepted

mitigation monitoring and maintenance period pursuant to CEQA is typically a period of not less than five years. In some cases five years or less is sufficient to meet performance standards; in other cases it is not. By limiting the maintenance and monitoring period to less than five years regardless of the success of the mitigation site, the DEIS/EIR implies that if performance criteria are not met within five years, no further maintenance or monitoring need be performed. If a mitigation site fails to meet acceptable performance standards, the significant impacts of the project would not be reduced below a level of significance. For these reasons, we recommend that all mitigation areas meet acceptable performance criteria, before LAWA is relieved of mitigation responsibility. On the other hand, it is often appropriate to cease maintenance and monitoring responsibilities if a mitigation site has clearly met acceptable performance standards prior to the end of five years.

18. The Department is concerned with the loss of grasslands in southern California, including both native and non-native grasslands. Grasslands and other open areas on the site provide foraging habitat for raptors, and support sensitive species including burrowing owl, loggerhead shrike, western spadefoot toad, and San Diego black-tailed jackrabbit. The mitigation proposed in the DEIS/EIR is unacceptable. The Department recommends that proposed impacts to annual grassland be mitigated in-kind at a ratio of 0.5:1 to compensate for the loss of raptor foraging habitat and sensitive species habitat. Because LAX is one of the last expanses of grassland in the area, nearby mitigation sites with sufficient acreage may not exist. If sufficient acreage is not available on the site or nearby, an off-site grassland preserve should be considered. Primary consideration should be given to areas supporting or capable of supporting sensitive species impacted by the project. The establishment of an off-site grassland preserve would not necessarily mitigate for losses of habitat on a local level, but would at least provide compensatory habitat within the region.
  
19. The success criteria outlined in the mitigation measure for impacts to Lewis' evening primrose (MM-BC-2) are not acceptable. The acreage currently occupied by the species is 2.5 acres according to the DEIS/EIR. The estimate of 300 individuals present likely only represents an estimate of flowering individuals present at a given time. This species, like most other annual plants, is likely very dynamic in both the spatial distribution and numbers of observable (flowering) individuals present from year to year. Due to various dormancy mechanisms, annuals of xeric habitats rarely exhaust the entire seedbank in any given year. Observations of flowering individuals of annual plant species do not necessarily provide a census of the entire population (i.e., the seedbank). To better quantify the loss and appropriate mitigation measures, the acreage of occupied habitat must be taken into account along with the estimated number of flowering plants observed. We recommend that MM-BC-2 is revised to establish an area of no less than 2.5 acres of

- currently unoccupied but otherwise suitable habitat to disperse seed. The success criteria should not only include the "establishment" (germination?) of 300 seeds in the first year after dispersal, but should also include true success criteria, including measures of seed set, recruitment, and spatial distribution over the mitigation area for the entire five-year monitoring/maintenance period.
20. We recommend that the planting of mature trees associated with MM-BC-3, as well as all landscaping associated with future improvements, avoid establishing non-native trees in areas where the presence of the trees could impact native dune or grassland communities. Impacts associated with non-native trees include the invasive tendencies of some plant materials, alterations of native arthropod communities due to irrigation and other changes, and creation of habitat for aggressive or non-native bird species. The Department recommends the use of locally native plants to the greatest extent feasible in the landscape areas. The applicant should not plant, seed or otherwise introduce invasive exotic plant species to the landscaped areas adjacent to or near mitigation or open space areas. Exotic plant species not to be used include those species listed on Lists A & B of the California Exotic Pest Plant Council's list of "Exotic Pest Plants of Greatest Ecological Concern in California as of October 1999." This list includes such species as: pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, and Spanish broom. A copy of the complete list can be obtained by contacting the California Exotic Pest Plant Council at 32912 Calle del Tesoro, San Juan Capistrano, CA 92675-4427, or by accessing their web site at <http://www.caleppc.org>
  21. We recommend that the spadefoot toad mitigation (MM-BC-4, in part) be coordinated with the relocation of vernal pool resources and Riverside fairy shrimp previously mentioned. All buffer areas and the watersheds of vernal pools (i.e., mitigation areas) should be managed in perpetuity for both Riverside fairy shrimp and spadefoot toad.
  22. The DEIS/EIR proposes to transport black-tailed jackrabbits to the dune preserve area (MM-BC-4, in part), and monitor their status for three years. Currently, jackrabbits inhabit a significant portion of the airfield west of the southern runway. Though the acreage occupied is not disclosed in the DEIS/EIR, it is likely greater than 100 acres. Within the habitat restoration area only 41 acres of grassland and dune scrub habitats are present. These two habitats are the primary habitats suitable for jackrabbits on the dunes. No analysis is presented to suggest that 41 acres of habitat is sufficient to establish a self sustaining population of jackrabbits. A much larger extent of these two habitats (92 acres) is present on the dunes to the north of the habitat restoration area. We recommend incorporating the northern dunes into the dune preserve and establishing a jackrabbit population on the combined acreage. As transplantation efforts are experimental and

**Jim Ritchie**

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prone to failure, we also recommend the selection of a second site to establish a new population. Potential sites may include those finally selected as suitable for Riverside fairy shrimp habitat creation. A red fox control program will be essential to maintaining jackrabbits on the dunes or potentially in off-site mitigation areas.

23. The DEIS/EIR states that currently three pairs of loggerhead shrikes inhabit the dunes west of Pershing Drive. From the distribution of observation points mapped on figure 4.10-5, it appears one to two other pairs use the western airfield east of Pershing Drive for nesting. Therefore the proposed project will result in a loss of habitat, and potentially the loss of two out of five pairs of shrikes on the property. Shrikes maintain large territories, and though the enhancement of the dunes preserve may increase the foraging value for the resident pairs, there is no evidence to show that an enhanced dune area will support two more pairs over what it supports currently. It is doubtful that the mitigation as proposed would reduce the impact below a level of significance. We recommend that the acquisition or restoration of occupied grassland habitat as previously mentioned as an effective mitigation measure.
24. As previously mentioned, the proposed mitigation measures for loss of habitat for the three build alternatives (MM-BC-5, MM-BC-6, and MM-BC-7) should be revised. The Department recommends that grassland mitigation should be provided at a ratio of at least 0.5 to 1 for losses of grassland habitats. The DEIS/EIR's mitigation measures propose container stock planting densities for dominant species comprising valley needlegrass grassland, provided in plants/habitat unit. Converting these densities to plants per acre, and on-center spacing (assuming an even distribution of the container stock), the proposed spacings include: nodding needlegrass (5.18 feet on-center), white everlasting (31.7 feet on-center), doveweed (31.7 feet on-center), California croton (29.9 feet on-center), and dune primrose (23.97 feet on-center). These proposed spacings would result in an extremely low amount of cover, not at all resembling a natural grassland or grassland/forb community. Furthermore, the species diversity as suggested in the DEIS/EIR would result in a target community lacking the diversity of a natural community. We recommend an increased container stock density as well as the inclusion of many more species. Both container stock and seed should be considered for this effort.

Most importantly, the proposed success criteria of "attainment of at least a 10 percent cover of native cover" is not acceptable. The Department and many local agencies have adopted a threshold of ten percent cover by *native grass species* as a determining factor in the classification and mapping of a given area as a native grassland type. An upland site dominated by herbaceous species with only ten percent cover of grasses may represent a native grassland/forb community, or more commonly may represent an extremely degraded native grassland community with a high percentage of non-native, disturbance-

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adapted species. The Department does not accept ten percent total native cover as an acceptable performance criteria for natural communities that achieve up to 75%-100% cover during the spring season. Therefore, the Department recommends: (1) examination of high quality needlegrass/forb habitat within the Master Plan boundaries for use as a reference site; and (2) consideration of published data documenting historical plant species and communities of the area.<sup>1</sup> The success criteria for this mitigation measure should be the attainment of replacement habitat comparable to the existing and pre-disturbance condition of the reference site, rather than a goal of ten percent native cover.

25. The revegetation of needlegrass grassland is extremely difficult and has been subject to a high failure rate due primarily to competition by non-native plant species. Revegetation of native grassland is largely in the experimental phase, with many land managers and others currently exploring ways to increase the success of native grassland restoration. Site selection, cryptobiotic crusts, soil types, fire, soil and vegetation salvage, associated species, weed competition, and other factors interact to influence the success or failure of native grassland restoration. While the site may have historically supported more forbs than grasses, similar revegetation methods and constraints would apply. Based on past experience, the Department recommends an extended site preparation and installation period for revegetation of this plant community. In areas supporting non-native species, we recommend at least two to three years of weed control prior to the installation of native grass species, in addition to the five-year maintenance/monitoring period. In fact, some research has shown that five years may be only marginally sufficient for grassland revegetation sites to achieve significant native growth (see <http://www.hastingsreserve.org/GrassRestore/GrasRest2.html>) We recommend that the project use salvaged materials from the project site, including soils, cryptobiotic crusts, native grasses, and geophytes, if these are available.
26. Needlegrass grassland is designated as a Rare Natural Community (S.1.1) that has suffered a decline of well over 99 percent in southern California. Because of the rarity of this community, the Department recommends a higher mitigation ratio (2:1 to 3:1) for impacts to needlegrass grassland (discussed in MM-BC-8, MM-BC-9, and MM-BC-10). Likewise, previous comments regarding specific revegetation methodology also apply to MM-BC-8.
27. The DEIS/EIR suggests that "Any combination of habitat replacement completed by LAWA or its designee drawn from the above-listed opportunities that equals at least

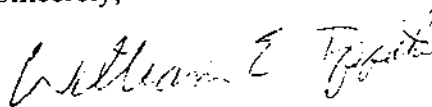
<sup>1</sup>Mattoni, R., and T. Longcore. 1997. The Los Angeles Coastal Prairie, a Vanished Community. Crossosoma 26(2): 71-102

**Jim Ritchie**  
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61.27 habitat units shall be considered sufficient replacement for the loss of habitat resulting from implementation of Alternative A." As previously mentioned, the Department do not support this concept for this or any of the "build" alternatives.

We appreciate the opportunity to comment the on the DEIS/EIR for the Los Angeles International Airport Proposed Master Plan Improvements project. The Department has determined that the project as currently proposed would have significant, unmitigated impacts on sensitive biological resources. Specifically, the actions will substantially reduce the habitat of sensitive wildlife species, reduce the numbers of endangered, threatened or rare species, and result in impacts that are cumulatively significant in light of past habitat losses and the small amount of remaining habitat to support sensitive species in western Los Angeles County. We request that the FAA and the City of Los Angeles not take final certification action until the Department has had the opportunity to meet with the applicant to address the concerns identified in this letter. If you have any questions or comments please call Brad Henderson at (310) 214-9950.

Sincerely,



William E. Tippets  
Environmental Program Manager

cc: Department of Fish and Game  
File

California Coastal Commission  
Pam Emerson

U.S. Fish and Wildlife Service  
Carlsbad  
Anne Hoecker  
Kevin Clark

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**South Bay Cities**  
COUNCIL OF GOVERNMENTS

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July 9, 2003

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Office  
P.O. Box 92216  
Los Angeles, California 90009-2216

Dear Mr. Ritchie:

The South Bay Cities Council of Governments (SBCCOG) has just been notified that we have received the Supplement to the Draft EIS/EIR, Draft EIS/EIR, Draft Master Plan and Draft Master Plan Addendum, which were erroneously sent to the City of Torrance. First, we would request that you change the address of record for the SBCCOG to:

South Bay Cities Council of Governments  
5033 Rockvalley Road  
Rancho Palos Verdes, Cal. 90275

While we are still in the process of picking the documents up from Torrance and have not yet seen the documents, we understand that they are 5000+ pages and that the review period is only the minimum legally required 45 days. We find this totally inadequate. Not only are the documents extensive, but also, the entire review period is in the summer when many agencies have employees in and out due to vacations. Also, the same is true for the public at large.

The need to make improvements at LAX is not in question. The extent and type of those improvements is in question. In order to develop the necessary consensus for a project that can be widely supported, the SBCCOG requests that you immediately extend the time period for comments so that the input you receive will be well thought out and meaningful.

We recognize the difficult task of bringing such a large amount of information to the public, but we also believe that more time taken now could speed up the actual implementation of a final project.

Sincerely,



JOHN J. PARSONS  
SBCCOG Chair  
Councilman, Redondo Beach

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Los Angeles Manhattan Beach  
Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance





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October 27, 2003

Jim Ritchie  
Deputy Executive Director of Long Range Planning  
Los Angeles World Airports  
1 World Way  
Los Angeles, CA 90045

Dear Mr. Ritchie,

On behalf of the South Bay Cities Council of Governments, I want to thank you and your staff for attending our October 23rd Aviation Issues Committee Meeting. The presentation was very informative and we appreciate your staying for the Board meeting to answer questions.

The remodel of LAX is an extremely ambitious project. Our Board members are very interested in understanding the impacts as needed modernization and improvement takes place. This meeting was an opportunity to provide them with accurate and complete information so that our responses to your plans can be helpful to the process.

A meeting after the work day is never an attractive proposition. Please know that the Board is very grateful for your taking the time to make the presentation to us.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Jacki Bacharach".

Jacki Bacharach  
SBCCOG Executive Director *dc*

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Los Angeles Manhattan Beach  
Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance

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# El Toro Reuse Planning Authority ETRPA

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Saddleback Valley  
Unified School District  
South Orange County  
Community College District

November 5, 2003

Mr. David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Subject: Comments on LAX Master Plan EIR/EIS

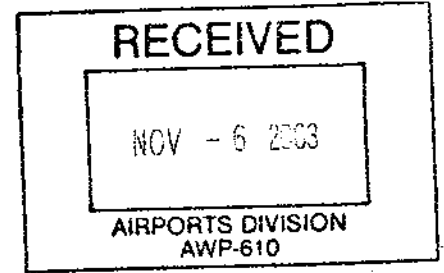
Dear Mr. Kessler and Mr. Ritchie:

The El Toro Reuse Planning Authority (ETRPA) has consistently disputed two flawed premises frequently used in the SCAG region's aviation forecasting and planning: 1) aviation demand forecasts attributed to Orange County, and the resulting demand/capacity gap in Orange County, and 2) the legitimacy of allocating aviation demand and capacity on the basis of county political boundaries.

The LAX EIR/EIS relies entirely on the 2001 SCAG RTP demand projections for the six-county region. ETRPA has consistently disputed the validity of those projections, especially the assumptions used for Orange County. In 1999 the ratio of passengers per resident in the SCAG region was 5.0<sup>1</sup>. This ratio is very consistent with the ratio for the State of California (5.0) and for the United States as a whole (4.9).<sup>2</sup>

Based on 81.4 million passengers at Los Angeles, Ontario, John Wayne, Burbank, Long Beach, Palm Springs, Palmdale, and Oxnard in 1999 according to the FAA's December 2000 Terminal Area Forecast (TAF).

<sup>2</sup> Calculated from 1999 U.S. Census estimates and 1999 passenger statistics obtained from the TAF.



Based upon the FAA's Terminal Area Forecast and the U.S. Census Bureau's middle series population projections, by 2015 the national ratio of airline

passengers to residents will grow to 7.5. SCAG's regional projections of passengers and population are consistent with this ratio. With the 2001 RTP Medium (2025) Activity at Airports (Table TC-13 of the 2001 SCAG PEIR), the ratio of passengers per resident will be 7.6. With Scenario 8 of the 2001 RTP, the regional ratio will be 7.4 (Table PD-10 and Table PH-16 of the 2001 SCAG PEIR).

The county-by-county variations and projected changes in the ratio of passengers to residents are significant, as shown for Los Angeles and Orange Counties in the following table.

**Annual Airport Passengers per Resident**

	1999	2025 (Medium Activity)	2025 (Scenario 8)
All SCAG Counties	5.0	7.6	7.4
Los Angeles County	7.1	8.3	7.4
Orange County	2.7	9.7	11.1

With Scenario 8 of the 2001 RTP, Orange County would have 50 percent more passengers per resident than the SCAG region as a whole. Even if Orange County were to have a greater propensity to fly than other parts of the region, it would not be reasonable to expect that Orange County would generate 50 percent more air travel per capita than Southern California as a whole.

As shown in the following table, Orange County contains 17 percent of the region's population with only 2 percent of the land area, some of which cannot be developed due to mountainous terrain. Based on Scenario 8 of the 2001 RTP, Orange County would have 15 percent of the regional population and 23 percent of the air passengers.

**SCAG Population Distribution**

County	Area (square miles)	1999 Population	Population per Square Mile
Los Angeles	4,060	9,329,989	2,298
Orange	790	2,760,948	3,495
Riverside	7,208	1,530,653	212
Imperial	4,175	145,287	35
San Bernardino	20,062	1,669,934	83
Ventura	1,846	745,063	404
Total	38,141	16,181,874	424

The RADAM model used in the aviation analysis of SCAG's 2001 RTP PEIR offered almost no information about input or output. For example, no information was provided on which zones within the SCAG region (or outside) the passengers using individual airports are located. This information would allow one to test the logic of the passenger distribution. Although "passenger propensity to fly" is discussed as an important concept to the model, no specific information was provided to support the high propensity to fly in Orange County.

The LAX EIR/EIS recognizes that airlines make service decisions based upon a number of key factors, including the population within a reasonable travel distance and the cost to introduce service at a new airport (LAX Master Plan Addendum, p.1-18). Due to traffic congestion in the SCAG region travel time is used as a better indicator than travel distance. Therefore, the EIR/EIS recognizes that airlines' decisions on which airport(s) to serve are not based on county boundaries but based on the efficiency of ground access and distance from service areas and each airport's catchment area. However, the LAX EIR/EIS continues to use data and analysis which are based upon county political boundaries rather than the catchment area of the existing airports within the region.

Recognizing recent developments, including the impact of the September 11<sup>th</sup> terrorist attacks, the passage of Measure W in Orange County, as well as, increased emphasis on the importance of improved ground access in optimizing the use of existing regional aviation facilities, and the effectiveness of strategic land use and economic policies on maximizing transportation benefits, SCAG has revised its modeling assumptions and parameters which result in a more logical context for regional aviation planning.

These key developments resulting from the SCAG Growth Visioning process have been incorporated in the revised modeling, especially where it relates to regional aviation planning. As directed by the SCAG Aviation Task Force, the new Growth Visioning demographic projections have been incorporated in the regional aviation modeling. The Growth Vision alternative takes a strategic approach to regional land use distribution, which in turn maximizes both transportation and economic benefits. Among its strategies are increased housing opportunities near job centers, increased job opportunities in housing-rich areas, focusing growth along transit corridors, and revitalizing underutilized development sites. The SCAG Growth Vision Alternative puts a special emphasis on ways to support the implementation of a decentralized aviation strategy, by providing substantially improved balance of housing and employment opportunities in suburban locations in the Inland Empire and north Los Angeles County. Additionally, increased employment in manufacturing and goods movement results in higher regional air cargo volumes in areas where aviation capacity in cargo can support such growth.

The LAX Master Plan EIR/EIS makes no reference to this improved approach to demand forecasting and regional aviation planning strategy.

The LAX Master Plan Addendum, Section 1.3.2 references SCAG 2001 RTP aviation demand figures, excluding El Toro and concludes: "As illustrated in Table 1.3-3, the region's airports would have a projected shortfall of approximately 30 MAP." These

figures and ensuing conclusions are entirely in conflict with the most recent SCAG forecasts as approved by the Regional Council. Based on the revised methodology and modeling conducted under the oversight of the SCAG Aviation Task Force, ten (10) Southern California airports (excluding El Toro) will provide a combined 170 MAP capacity with Maglev and 155 MAP capacity without Maglev. The LAX Master Plan EIR/EIS must be revised to include a discussion of the currently employed modeling assumptions and the resulting regional airport capacity figures consistent with SCAG. A number of implementation mechanisms have been suggested by SCAG including those to be undertaken by LAWA. The EIR/EIS makes no reference to these actions which would effectively eliminate a shortfall in the regional aviation capacity.

The LAX Master Plan EIR/EIS offers no discussion of growth forecasts of the Inland Empire and the potential for the Inland Empire airports to absorb the projected regional passenger and cargo demand. During the past two years, the Inland Empire has become increasingly active and vocal in marketing its aviation assets, and there is increased cooperation between Los Angeles and the Inland Empire to better formulate regional solutions. In fact, on October 15, 2003, elected officials and representatives from Los Angeles and Inland Empire held a Press Conference and a Presentation to the Los Angeles City Council to launch a partnership on regional aviation issues. The Press Release stated that elected officials and airport executives from three counties in Southern California announced their "[i]ntention to pursue a working partnership with the City of Los Angeles to implement a regional airport plan with capacity limits at Los Angeles International Airport and that optimizes unused passenger and cargo capacity at existing airports in the Inland Empire."

In addition to the aviation assets in the SCAG region, the San Diego Regional Airport Authority has formed a Public Working Group to actively explore suitable sites for the development of a regional airport in the San Diego area.

Based on the recent developments in the aviation markets and a renewed regional emphasis on strategic land use and transportation policies that support the development of the Inland Empire airports, the LAX Master Plan EIR/EIS must be revised to incorporate regional aviation demand projections and capacity enhancements consistent with the 2004 SCAG RTP.

Sincerely,



Paul D. Eckles  
Executive Director

cc: ETRPA Board of Directors  
Terry E. Dixon, ETRPA General Counsel  
Southern California Association of Governments



# South Coast Air Quality Management District

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**FAXED: NOVEMBER 7, 2003**

November 7, 2003

Mr. David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P. O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

**Supplement to the Draft Environmental Impact Statement / Report (DEIS/R) for  
the Los Angeles International Airport Proposed Master Plan**

Dear Mr. Kessler:

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the state and federal Lead Agencies and should be incorporated in the Final Environmental Impact Statement / Environmental Impact Report.

Pursuant to Public Resources Code §21092.5, please provide the SCAQMD with written responses to all comments contained herein before the certification of the Final Environmental Impact Report. The SCAQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Susan Nakamura Planning and Rules Manager at 909.396.3105 if you have any questions regarding these comments.

Sincerely

A handwritten signature in black ink, which appears to read 'Barry R. Wallerstein', is positioned above the typed name.

Barry R. Wallerstein, D.Env.  
Executive Officer

cc Mr. Jim Ritchie, Los Angeles World Airports, LAX Master Plan / Room 218, P. O.  
Box 92216, Los Angeles, CA 90009-2216

EC:SN:SS:CB: LAC030709-01, Control Number  
(e:/ceqa/laxmaster/LAXMasterPlan2003)

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**Supplement to the Draft Environmental Impact Statement /  
Environmental Impact Report (SEIS/R) for the Los Angeles  
International Airport Master Plan**

1. **Construction Emissions Analysis:** The SCAQMD previously submitted a comment letter dated 9/21/01 on the original Draft EIS/R, which noted that it was difficult to recreate construction emission estimates in the associated technical document because the emission estimate tables provided only total emissions without a breakdown of emissions by emissions source i.e., piece of equipment or construction task. The letter requested that a table, for example, be included providing peak daily emissions by emissions source showing equations used, assumptions made, etc. Review of the Draft Supplemental EIS/R (SEIS/R) indicates that this same problem persists. The SCAQMD again requests that this information be provided in the Final EIS/R.
2. **Rock Crushing Emissions:** On page 39 of Appendix S-E it is stated that rock crushing will eliminate some haul truck trips to transport debris offsite and that rock crushing emissions are accounted for in the construction analysis. Since emissions from specific emission sources have not been broken down by equipment or construction task, this statement could not be confirmed.
3. **Exclusion of Architectural Coatings and Asphalt Emission:** On page 3 of Appendix S-E it is stated that the construction analysis does not quantify architectural coating or asphalt emissions. The rationale for excluding architectural coating emissions is that they will be water based coatings. No rationale is given for excluding asphalt emissions. Although it is likely that most architectural coatings will likely be water based coatings by 2005, they are still expected to contain VOCs. If substantial volumes of coatings are applied on a daily basis, to paint the exteriors and interiors of new structures, stripe runways and roadways, etc., VOC emissions could be substantial. Further, architectural coatings applied in remote locations, such as runways, may not have access to electricity and may require generators to supply power to the coating application equipment. Similarly, paving roadways, runways, parking lots, etc., requires heavy-duty equipment to haul asphalt to the site (haul trucks), unload the asphalt (loaders), lay asphalt (asphalt pavers), etc. It is recommended the NEPA/CEQA lead agencies include architectural coating, asphalt, and associated equipment emissions in the analysis of construction emissions.
4. **CARB OFFROAD Model Emission Factors:** Additional clarification is needed to ensure that emission factors from CARB's OFFROAD Model were appropriately applied to construction equipment to calculate emissions. Section 4.6.2.2 Emission Estimates of the Draft SEIS/R indicates on Page 4-538 that emission factors used to estimate construction emission inventories have been updated based on CARB's OFFROAD Model. Appendix D of CARB's OFFROAD model contains emission factors for off-road engines, based on engine

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size and model year. These emission factors are not composite emission factors that are representative of all off-road equipment in the year indicated in Appendix D, the emission factors should be used only for the equipment manufactured for that model year. Emission factors presented in CARB's OFFROAD Model, Appendix D can be applied to construction equipment provided, that the equipment is representative of that model year. If the NEPA/CEQA lead agencies intend to use new equipment each year, additional information is needed to clarify how this will be implemented. If, however, the NEPA/CEQA lead agencies will be using a mix of model years for construction equipment, it is recommended that off-road mobile source emissions be calculated using composite emission factors for specified years, which can be obtained by contacting CARB.

5. **Errors in Table S4.6-19:** Footnote 2 of Table S4.6-19 on page 4-393 of the Supplement indicates that the baseline, interim, and horizon year inventories that were originally calculated using EDMS 3.2 have been recalculated for the Draft SEIS/R using EDMS 4.11. It appears, however, that the percent reductions associated with each alternative have not been adjusted to reflect the revised inventories. This apparent discrepancy should be explained or corrected in the Final EIS/R.
6. **Overlapping Phases and Peak Emissions:** Section 4.20.3 on pages 4-539 and 4-540 of the Draft SEIS/R describes the three phases of construction that Alternative D, the preferred Alternative, would go through. It is projected that construction of the Alternative D master plan improvements will start in the 3<sup>rd</sup> quarter of 2004 and end by December 2014. Phase II will commence in 2007, one year before the end of Phase I in 2008. Similarly, Phase III will commence in 2010 one year before Phase II ends. Phase III will end in 2014. It appears therefore that the three phases will overlap one another during different stages of construction. These overlapping construction emissions do not appear to be reflected in the discussion or in the emissions tables. Similarly, the mass daily emission estimates do not appear to consider emissions from early phases of the project that begin operation overlapping with ongoing construction phases. For example, Tables S4.6-9 through S4.6-11 on pages 4-371 through 4-373 of the Supplement present the operational and construction emissions data for each of the project alternatives as discrete non-overlapping phases for 2004, 2005, 2013 and 2015. These tables do not reflect the emissions that will be occurring during the overlapping phases. As a result, emission estimate may underestimate peak day emissions. It is recommended that the NEPA/CEQA lead agencies identify all overlapping phases, both construction and operation, and show the peak daily emissions for each of these overlapping.
7. **Ground Service Equipment:** In Table S4.6-18 on page 4-389 of the Supplement, the lead agency claims that the conversion of the airport's ground service equipment to electric power or fuel cells will reduce NO<sub>x</sub>, VOC and CO emissions by up to 600 tons, 1,900 tons and 2,800 tons respectively per year by 2015. Comparing these emissions reductions to the 2000 emissions inventory in Table S4.6-7 on page 4-368 shows very substantial reductions from the base year.

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To achieve these emissions reductions, the lead agency proposes to accelerate full conversion of the ground service equipment fleet through incentives or tenant lease requirements. The lead agency needs to describe some of these incentives and also demonstrate quantitatively how these very substantial emissions can be achieved. Further, on pages 35 and 40 of Appendix S-E, the lead agency refers to the non-binding memorandum of understanding (MOU) signed in December 2002 between California Air Resources Board and the major domestic air carriers to reduce NO<sub>x</sub> emissions from ground service equipment. Since the MOU is non-binding, the lead agency needs to demonstrate how it proposes to achieve those emission reductions and those beyond what is described in the MOU. If documentation already exists elsewhere in the Supplement, relating to how these emission reductions will be achieved, it is suggested that specific reference be made as part of the footnotes to the table to facilitate review.

8. **Ongoing Measures to Improve Air Quality:** Pages 34 through 37 in Appendix S-E list a number of programs, both regulatory and voluntary, implemented by LAWA to improve air quality. The SCAQMD is pleased that LAWA is maintaining its commitment to implement voluntary programs, in particular the energy saving measures, listed on page 36, such as the use of double-paned glass or accousti-glass tempered and shaded windows, high efficiency metal halide lights in parking areas, lighting controls and energy efficient lighting in indoor areas, energy efficient and automated controls for air conditioning, increased wall and ceiling insulation beyond existing regulatory requirements, alternative and low emission vehicles, etc, which could provide substantial air quality benefits. The SCAQMD is pleased that LAWA will be implementing a series of innovative mitigation measures such as incentives for SULEV/ZEV emission engines in commercial vehicles, electrical ground power and preconditioned air systems to existing aircraft at passenger gates, continued conversion of ground support equipment to alternative fuels, and specification of clean-fueled construction equipment to name a few. The SCAQMD also agrees that the NEPA/CEQA lead agencies should continue to implement the mitigation measures in Table S23 beginning on page 41 of Appendix S-E, even though emission reduction control efficiencies are not specifically identified for these measures. In addition, to the programs and mitigation measures identified in the Draft SEIS/R, it is also recommended that the NEPA/CEQA lead agencies also incorporate other programs such as the Leadership in Energy and Environmental Design (LEED) system developed by the U.S. Green Building Council into the list of mitigation measures identified in Table S4.6-18.

Other mitigation measures for consideration by the NEPA/CEQA lead agencies include the following:

- Provide temporary traffic control during all phases of construction activities to improve traffic flow, e.g., flag person;
- Suspend all grading when wind speeds exceed 25 miles per hour;
- Traffic speeds on all unpaved roads should be reduced to 15 miles per hours or less;

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- Cover all haul trucks hauling dirt, sand, soil, or other loose materials;
- Sweep streets with AQMD Rule 1186-certified street sweepers whenever visible dust accumulates on roadways;
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the site each trip, etc.;
- Investigate using cleaner burning aircraft fuels, perhaps through a pilot program; and
- Use light-colored roofing materials, which reflect sunlight and, therefore, heat away from buildings.

The SCAQMD is willing to work with the NEPA/CEQA lead agencies to develop the above measures and other measures to mitigate air quality impacts from the proposed project.

9. **Control Efficiencies of Mitigation Measures:** The SCAQMD previously commented on the Draft EIS/R that the NEPA/CEQA lead agencies were taking emission reduction credit for programs required by regulation that relied on future approvals, or were voluntary. In response the Draft SEIS/R has removed required or duplicative measures. Further, the NEPA/CEQA lead agencies are no longer claiming emission reduction credit for unquantified or voluntary programs. Table 4.6-16, however, identifies several mitigation measures with associated emission reductions. The Draft SEIS/R does not appear to provide any supporting documentation regarding the methodology used to calculate the range of potential emission reductions, including assumptions, equations, emission factors, specific emission reduction control efficiencies by equipment, the source of the control efficiencies used, etc. The Final EIS/R should provide documentation to support the emission reductions shown in Table 4.6-16. Further, in some cases, emission reductions claimed may overestimate actual emission reductions that may result from applying the mitigation measure. For example, substantial emission reductions are identified for measures related to diesel powered construction equipment, such as catalytic oxidizers, particulate traps with exhaust gas recirculation, use of emulsified diesel fuels, etc. The NEPA/CEQA lead agencies should be aware that, with the exception of catalytic oxidizers certified at a control efficiency of 25 percent, these control technologies have not been certified for use on heavy-duty off-road mobile sources. The NEPA/CEQA lead agencies are encouraged to use these control technologies, but associated emission reductions may not be as great as claimed. Information certified control equipment for mobile sources can be found at the CARB website at the following internet address: <http://www.arb.ca.gov>.
10. **NO<sub>x</sub> to NO<sub>2</sub> Conversion:** Pollutant emissions are expressed as NO<sub>x</sub>, i.e., the sum of NO and NO<sub>2</sub>. However, the ambient air quality standards are for NO<sub>2</sub>. So a method is required to convert the NO<sub>x</sub> emissions into NO<sub>2</sub> concentrations. In the Draft SEIS/R two methods are used to estimate the maximum one-hour NO<sub>2</sub> concentrations, that is, the ozone limiting method (OLM) and the NO<sub>2</sub>/NO<sub>x</sub> ratio method. OLM, as described in Attachment P of Technical Report S-4, is an acceptable method for estimating 1-hour NO<sub>2</sub> impacts to demonstrate compliance

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to District Rules. The NO<sub>2</sub>/NO<sub>x</sub> ratio method, as described in Attachment Q of Technical Report S-4, is not an approved method to demonstrate compliance with SCAQMD Rules, in particular modeling requirements contained in SCAQMD Rule 1303. However, the method appears to be reasonable and conservative for the application of determining localized significance for CEQA environmental analyses.

11. **Total One-Hour NO<sub>2</sub> Concentrations:** In Attachment P of Technical Report S-4, it is stated that "the modeled NO<sub>2</sub> concentrations were assumed as the actual NO<sub>2</sub> ambient concentrations." In other words, the project impacts are not added to local background concentrations to determine the total NO<sub>2</sub> concentrations for comparisons to ambient air quality standards. The NO<sub>2</sub> concentrations from the proposed project must be added to the local background NO<sub>2</sub> concentrations and the resulting total concentration compared to the ambient air quality standard to determine project significance. Since the background concentrations are not included, the project impacts are underestimated.
12. **Calm Wind Processing:** Based on the dispersion model input files provided as part of the review package, the calm wind processing option was applied in the model application. This has the effect of excluding many hours of light wind speeds and potentially high concentrations from dispersion modeling. This deviates from SCAQMD modeling procedures, which require that calm wind processing be turned off. The annual concentrations for all pollutants, including the cancer risks and the chronic non-cancer risks, may be underestimated.
13. **Human Health Risk Assessment (HHRA):** Based on the emission speciation profile in the HHRA, it is not clear whether the risk estimates include emissions from the future increase in the number of aircraft landing at LAX. Please clarify whether or not aircraft emissions are included in the HHRA and, if not, it is recommended that the HHRA be revised to include future aircraft emissions.
14. **Health Risk Assessment for Mobile Sources:** Because heavy-duty truck trips do not appear to be specifically identified in the Draft SEIS/R, it is unclear whether or not operational emissions include a substantial increase in the number of heavy-duty truck trips to the airport, especially the container cargo portion of LAX. If there is a substantial increase in future heavy-duty truck trips to LAX, a health risk assessment for mobile sources may be warranted. Guidance for such an analysis can be found on the SCAQMD's CEQA web pages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/diesel\\_analysis.doc](http://www.aqmd.gov/ceqa/handbook/diesel_analysis.doc).
15. **Program EIS/R and Subsequent Projects:** It is understood that the EIS/R is a program document to analyze impacts from a long-term ongoing program to upgrade and enhance security at LAX. Further, it is understood that various components or phases of the proposed project will undergo subsequent project-specific environmental analyses under NEPA and CEQA. Please provide a list of the specific future projects that will undergo environmental analyses so that the SCAQMD can evaluate whether components of the proposed project that are not

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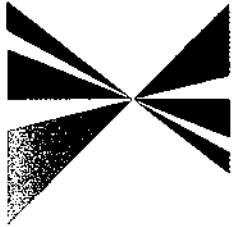
specifically analyzed in future documents are adequately analyzed in the program EIS/R.

16. **Toxics Analysis:** The SCAQMD has reviewed the air toxics analysis prepared by the NEPA/CEQA lead agencies and believes that the modeling approach used for the human health risk assessment is not consistent with the FAA's LIDAR study regarding plume heights during jet queuing and taxi periods. The assumed plume heights in the toxics modeling analysis are higher than those observed in the LIDAR study and, therefore, the impacts in the human health risk assessment may be underestimated. The SCAQMD recommends that the toxics analysis be revised to be consistent with the LIDAR study recommendations regarding the effective plume heights of the jet exhaust.

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Ventura County Transportation Commission: Bill Davis, Simi Valley

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Mr. Jim Ritchie  
Deputy Executive Director  
Los Angeles World Airports  
P. O. Box 92216  
Los Angeles, CA 90009-2216

Re: **Comments on the Supplement to the Draft Los Angeles International Airport Master Plan Environmental Impact Statement / Environmental Impact Report and Master Plan Addendum – SCAG No. I 20030374**

Dear Mr. Ritchie:

Thank you for submitting the **Supplement to the Draft Los Angeles International Airport Master Plan Environmental Impact Statement / Environmental Impact Report and Master Plan Addendum** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG is a Joint Powers Agency established under California Government Code Section 6502. SCAG is designated as the Metropolitan Planning Organization (MPO) for the greater Los Angeles region including the Los Angeles International Airport service area. SCAG is also the designated Regional Transportation Planning Agency, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP) under California Government Code Sections 65080 and 65082 respectively. In terms of project review, SCAG's mandated roles and responsibilities include, but are not limited to, the following:

- SCAG is the authorized regional agency for Inter-Governmental Review of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).
- Pursuant to Public Resources Code Section 21083, SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans {California Environmental Quality Act Guidelines Sections 15206 and 15125(b)}.

The **Supplement to the Draft Los Angeles International Airport Master Plan Environmental Impact Statement / Environmental Impact Report and Master Plan Addendum** meets SCAG's criteria for classification of a project that is regionally significant. The focus of our review is on the consistency of the project with adopted regional transportation policy, as well as new aviation strategies that have been developed as part of the agency's 2004 RTP.

In general, Los Angeles World Airports (LAWA) is to be applauded for proposing a new LAX master plan alternative (Alternative D) that is generally consistent with SCAG's adopted passenger constraint for LAX of 78 million annual air passengers (MAP). We also commend the new alternative's emphasis on safety and security, and on increased transit usage to reduce airport ground access impacts.

Our response is divided into comments on the Master Plan Addendum (i.e., project description of Alternative D), and comments on the Draft EIS/EIR. They pertain to adopted

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Mr. Jim Ritchie  
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regional policy, as well as issues of regional concern that were previously reviewed by SCAG's Aviation Task Force, Transportation and Communications Committee and Regional Council. Some of the comments specifically relate to the Preferred Draft Regional Aviation Plan and implementation strategy that was approved for release as part of the Draft 2004 Regional Transportation Plan (RTP) by the Transportation and Communications Committee on October 2, 2003.

We recognize that Alternative D was developed well before the Preferred Draft Regional Aviation Plan was approved. However, the comments that relate to our proposed new regional aviation strategy should be considered by LAWA in light of potential future consistency with the 2004 RTP, and opportunities to revise and supplement Alternative D to achieve this consistency. These comments contain recommendations for achieving consistency between the new LAX master plan alternative and SCAG's new Preferred Regional Aviation Plan. To achieve this consistency, we urge LAWA work with SCAG in initiating the formation of a Regional Airport Consortium with other airports in the region. This consortium would coordinate all airport master planning and facility construction consistent with an adopted Regional Aviation Plan. It would also coordinate with the Maglev Joint Powers Authority to ensure seamless Maglev connections to airports, and increase air passenger ridership via Maglev through integrated fares and other market tools. By incorporating these elements from the Preferred Aviation Plan in SCAG's Draft 2004 Regional Transportation Plan, the LAX Master Plan would truly embrace an overall regional approach in a highly proactive manner.

A brief summary of SCAG staff comments includes the following: the Project should include an implementation mechanism to enforce its 78 million annual air passenger limitation; an explicit reference should be made to a potential future Maglev connection; a more proactive approach to implementing a regional aviation strategy should be described, incorporating elements of SCAG's recently issued Preferred Regional Aviation Plan; and cost and funding detail should be included for proposed off-airport ground access mitigation projects.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. If you should have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,



JEFFREY M. SMITH, AICP  
Senior Regional Planner  
Intergovernmental Review

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**COMMENTS ON THE SUPPLEMENT TO THE DRAFT  
LOS ANGELES INTERNATIONAL AIRPORT MASTER PLAN  
ENVIRONMENTAL IMPACT STATEMENT / ENVIRONMENTAL IMPACT REPORT  
AND MASTER PLAN ADDENDUM  
SCAG NO I 20030374.**

**A. COMMENTS ON THE LAX MASTER PLAN ADDENDUM/PROJECT DESCRIPTION**

**1. Consistency with Adopted Aviation Plan in 2001 Regional Transportation Plan**

- **Consistency with adopted regional passenger and cargo forecasts:** Alternative D is designed to accommodate 78.9 million annual air passengers (MAP) and 3.1 million tons of air cargo within the forecast period extending to 2015. These figures are generally consistent, but not specifically consistent, with the adopted forecast for LAX of 78.0 MAP and 3.0 million tons of air cargo by 2025 in the adopted aviation plan in SCAG's 2001 Regional Transportation Plan.
- **Implementation of Proposed Capacity Constraint:** The project proposes to maintain the passenger service at LAX to 78.9 MAP by extensively reconfiguring the existing passenger terminals and reducing the number of aircraft gates from the current 163 nominal gates to 153 nominal gates in Alternative D. However, the passenger carrying capacity of any particular terminal configuration cannot be exactly measured, since it is a function of the size of aircraft utilizing the gates and passenger load factors per aircraft. Also, remote aircraft parking positions would be eliminated by the alternative, which could always be reestablished as long as there is apron space to accommodate them. To maintain a 78 MAP constraint at LAX utilizing available gate capacity, an additional legally enforceable implementation mechanism would be needed to keep total passenger activity within the 78 MAP limitation. The mechanism would monitor passenger throughput at established gates, and adjust the number, size and configuration of gates as needed to keep local passenger activity within the 78 MAP limitation.
- **Consistency with adopted regional Maglev strategy:** A key element of the 2001 adopted aviation plan is a proposed regional high-speed rail network utilizing magnetic levitation (Maglev) technology. The proposed Maglev system is a vital component of the plan's decentralization strategy of distributing passengers and cargo to underutilized suburban airports in the Inland Empire and North Los Angeles County. The system enables the region to meet forecast aviation demand and minimize the potential economic loss that could result from having highly constrained and encroached urban airports including LAX. The system forecasts a Maglev connection to LAX from West Los Angeles (with connections from West Los Angeles running east to Ontario Airport, north to Palmdale Airport and south to Orange County), with the segment running down the median of I-405 and turning west along I-105 to access LAX. The segment is planned for completion within the 2010 to 2015 time period, which is within the forecast period for the LAX master plan process. SCAG's proposed Maglev system could provide significant potential mitigation of ground access impacts on local communities around LAX, since about 23% of total LAX passengers are estimated to access the airport via Maglev after a connection to LAX is completed. Maglev is also an essential component of SCAG's regional aviation strategy adopted for the 2001 RTP, and the Preferred Aviation Plan proposed for the Draft 2004 RTP. Alternative D is much more conducive to a potential Maglev connection than previously proposed master

plan alternatives, by virtue of a proposed Intermodal Transfer Center (ITC) to be located north of Imperial Highway and the I-105 freeway, and east of Aviation Boulevard. The ITC will serve as a major transfer center for regional bus serve, and will be connected to a Green Line station located just south of Imperial Highway via an elevated walkway. The ITC is also a logical juncture for connecting with the SCAG's proposed Maglev segment that would follow the I-105 freeway alignment. However, Alternative D is silent on Maglev, and makes no specific mention of a potential Maglev connection to LAX within the forecast period.

## 2. Regional Impact of LAX Master Plan Alternative D

- **Available regional airport capacity:** On page 1-12 of the Master Plan Addendum it should be noted that NAS Point Mugu is no longer available for possible joint use of that facility. On page 1-15 it should be noted that SCAG has updated its estimate of existing available capacity at existing urban air carrier airports in region (i.e., LAX, Burbank, John Wayne and Ontario airports) which totals about 132 MAP. This new figure reflects a recalculation of the runway capacity of Ontario Airport (to 30 MAP) and the recent renewal of John Wayne airport's settlement agreement from 8.4 MAP to 10.8 MAP.
- **Potential of Palmdale Airport:** On page 1-16, recent modeling of SCAG Preferred Aviation Plan for the 2004 indicates that Palmdale Airport has the potential to serve a high level of passenger demand. This modeling allocated 12.8 MAP to Palmdale Airport in 2030, including international demand, given a high-speed Maglev connection and brokering/coordination between LAWA and airlines. Table 1.3-3 should be revised to indicate that Palmdale Airport has more service potential than just a commuter airport within the 2015 time period.
- **Secondary airports:** On page 1-17 it is stated that "A sensitivity analysis conducted by SCAG in 1998 found that if LAX capacity was constrained in an effort to force demand to other regional airports, much of the traffic would relocate to other airports outside the region such as San Francisco, Denver and Dallas rather than to secondary regional airports within the region." This sentence should be qualified by noting that more recent modeling conducted by SCAG with a regional Maglev system assumed indicates that Ontario and Palmdale airports have the potential to serve long-haul and international demand, and help minimize the potential loss of demand to airports outside the region.
- **Concentration of Travel Demand:** Figure 1.3-2, which shows the distribution of domestic O&D passenger demand throughout the region, appears to be in error. The figure shows that most of Orange County generates lower passenger demand per square mile than central Los Angeles County, which conflicts with SCAG regional demand data. The figure should be qualified by saying that it is based on partial data taken from LAX and Ontario O&D surveys.
- **Airline deregulation and competition:** On page 1-26, it should be noted that after the events of September 11, 2001, many passengers now find secondary airports to be much more convenient and easier to access than a primary airport such as LAX. This is the primary reason why passenger growth at secondary airports in the region has largely rebounded over the last two years, as opposed to passenger levels at LAX.



### 3. Alternative D Development and Refinement

- **Design capacity of Alternative D:** On page 2-1 it is stated that "Alternative D would be designed to serve approximately 78 MAP, which is similar to the scenario adopted by SCAG for LAX." It should be noted that the specific activity level that Alternative D would be designed for is 78.9 MAP, not 78.0 MAP.
- **Regional approach of Alternative D:** On page 2-1 it is stated that Alternative D "would be developed to offer a regional development alternative to LAX." It is also stated that "The Alternative D design would encourage other airports in the region to develop facilities to accommodate regional demand beyond the level served by LAX." This language is similar to language on page 1-2 of the Supplemental Draft EIS/EIR (Chapter 1, Introduction) that describes the regional approach inherent in Alternative D: "whereby growth at LAX would be planned so as to place greater pressure on other regional airports to accommodate unmet future air travel demands." Also, on page 2-1 of the Supplemental Draft EIS/EIR (Chapter 2, Purpose and Need for the Proposed Action) it is stated that "Alternative D would respond to future demand for air transportation by encouraging, but not requiring, other airports in the Los Angeles area to increase capacity to make up for the limitations of LAX."

However, nowhere in the Master Plan Addendum or the EIS/EIR is it described how Alternative D would encourage other airports in the region to make up for the limitations of LAX. It is assumed that the design of Alternative D itself would encourage other airports to make appropriate capacity expansions. This is not a regional approach in that it is entirely passive, and does not actively involve other affected airports in the region in its implementation. A much more proactive regional approach is needed (see recommendations in Section C below). It should be noted that the impacts on other airports from the implementation of Alternative D could be significant. For example, Alternative D proposes to reduce the number of narrow body (short haul) aircraft gates from the current 51 to 40. This proposed sharp reduction in short haul capacity at LAX could have a significant impact on nearby urban airports to serve the short-haul market of Los Angeles County, particularly Burbank and Long Beach airports. These airports are as encroached and constrained as LAX, and have limited expansion opportunities.

## B. COMMENTS ON SUPPLEMENTAL TO DRAFT LAX MASTER PLAN EIS/EIR

### 1. Economic Impacts of Alternative D

- **Mitigation costs:** On page 9 of the Supplemental Economic Report, Table S5, the cost of proposed environmental mitigation projects including off-airport ground access improvements should be itemized and added to the total \$7.4 billion estimate for construction of Alternative D facilities and improvements.
- **Total economic impact:** On page 12, Table S10, it shows that the total economic output impact of Alternative D only exceeds that of the No Action/No Project Alternative by \$32 million. This is a very meager return on the \$7.4 billion estimated to construct Alternative D, not including mitigation projects. It is suggested that this section should include the non-quantifiable benefits that would accrue from implementing Alternative D, including its safety

and security benefits. Opportunity costs should also be identified, including projects at other LAWA-owned airports that could be funded if Alternative D was scaled down to a lesser expense.

## 2. Off-airport Ground Access Improvements

- **Cost data:** Alternative D has significantly lower estimated ground access impacts compared to previously proposed master plan alternatives. This is mainly because it is designed for a lower service level (i.e., 78 MAP) and places a markedly greater emphasis on transit access through the planning of an off-airport intermodal transfer center and five new off-airport FlyAway facilities (i.e., park-and-ride facilities for air passengers). However, significant off-airport ground access projects would still be needed to mitigate forecast traffic impacts, as listed in Technical Report 2b (Off-airport Surface Transportation). These include a new freeway interchange at I-405 and Lennox Boulevard, new freeway ramps off I-105 between Aviation Boulevard and La Cienega Boulevard, and a variety of intersection improvements and upgraded signal systems.

However, there is no cost or funding detail, including estimated costs and potential funding sources, accompanying these proposed mitigation projects, including the proposed new Flyaway facilities. This detail is necessary for the projects to be included in SCAG's 2004 RTP financial plan, and future Regional Transportation Improvement Plans (RTIPs). Without identification of their costs and funding sources, these projects are not enforceable as mitigation strategies. A schedule for the implementation of these projects is also needed, including time needed to plan, engineer, clear and construct each project within the 2015 horizon. As previously noted, the implementation of SCAG's inter-regional Maglev system with a connection to LAX could provide significant potential mitigation of airport ground access impacts on local communities around LAX, since it would carry about 23% of total LAX passengers.

- **Fair share contributions:** Report 2b states that "fair-share financial contributions to regional highway improvements and/or regional transit improvements will mitigate 17 intersections." The amount of these "fair share" contributions should be specified, and the mechanism for implementing this funding arrangement should be defined.

## C. CONCLUSIONS AND RECOMMENDATIONS

1. The proposed LAX master plan project (Alternative D) is generally consistent, but not specifically consistent, with the SCAG's adopted regional forecast for LAX.
  2. Alternative D would be held to about 78 MAP through passenger terminal reconfigurations and a reduction in the overall number of aircraft gates. To maintain a 78 MAP constraint at LAX utilizing available gate capacity, an additional legally enforceable implementation mechanism should be developed.
- Alternative D is more compatible than previously proposed LAX master plan alternatives with a proposed Maglev high-speed rail connection to LAX, planned for the 2010-2015 time period in SCAG's adopted regional Maglev strategy. The implementation of SCAG's inter-regional Maglev system with a connection to LAX could provide significant potential mitigation of airport ground access impacts on local communities around LAX, since it would

carry about 23% of total LAX passengers. Maglev is also an essential component of SCAG's regional aviation strategy adopted for the 2001 RTP, and the Preferred Aviation Plan proposed for the Draft 2004 RTP. However, the project description for Alternative D is silent on Maglev, and does not specifically mention or address a potential Maglev connection. An appropriate discussion of such a potential connection should be included in the final Master Plan Addendum and EIS/EIR.

3. The project description for Alternative D outlines a proposed regional approach that would encourage alternate airports in the region to develop their capacities to accommodate regional demand that cannot be served at LAX. However, no description is given of any active approach to encourage these airports to take appropriate actions to enhance their capacities. Alternate urban airports in the region such as Burbank and Long Beach are as constrained and encroached as LAX, and have very limited expansion opportunities.
4. SCAG's Draft 2004 Regional Transportation Plan proposes a Preferred Regional Aviation Plan that does contain a proactive regional approach to establishing increased coordination between LAX and alternate airports in the region. It is recommended that elements of the Preferred Regional Aviation Plan in the SCAG's Draft 2004 RTP be considered for inclusion in the Final LAX Master Plan and EIS/EIR. Elements of the decentralization strategy in this plan include:
  - Methods to increase Maglev passenger ridership to suburban airports, such as integrated pricing that would combine airfares with Maglev fares.
  - A wider range of flight offerings made available at suburban airports including Palmdale and Ontario airports. More point-to-point long haul and international service was assumed, using a new generation of highly efficient aircraft. Attractive financial packages would be offered to airlines to induce them to initiate and expand service at suburban airports. Airline "brokering" would also be implemented, to achieve coordination between airlines and between airlines and airports to achieve the greatest service efficiencies in combination with the provision of high-speed Maglev access to suburban airports.
  - LAWA would play a key role in implementing the plan by integrating master planning and brokering service between LAX, Palmdale and Ontario airports. It would also enter into contractual agreements and memoranda of understanding with other airports in the region, to establish a common framework for coordinating all airport master planning and facility construction consistent with an adopted Regional Aviation Plan.
  - Based on these contractual agreements and memoranda of understanding, an airport consortium would be formed that would define complementary roles and market niches between all airports in the regional system.
  - An implementation plan that outlines the basic steps and timeline for implementing the Preferred Regional Aviation Plan.
5. The economic impacts of Alternative D, compared to the No Project/No Action Alternative, totals only \$32 million. This is a very meager return on the estimated \$7.4 billion facility cost of Alternative D, that do not including the cost of mitigation projects. More justification should be included in support of this expenditure, including non-quantifiable benefits.

Opportunity costs should also be identified, including projects at other LAWA-owned airports that could be funded if Alternative D was scaled down to a lesser expense.

6. No cost or funding detail is included in the estimated costs and potential funding sources for off-airport ground access mitigation projects. Such detail should be included in the final master plan and EIR/EIS documents, since it is necessary for these projects to be included in SCAG's 2004 RTP Financial Plan and future Regional Transportation Improvement Plans (RTIPS) so that they can be enforceable as mitigation strategies.
7. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### *Roles and Authorities*

**THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)** is a **Joint Powers Agency** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining **Conformity** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for **reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for **Inter-Governmental Review** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized **Areawide Waste Treatment Management Planning Agency**.

SCAG is responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001



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November 6, 2003

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Mr. David Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

**Re: SBCCOG Comments Regarding the Draft Supplemental EIS/EIR for the LAX Master Plan**

The South Bay Cities Council of Governments (SBCCOG) has reviewed the Draft Supplemental EIS/EIR for the LAX Master Plan. We have concerns about a variety of issues that are enumerated in the attachment to this letter. Our conclusion is that the document is inadequate to understand the full scope of impacts to ground access surrounding the airport, to the communities adjacent to the airport and in the flight path and to demonstrating enhanced safety and security from the development of Alternative D.

Our overriding concern is that Alternative D will not constrain capacity at LAX. We join with those who want a binding agreement to limit the airport's growth at 78 MAP.

We understand that LAX needs enhanced security and modernization. We do not oppose these goals. However, we want to be assured that the safeguards delineated in the plan are realistic and achievable and that additional mitigations are considered.

We look forward to your response to our comments.

Sincerely,

A handwritten signature in black ink that reads "John Parsons" with a small "dc" written below it.

John Parsons  
Chair, SBCCOG  
Councilman, Redondo Beach

Attachment

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Los Angeles Manhattan Beach  
Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance

SAR00006

## **Comments by South Bay Cities Council of Governments**

The comments that follow are divided into two sections. One representing the EIR/EIS process and the other focusing on the proposed design of the airport modernization. First however, we address our principal concern which is the size of the facility.

### **1. Limiting the capacity of LAX to 78 MAP**

The overriding issue for the SBCCOG is limiting the capacity of LAX to 78 million annual passengers. This can be accomplished using LAWA's ability to control the development of the facilities there. If this doesn't happen, then all other assumptions, analysis and conclusions in the documents are invalid since they depend upon the assertion that LAX will not serve more than 78 million annual passengers.

The SBCCOG is appreciative of Mayor Hahn's desire to limit the capacity at the airport to 78 MAP. Unfortunately, an aggressive strategy to implement a regional approach is not included in Alternative D and the intention to constrain airport growth to 78 MAP might not survive into the future. Alternative D alone will not necessarily constrain growth at LAX. Therefore, we support the efforts of the City of El Segundo and others to develop a binding agreement that limits facilities at LAX to assure its capacity will not exceed 78 MAP and we offer our support for actions that will encourage the development of a system of truly regional airports and support services.

### **2. Supplemental EIR Is Not In Compliance With CEQA**

The SBCCOG has concluded that the Alternative D project should have been reviewed through the preparation of a subsequent EIS/EIR. This would have provided the full record of information and potential impact since 2001.

The proposed Alternative D is a substantial change to the airport's configuration with a significant impact on all areas in, at and near the facility. The new central terminal area, a major automated people mover system (train), major new facilities near the freeways, new traffic patterns and a new intermodal transportation center are just some of the changes that will impact airport operations.

### **3. Baseline Year Not Adequate Or Consistent**

The Baseline Year of 1996 is not adequate for a 2003 assessment. In addition, it appears that there has been an update of the baseline year in those instances where new practices, e.g., the implementation of Stage III noise mitigation measures, have reduced impacts. This raises the question of not only inconsistent baseline years, but also whether those areas where the impacts might have gotten worse have been intentionally left out.

#### 4. Assumes All Proposed Projects Will Be Completed

SBCCOG shares the concerns expressed by others that the Supplemental Draft should acknowledge that some of the planned mitigations may not be implemented or even feasible. Measures such as the construction of an off ramp at the 405 Freeway and Lennox Boulevard, improvements adjacent to the Marina Freeway and numerous local traffic signal coordination and intersection improvements do not have assured funding. Given the budget situation, especially at the State level, it is a risky assumption to conclude that funding will remain available from traditional sources. Available revenue sources should be more clearly defined and conceptual approval for identified improvements should be obtained by the appropriate agencies before feasibility can be assured.

#### 5. Safety and Security at the Airport

The main purpose for the changes proposed in Alternative D has been presented as a way to enhance security at the airport. The SBCCOG is not convinced that the measures proposed will achieve this goal. SBCCOG shares the concerns expressed in the independent RAND Corporation study of the security measures proposed in the Plan which found that the proposed changes would not increase security compared to the current LAX configuration.

Planned centralized functions such as passenger check-in create a single point of possible disruption that would be more catastrophic than the current decentralized LAX terminal configuration. The same holds true for the proposed People Mover

Alternative D focuses on security of public entry to the airport terminal, but only lightly treats "backdoor" entry by the hundreds of vehicles (primarily trucks) required on airport property for aircraft services, maintenance/fuel farm, and cargo activities.

The realignment of the innermost runway north of the airport (24L) and the new location for the Rental Car facility at the end of that runway are also of concern. In light of the fact that past LAX runway incursions appear associated with causes other than runway configuration, SBCCOG asks that LAWA explain the reason for the proposed changes to the runway as well as the major causes for past runway incursions. While SBCCOG does not have the expertise to fully evaluate these safety issues, we remain concerned over the disagreements that have been expressed by those who do have such knowledge.

#### 6. Ground Access To And From The Facilities

Under Alternative D, traffic patterns will change on the freeways and on South Bay arterial streets. While the Draft Supplement states that drivers will be inclined to remain on the freeway for longer periods of time to get to the airport, moving the major vehicle transportation centers closer to the freeways will serve to add to the congestion on those freeways. The I-405 and I-105 freeways are already congested during both peak and non-peak hours and the construction of new freeway to airport interchanges which are included as mitigation measures will not address the freeway congestion that exists today and will only be worse in the future.



Furthermore, because of the freeway congestion, it is erroneous to think that drivers won't seek relief on arterial streets. Analysis of the changes proposed does not include the impact of the freeway congestion on the arterials and how the additional traffic coming to the new passenger processing locations will be mitigated. It is not clear that new off ramps and enhanced local traffic signal coordination and intersection improvements will provide the mitigation required and no other highway improvements are included. The SBCCOG is concerned that additional mitigation measures that are fully funded need to be identified to mitigate airport related traffic in the South Bay.

Because of the significant effect of freeway congestion on arterials, the SBCCOG has recently completed the I-405 Arterial Improvements Initiative. This study identified improvements to the Manchester/Florence/La Cienega access and egress to the I-405 which the SBCCOG believes should be included in the airport ground access mitigation since traffic in this area will be further exacerbated as passengers leave the freeway to access the airport. We formally request that the projects identified in this analysis – all relatively low cost yet extremely beneficial to traffic flow on and off the freeway – be added to the project mitigations.

Additionally, system preservation and pavement maintenance costs need to be included for the added traffic to major boulevards accessing the new terminals.

#### 7. Green Line Extensions

The Metro Green Line is an important transportation artery for the South Bay. SBCCOG would like the airport to ensure that no improvements made under Alternative D preclude any future extensions to the Green Line going further into the South Bay and to the North.

Additionally, more attention should be given to the final placement of the Green Line as an airport feeder. The route should be more clearly delineated. Minimally, the costs for the Green Line routing design and preliminary engineering should be included as part of the implementation of the Master Plan project.

#### 8. Noise

The Supplemental Draft EIS/EIR indicates that aircraft noise impacts will be significant, affecting 2,250 residents, 780 dwellings, 5 schools, 3 churches, 2 hospitals, and 3 parks. Additionally, new larger aircraft that the airport is being designed to accommodate will be louder affecting a wider area.

The SBCCOG is concerned that noise impacts not be shifted from one community to another. Furthermore, more attention should be given to single event noise. The single events are very disturbing to the affected areas and mitigation measures should extend to them. And, areas farther afield from the airport site, such as the Beach cities and Palos Verdes Peninsula experience noise impacts now. The report does not address impacts to these communities under the new plan.

The Automated People Mover (APM) operation will impose undesirable noise on all 10 existing hotels in the Century Boulevard/98<sup>th</sup> Street area. The draft EIS/EIR does not define how the noise from the high activity APM (about 2 passages per minute) will be mitigated.

Also, the documentation in the report appears to credit road traffic noise reductions that will come from increased congestion. This is an unacceptable noise mitigation measure.

#### 9. Cost

The cost of this project is very large for the benefit to the public. It will be extremely important that funds not run out before all of the mitigations can be put in place.

Also, significant off-airport ground access projects are identified to mitigate forecasted traffic impacts yet there is no cost or funding detail including estimated costs for identified projects, both within the South Bay and for the proposed new Flyaway facilities. Potential funding sources also need to be identified.

The SBCCOG further wants to be sure that the transportation mitigations called for do not use regional transportation funds that have been dedicated for other purposes (e.g. MTA Call for Projects) and do not modify funding priorities that have been established.

And, since the plan is to be funded through airport revenues, it does not appear to take into account the disruption that will be caused by construction on revenues that the airport generates, therefore calling into question the integrity of the funding plan through airport fees and charges.

#### 10. Impacts to Local Communities

As an organization of South Bay city governments, we are extremely concerned about the impacts to local schools, homes and other institutions. Air quality impacts of increased congestion and activity in and around the airport are also important. Furthermore, most of the negative impacts do not significantly affect the greater City of Los Angeles area except Westchester and Playa Del Rey. Most of the adverse impacts are to the south and east affecting many of the smaller cities and numerous school districts.

Additionally, the report shows no sensitivity to urban renewal, smart growth and redevelopment potentials in the Coastal Corridor areas.

SBCCOG believes that this plan is lacking in measures to minimize the adverse impacts to local communities outside the City of Los Angeles and what providing benefits to those same communities.

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July 21, 2003

Mr. David Kessler, AICP  
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P.O. Box 92007  
Los Angeles, CA 90009-2007

Mr. Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-2216

**Re: Request for an Extension of the Comment Deadline for the Supplement to the Los Angeles International Airport Master Plan Draft Environmental Impact Statement/Draft Environmental Impact Report**

Dear Messrs. Kessler and Ritchie:

On behalf of the City of El Segundo, I hereby request an extension of the deadline for public comments on the Supplement to the Los Angeles International Airport Master Plan Draft Environmental Impact Statement/Draft Environmental Impact Report (hereinafter "SDEIS/DEIR"). Public comments on the SDEIS/DEIR are currently due on August 25, 2003. The City of El Segundo requests that the due date be extended to November 6, 2003. This would give the public a total of 120 days from the July 9, 2003 release date in which to prepare comments on the SDEIS/DEIR.

This extension is warranted due to the voluminous nature of the SDEIS/DEIR as well as the magnitude and complexity of the environmental impacts associated with the Master Plan. Additionally, please note that we have experienced some delay in obtaining a paper copy of the SDEIS/DEIR for review. Although we ordered a paper copy of the SDEIS/DEIR immediately when its availability was announced, we did not receive it until today, nearly two weeks after the availability announcement.

SAL00001

Messrs. Kessler and Ritchie

July 21, 2003

Page 2

Thank you for your consideration of this request. I would appreciate receiving a response at your earliest convenience.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP.

A handwritten signature in cursive script, appearing to read "Osa L. Armi".

OSA L. ARMI

[P:\ELSEGUNMAT3\OLA036 (Extension Letter.wpd]

SAL00001



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July 21, 2003

Jim Ritchie, Deputy Executive Director  
Los Angeles World Airports  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

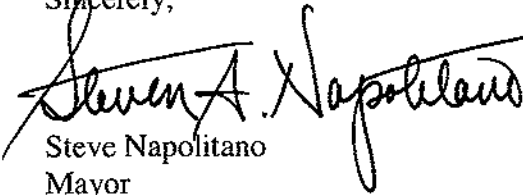
Dear Mr. Ritchie:

The City of Manhattan Beach has received the Supplement to the Draft EIS/EIR for the proposed master plan development of LAX. Due to the fact that we are within such close proximity to the airport and have such a potential for impacts to our community, we are vitally interested in any proposed expansion plan. To that end, the City Council has authorized me to write urging that LAWA approve a 90-day comment period on this supplement to the draft EIR/EIS.

The completed document is very large and complex and as such, we do not feel it is appropriate to expect that interested persons could review the material and have sufficient time to offer informed comment. It is our belief that all parties would benefit from an expanded comment period. Interested parties, such as the City of Manhattan Beach, need sufficient time to review the document thoroughly and comment on items of significance to our residents. In addition, all of the public hearings that have been set are scheduled for the month of August, a month when vacations normally occur, meaning many interested parties may not be available to attend these valuable hearings.

In closing, we urge strongly that LAWA approve a 90-day comment period for the Supplemental LAX Master Plan EIR/EIS. We appreciate your consideration of our request.

Sincerely,

  
Steve Napolitano  
Mayor

# CITY OF LOS ANGELES

CALIFORNIA



**JAMES K. HAHN**  
MAYOR

## CULTURAL AFFAIRS COMMISSION

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MARGIE J. REESE  
GENERAL MANAGER

July 16, 2003

Mr. Jim Ritchie  
Los Angeles World Airports  
#1 World Way  
Los Angeles, CA 90045

**RE: LOS ANGELES WORLD AIRPORTS MASTERPLAN ENVIRONMENTAL IMPACT REPORT**

Dear Mr. Ritchie:

Thank you for the opportunity to comment on the above-referenced environmental document. The Cultural Heritage Commission is concerned that the two locally designated buildings on airport property, namely the Airport Theme Building and Hangar Number One, have their building fabric and view sheds preserved in the Masterplan. The draft document correctly identifies and acknowledges these resources and the Commission looks forward to a successful completion of the LAWA Masterplan.

Very truly yours,

Jay Oren, Architect



County of Los Angeles  
**CHIEF ADMINISTRATIVE OFFICE**

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Third District  
DON KNABE  
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MICHAEL D. ANTONOVICH  
Fifth District

August 19, 2003

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

Dear Supervisors:

**PRELIMINARY COMMENTS ON DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT  
STATEMENT/SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR PROPOSED  
MASTER PLAN IMPROVEMENTS AT LAX  
(ALL DISTRICTS AFFECTED) (3 VOTES)**

**IT IS RECOMMENDED THAT YOUR BOARD:**

1. Approve preliminary comments on the Draft Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (SEIS/SEIR) prepared for the Safety and Security Alternative for the Proposed Master Plan Improvements at Los Angeles International Airport (LAX); and authorize County staff and A.C. Lazzaretto & Associates to present preliminary comments at Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA) sponsored public hearings.

**PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The purpose of this recommended action is to accept the attached preliminary comments from A.C. Lazzaretto & Associates (Attachment I) and the Department of Public Works (Attachment II) as the County's initial response to the Draft SEIS/SEIR and present them at public hearings scheduled for August 20 through 23, 2003 (Attachment III is a list of currently scheduled hearings). Submission of the County's preliminary comments allows for concerns and suggestions detailed in the preliminary comments to be addressed by LAWA and the FAA.

**Implementation of Strategic Plan Goals**

These recommendations are consistent with the following Strategic Plan Goal:

**Goal:** **Organizational Effectiveness:** Ensure that service delivery systems are efficient, effective, and goal-oriented.

Honorable Board of Supervisors  
August 19, 2003  
Page 2

The County is seeking to ensure that any air service expansion plan is environmentally, economically, and socially beneficial to the residents of Los Angeles County.

### **FISCAL IMPACT/FINANCING**

Not applicable.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

On July 10, 2001, your Board approved the final report on the Draft EIS/EIR for the Proposed Master Plan Improvements at LAX submitted by A.C. Lazzaretto & Associates as the County's official comments on the Draft EIS/EIR. Due to the events of September 11, 2001, newly elected Los Angeles Mayor James Hahn directed LAWA to develop a new alternative focused on safety and security. On January 21, 2003, your Board instructed this office to negotiate a delegated authority contract with A.C. Lazzaretto & Associates to conduct a review and analysis of the anticipated Draft SEIS/SEIR for the new alternative.

On July 9, 2003, the Draft SEIS/SEIR for the Safety and Security Alternative to the Proposed Master Plan Improvements (Alternative D) was released and a public review and comment period commenced. The Airport Commission recently extended the review and comment period from 45 days to 120 days.

On July 15, 2003, this office entered into agreement with A.C. Lazzaretto & Associates to conduct the requested review. The consultant has assembled a team of environmental and security experts to review the documents for consistency and accuracy, with special attention to the major areas of noise, traffic, security, air and water, and environmental justice. Consistent with their contract, the consultant is presenting preliminary comments to your Board on the Draft SEIS/SEIR. The Department of Public Works is also submitting preliminary comments on traffic impacts which have been coordinated with A.C. Lazzaretto & Associates. Final comments will be presented for Board approval within a time frame to allow for presentation at additional hearings anticipated to being set prior to the comment period deadline on November 7, 2003.

The following is a summary of preliminary comments from A.C. Lazzaretto & Associates and the Department of Public Works regarding the Draft SEIS/SEIR:

- The proposed Master Plan Alternative D may not constrain growth at LAX.
- Airport security may not be fully achieved by Alternative D.
- Environmental Justice may not be well served by Alternative D.
- The Baseline Year of 1996 is not adequate for a 2003 assessment.



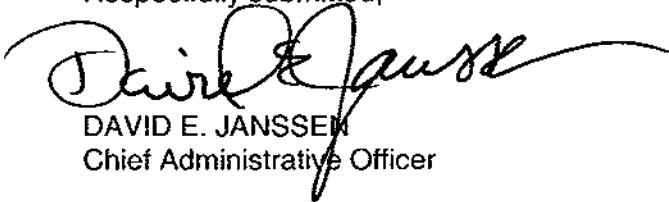
Honorable Board of Supervisors  
August 19, 2003  
Page 3

- The No Project Alternative does not offer a consistent yardstick for measuring project impacts.
- Traffic, noise, and air quality impacts have been shifted eastward.
- Major changes in the project may call for preparation of a subsequent EIR.
- Growth-inducing impacts may be significantly greater than stated.
- A new interchange for the I-405 Freeway at Lennox Blvd is recommended if Alternative D is chosen.
- Document is lacking in mitigation measures due to inadequate analysis/information of traffic/transportation projects, enhancements, and improvements.

**IMPACT ON CURRENT SERVICES**

This action will not have a direct impact on County services.

Respectfully submitted,



DAVID E. JANSSEN  
Chief Administrative Officer

DEJ:LS  
MKZ:JR:nl

Attachments (3)

c: County Counsel  
Director of Planning  
Director of Public Works  
Director and Chief Medical Officer of Health Services  
The Honorable James K. Hahn, Mayor of the City of Los Angeles  
Jim Ritchie of the Los Angeles World Airports  
David B. Kessler, AICP of the Federal Aviation Administration

**A Preliminary Review of Issues Associated with the  
LAX Master Plan Supplemental Draft EIS/EIR**

*Prepared for the Los Angeles County Board of Supervisors  
by A.C. Lazzaretto and Associates  
11 August 2003*

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**INTRODUCTION**

The Federal Aviation Administration (FAA) and Los Angeles World Airports (LAWA) made available for public comment in early 2001 a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) addressing three build alternatives, a no-build alternative, and the existing setting for the Los Angeles International Airport (LAX) Master Plan. In response to considerable public comment and the terrorist attacks that occurred on September 11, 2001, a fourth alternative -- Alternative D, the Enhanced Safety and Security Plan -- has been added to the LAX Master Plan. A Supplemental EIS/EIR was made available for public comment in July of 2003 to update information presented in the Draft EIS/EIR and to integrate Alternative D into the environmental review process.

Alternative D includes a number of airfield facility modifications. Although LAX would continue to operate with 4 runways, 2 of the existing runways would be moved, two would be lengthened, and all would be further separated from one another. The existing parking structures would be relocated and replaced by new centralized passenger terminals. The existing Terminals 1 through 7 would be reconfigured, including a new north/south linear concourse at the Tom Bradley International Terminal, flanked on the west by a new satellite concourse. A new ground transportation center and intermodal transportation center to be built east of Aviation Blvd. would serve as the primary access for all passenger drop-off and pick-up and vehicle parking. Some cargo facilities would be modified, although overall square footage would be equivalent to the No Action/No Project Alternative.

A brief preliminary review of the Supplemental EIS/EIR for the LAX Master Plan has been conducted to assess changes between the Draft and Supplemental EIS/EIR, consistency of information within the documents, and accuracy of the Supplemental EIS/EIR. The initial review points to several issues requiring further comment and discussion.

One of these issues was central to County comments on the earlier LAX Master Plan review, and remains an area of potential concern for the current document: although LAWA indicates that its goal is to limit growth, improvements proposed as part of Alternative D would in reality serve to reinforce LAX as the preeminent airport of the southern California region, and may undermine attempts to strengthen the role of outlying airports. In addition to this thematic concern, there are a number of additional points that merit further consideration. The preliminary findings are outlined briefly in the discussion below.

**DISCUSSION**

**1. The Proposed Master Plan Alternative D May Not Constrain Growth at LAX**

The stated goal of Alternative D is to limit growth at LAX to 78 Million Annual Passengers (MAP) and induce growth at other regional airports. The primary means to accomplish this is to limit aircraft gates to 153 which is the same number of gates that exist in the No Project Alternative (NPA). However, the NPA includes 48 remote gates

that are simply aircraft parking spaces on concrete. Alternative D provides 153 fully functional and high capacity gates and does not remove the concrete which will remain available for aircraft parking. The true number of gates is therefore over 200. Furthermore, the design of the new gates is a linear configuration as opposed to the existing cul-de-sac configuration. The linear configuration is more flexible and has more capacity. Also, space in the western portion of the airport will remain available for future consideration of a new west terminal, as proposed in Alternatives A, B and C. Therefore, the gate limitation is not an effective constraint on passenger levels.

Alternative D includes other improvements that would support growth beyond the 78 MAP level. In particular, the new remote terminal in the Manchester Square area provides 6.5 million square feet of terminal space -- more that 50% greater than the 4 million square feet proposed in the 98 MAP Alternatives A, B and C. Further, many of the proposed improvements to the north airfield are designed to accommodate the new generation of larger aircraft.

Orientation of new LAX facilities to the new larger aircraft could have long-term, pervasive effects. Because the new larger aircraft require many smaller connecting flights to fill its 600 seats, these improvements will strengthen the "confluence of connections" that reinforce LAX as the preeminent airport of the southern California region, and at the same time reduce the incentive for airlines to utilize other regional facilities. A true constraint on the growth of LAX would be to make it inhospitable towards the new larger aircraft, coupled with improvements to serve new larger aircraft at another regional airport, and transit links to join the two facilities.

**2. Airport Security May Not be Fully Achieved by Alternative D**

Preliminary review suggests that the Supplemental EIS/EIR may fall short of an adequate review of airport security issues. Although the Executive Summary to the Addendum refers the reader to Appendix I '*for a detailed assessment of the security and safety features of Alternative D,*' Appendix I offers a heavily conceptual and theoretical document that falls significantly short on detail. Anomalies include contradictory content and a lack of clarity expected of a public information document.

**3. Environmental Justice May Not be Well Served by Alternative D**

Presidential Executive Order 12898, issued in February 1994, requires all federal agencies to analyze environmental justice impacts when proposing public projects. The analysis is intended to determine whether minority and low-income communities are unfairly burdened by project impacts, with the goal of using mitigation measures to create a level playing field. In 1999, Senate Bill 115 was passed making environmental justice a requirement of CEQA as well.

Despite the importance of this subject, the original Draft EIS/EIR was found to lack even the most elementary NEPA requirements for environmental justice. Preliminary review suggests that the Supplemental EIS/EIR has corrected some but not all of the earlier deficiencies. In particular, the Supplemental EIS/EIR again limits the area of analysis (reviewing only those census tracts surrounding LAX), improperly omits assessment of many effects due to the preparers' inability to quantify or analyze the impacts, and defers a determination of significance pending completion of the mitigation program.

The assessment does not appear to consider the trade-offs between environmental protection and environmental justice pertaining to the placement and length of LAX runways: runway extension to the west would have significant adverse impacts on biological resources (particularly the El Segundo Blue Butterfly), but would serve environmental justice through a significant lessening of noise, air quality and traffic impacts on Lennox, Inglewood and other disadvantaged communities around LAX. Nor does the assessment apply rigorous standards in assessing the proportionality of impacts and mitigation measures between the wealthier northside area and communities east of LAX including Lennox and Inglewood. These relevant issues require further review as part of the Supplemental EIS/EIR.

**4. The Baseline Year of 1996 is Not Adequate for a 2003 Impact Assessment**

It appears that the Supplemental Draft EIS/EIR continues to use 1996 data to establish baseline conditions for a number of topical issues. This outdated reference point was considered inadequate for the original EIS/EIR, and remains unsuitable for use in the current Supplemental EIS/EIR.

**5. The No Project Alternative Does Not Offer a Consistent Yardstick for Measuring Project Impacts**

The original EIS/EIR provided an incomplete discussion of the No Project Alternative by incorporating improvements that were then only in the "planning stages" and overstating the service levels and capacity of the existing facilities. This approach made it difficult to draw meaningful comparisons with project alternatives. Preliminary review indicates that the Supplemental EIS/EIR may also provide an incomplete picture of impacts associated with the No Project Alternative. In particular, the Supplemental EIS/EIR appears to substantially overstate passenger and cargo handling capacity under the no-build scenario, while understating both for the build scenarios.

Additionally, the No Project Alternative has not represented passenger capacity in a consistent manner. In the original 1997 Notice of Preparation, the No Project Alternative was linked to a range of 68-72 MAP whereas the 2001 and 2003 EIS/EIR documents increased this estimate to 71.2-78.7 MAP. Based on communications provided by LAWA at the Environmental Justice Workshop held in Inglewood, the increase between 1997 and 2001 reflected actual increases in passenger demand during that period. However, there was no equivalent adjustment for the period from 2001-2003, when passenger demand has fallen by almost one-third.

The Supplemental EIS/EIR states that the No Project Alternative is provided as a benchmark for comparison of the four build alternatives. However, use of a higher baseline passenger number minimizes the extent of the difference between existing and future conditions at LAX, which in turn affects comparative impact assessments throughout the EIS/EIR. Use of a *worst-case scenario*, in which the baseline was based on a low estimate of existing passenger demand, would have better served the goals of CEQA and NEPA, and given a more realistic picture of the changes between current and future conditions at LAX. The County believes that LAWA should revisit key impact findings in light of actual 2003 passenger demand, instead of the estimates developed for 2001.

**6. Traffic, Noise and Air Quality Impacts have been Shifted Eastward**

The revised Master Plan represents a major shift of improvements away from neighboring areas north and south of LAX and toward communities to the east. The unincorporated community of Lennox and the City of Inglewood now appear to bear the

brunt of added traffic, while Manchester will be the primary location for passenger processing. This shift heightens the need for close scrutiny of the proposed mitigation plan and the analysis of Environmental Justice.

#### **7. Major Changes in the Project Call for Preparation of a Subsequent EIS/EIR**

CEQA Guidelines require that a Subsequent EIR for a project must be completed if the Lead Agency determines that changes in a project will require major revisions to the previous EIR; a Supplemental EIR may be prepared if the changes in the proposed project are not considered major (§15162(a)). Both Subsequent and Supplemental EIRs are subject to the same notice and public review requirements as the original EIR, but Subsequent EIRs must make available all the information in the environmental evaluation, whereas Supplemental EIRs only need circulate new or revised information.

Preliminary review of the Supplemental EIS/EIR indicates that changes to the proposed project are major. Thus, the project should have been addressed through preparation of a Subsequent EIS/EIR in which the full record of information was consolidated in an effort to facilitate public review.

Public review and lead agency decision-making would also have been better served by providing copies of the comment letters submitted during public review of the original EIS/EIR. Instead, the Supplemental EIS/EIR makes no effort to present or even summarize the earlier comment letters. This approach creates a process that is confusing and cumbersome for reviewing agencies and organizations, and thwarts an opportunity to advance public participation.

#### **8. Growth-Inducing Impacts May Be Significantly Greater than Stated**

The Supplemental EIS/EIR bases its analysis of growth inducement on projected cargo and passenger activity. It concludes that by 2015, Alternative D would yield a direct economic output of \$63.7 billion and 350,500 jobs, plus an indirect economic output of \$93.8 billion and 629,000 jobs through a multiplier effect of 1.5. The EIS/EIR assumes that all of the jobs would be within the 5-County SCAG region, 78% of the jobs would be within a 20-mile radius, and 40% within a 10-mile radius of LAX. Finally, it concludes that Alternative D would be similar in terms of job formation to the No Action/No Project Alternative, differing by an increase of about 1%. With respect to collateral development, the EIS/EIR finds Alternative D impacts equivalent to the No Project Alternative for LAX Northside<sup>1</sup>, Westchester Southside and Belford, and less than the No Project Alternative for Continental City and Manchester South.

In taking this approach, the document ignores the synergistic effects that would result if LAX Northside is constructed in tandem with the LAX improvements. The increase in cargo will create corresponding increases in off-airport services and place extraordinary pressures on commercial and residential land uses in the immediate neighborhood. The Growth-Inducing Analysis does not appear to address these more localized impacts at all, even though the past history of LAX shows them to be potentially significant.

---

<sup>1</sup> LAX Northside is approximately 330-acres of land located on the north side of LAX (bisected by Westchester Parkway) and owned by LAWA. Tentative Map #34836, approved for this site during the mid-1980s, would allow development of about 4.5 million square feet of office, hotel, restaurant, retail, research and airport-related land uses.

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

LAX MASTER PLAN DRAFT EIS/EIR  
COMMENTS FOR ON-AIRPORT AND OFF-AIRPORT SURFACE TRANSPORTATION  
JULY 2003

The supplement to the Draft EIS/EIR serves to integrate Alternative D into the existing environmental review process for the LAX Master Plan, providing a level of analysis comparable to that which was previously prepared for the other alternatives addressed in the January 2001 Draft EIS/EIR.

Under the new plan, the projected passenger activity in the planning year of 2015 is 78.9 million annual passengers (MAP), which is reduced from the previous alternatives. The 78.9 MAP would be substantially the same as the No Action/No Project alternative and the passenger ground access trips would also be similar to the No Action/No Project alternative.

Alternative D, also known as "The Enhanced Safety and Security Plan," is in response to public comments received during the review period for the Draft EIS/EIR in January 2001. Its lower MAP aims to encourage a long-term regional approach to serving air traffic demand in the Los Angeles basin. The lowered MAP is designed to encourage other airports to accommodate future air travel demand in the region. The report indicates Alternative D would enhance security by limiting access by private vehicles to the main airport infrastructure to reduce the risk to airport users.

Alternative D significantly changes surface transportation access to LAX. Vehicular access is planned on the east and south sides of airport property via La Cienega Boulevard and the I-105 Freeway/Imperial Highway, respectively. Public Works staff conceived and advanced a proposal for new interchange for the I-405 Freeway at Lennox Boulevard and install a cul-de-sac on Lennox Boulevard just east of the freeway. The interchange would provide direct access between the I-405 Freeway and LAX. It would help mitigate the traffic impact at several intersections in the unincorporated Lennox community, reduce the amount of airport-related traffic in the Lennox community, and significantly reduce the travel time for airport-related traffic. Public Works coordinated the proposal with Supervisorial Districts 2 and 4 and presented it to the Lennox Coordinating Council. The Board offices and the Lennox Coordinating Council strongly support the new interchange for the I-405 Freeway at Lennox Boulevard should Alternative D be chosen for LAX.

The following comments are generic and apply to various mitigation measures recommended in the Draft EIS/EIR:

The document indicated mitigation measures may include fair-share contributions to certain projects, such as the Marina Expressway (SR 90) Connector Road to Admiralty Way project. The document should indicate which transportation projects have committed funds programmed and which projects, such as the SR 90 project, have not yet completed the EIR process and have not been funded.

The document should indicate that if a transportation project does not get approved and constructed, mitigation may not be feasible and the LAX Master Plan would have to be approved by overriding considerations.

The document should indicate that the Lincoln Corridor Task Force (LCTF) is studying transportation enhancements and aesthetic improvements along the Lincoln Boulevard corridor from the Santa Monica Freeway to Manchester Boulevard. It should indicate that the LAX project should pay its fair share of traffic mitigation measures recommended by the LCTF in order to mitigate project impacts that are not otherwise able to be mitigated.

A traffic impact analysis was not conducted per the Caltrans Guide for the Preparation for the Traffic Impact Studies. The Guide indicates that a traffic impact study should be performed when a project adds one or more vehicle trips during the peak hour for a freeway segment that is operating at level of service (LOS) E or F.

The following comments pertain to specific information pertaining to traffic and transportation in the Draft EIS/EIR:

#### Executive Summary

4-282 At the intersection of Lincoln Boulevard/Washington Boulevard, improvements for 2015 indicates mitigation is performed in 2008. The County's Marina Expressway (SR 90) Connector Road to Admiralty Way project is targeted for completion in 2011, pending approval by all jurisdictions and funds (\$15 million) are in place. A footnote should be placed by this and all other transportation projects specified as mitigation not approved and funded.

4-288 The document states "Y Lennox Boulevard will terminate east of I-405 at Redfern Avenue, resulting in the elimination of access to Lennox Boulevard from La Cienega Boulevard." It should state that pedestrian access between Lennox Boulevard and La Cienega Boulevard will be maintained and sufficient right of way will be made available for community needs in the vicinity.

4-290 The document indicates signal synchronization (ATSAC, ATCS, or equivalent) for segments of La Cienega Boulevard in the County's jurisdiction is recommended as

a mitigation. Since the County does not participate in the City of Los Angeles= ATSAC program, the possible traffic signal synchronization improvements should be to integrate the intersections into the County Traffic Control System (TCS) as part of the Traffic Management Center (TMC).

4-293 We agree with the statement "Along the northbound side of I-405 near Lennox Boulevard, elevated roadways would extend from the I-405 interchange to Lennox Boulevard. These roadways would run adjacent to two local schools and along residences. Sound walls would need to be placed along these stretches of the roadway to reduce the amount of noise impact to the schools and residences."

#### Technical Report S-2a: On-Airport Surface Transportation

11 The capacity for main access roads (Century Boulevard and Sepulveda Boulevard) assumed in the study of 1,500 to 1,700 vehicles per hour per lane (vphpl) appears to be high. HCM 2000 (page 10-10) suggests around 1,140 for these types of roadways which are classified as Class I Urban Streets. For transitions from main access roads to curb approaches, a capacity of approximately 850 vphpl is suggested in HCM 2000. The capacities for other road types appear to be on the high side as well. Justifications for these capacity assumptions should be provided or reduced to a more realistic capacities suggested in HCM 2000.

#### Technical Report 2b: Off-Airport Surface Transportation

4 Figure S1 shows the study area and key study locations. Figure S4 shows increase in traffic due to the airport expansion project along Lincoln Boulevard and La Cienega Boulevard, north of the I-405. Also, traffic in the Lincoln Boulevard corridor uses Admiralty Way as an alternate to Lincoln Boulevard. Approximately 35 to 40 percent of traffic on Admiralty Way is bypass traffic, some of which is from Lincoln Boulevard. Therefore, the traffic analysis should include all the intersections along Admiralty Way and the Washington Boulevard/Via Marina intersection. In addition, the following intersections in the unincorporated Baldwin Hills area should be analyzed:

- La Cienega Boulevard at Stocker Street
- La Cienega Boulevard at Slauson Avenue ramps
- Stocker Street at La Brea Avenue
- Slauson Avenue at La Brea Avenue

30 Figure S3, Differences in LAX Passenger Trips B 2015 PM Peak Hour B Alternative D B Adjusted Environmental Baseline, shows decrease in traffic along Pershing Drive with the project. This does not make sense since employee parking structure for 12,400 stalls is proposed east of Pershing Drive north of Imperial Hwy. There should be an increase in airport traffic due to the proposed parking structure.



- 35 Additional Fly-Away sites are proposed and assumed in the traffic impact analysis. Specific locations should be identified and some level of commitment must be made to ensure these additional sites will be implemented. It should also state that a separate environmental impact analysis will be conducted for any additional sites.
- 36 Sufficient capacity should be provided for the intersection of the ITC and GTC connector road and the new access road proposed with the Lennox Boulevard/I-405 interchange. Free right-turn lanes should be provided to ensure sufficient turning movement capacity. The level of service should be conducted to ensure that adequate capacity exists.
- 47 Project fair share estimates for the impacted Congestion Management Program (CMP) routes and intersections are based on the growth between 1996 (Environmental Baseline) and 2015. This seems inconsistent with the impact analysis since the project impact was evaluated based on comparing to the 2015 Adjusted Environmental Baseline.
- 62 The haul and detour routes for any airport construction near the unincorporated areas should also be submitted to the County of Los Angeles Department of Public Works for review.

JHC:cn  
T-4/LAXDIRESDOC

## SCHEDULED PUBLIC HEARINGS

Date	Location
Monday, August 11, 2003 5:00 PM - 9:00 PM	Radisson Plaza Hotel 3515 Wilshire Blvd., Los Angeles
Tuesday, August 12, 2003 5:00 PM - 9:00 PM	Ontario Airport Marriott 2200 E. Holt Blvd., Ontario
Wednesday, August 13, 2003 5:00 PM - 9:00 PM	Luminarias Restaurant 3500 Ramona Blvd., Monterey Park
Thursday, August 14, 2003 5:00 PM - 9:00 PM	Peck Park 560 N. Western Avenue, San Pedro
Monday, August 18, 2003 5:00 PM - 9:00 PM	Hollywood Park Pavilion 3883 West Century Blvd., Inglewood
Tuesday, August 19, 2003 6:00 PM - 10:00 PM	Airtel Plaza Hotel 7277 Valjean Avenue, Van Nuys
Wednesday, August 20, 2003 5:00 PM - 9:00 PM	Joslyn Community Center 1601 Valley Drive, Manhattan Beach
Thursday, August 21, 2003 5:00 PM - 9:00 PM	Palmdale Regional Airport 41000 20th Street East, Palmdale
Saturday, August 23, 2003 9:00 AM - 1:00 PM	Furama Hotel 8601 Lincoln Blvd., Los Angeles



# BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

822 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012  
Telephone (213) 974-4444 / FAX (213) 626-6941

**DON KNABE**  
CHAIRMAN PRO-TEM

July 8, 2003

Mr. Jim Ritchie  
Deputy Director  
Los Angeles World Airports  
One World Way  
Post Office Box 92216  
Los Angeles, California 90009-2216

Dear Mr.  Ritchie:

Enclosed is a copy of a recent news article from the June 12, 2003 Argonaut titled "Airport will build taxiway before LAX master plan okayed because of FAA pressure, LAX officials says."

In an effort to dispel community concerns that the airport is attempting fragmented development outside of the master plan, I would appreciate copies of correspondence from the Federal Aviation Administration (FAA) to support this action.

As always, your assistance is appreciated.

Sincerely,



DON KNABE  
Chairman Pro-Tem  
Board of Supervisors  
County of Los Angeles

DK:jrm

Enclosure

SAL00005

**LAX:  
Airport will build taxiway before  
LAX master plan okayed because  
of FAA pressure, LAX official says**

BY HELGA CARR

Los Angeles International Airport (LAX) officials won't wait for approval of a new LAX master plan before building a new center taxiway at the airport.

Pressure from the Federal Aviation Administration concerning LAX runway incursions is cited as the reason LAX officials will build the center taxiway before the LAX master plan is approved.

airport deputy director of long-term planning Jim Ritchie told a group of community members formed by Los Angeles Councilwoman Cindy Miskowski to learn about the LAX master plan.

Ritchie said the center taxiway would be built as an airport improvement project with federal funds of approximately \$240 to \$280 million.

Mayor James Hahn is sched-

uled to release his proposed LAX master plan Alternative D this month. The proposed Hahn alternative will have nine public hearings, Ritchie said.

The LAX master plan may not be approved by the federal government or by the Los Angeles City Council, so the taxiway will be a stand-alone project with a separate plan and environmental study, Ritchie said.



**COUNTY OF LOS ANGELES  
BOARD OF SUPERVISORS**  
822 KENNETH HAHN HALL OF ADMINISTRATION  
LOS ANGELES, CALIFORNIA 90012

**DON KNABE**  
CHAIRMAN PRO-TEM

July 17, 2003

Mr. Jim Ritchie  
Deputy Director  
Los Angeles World airports  
One World Way  
Post Office Box 92216  
Los Angeles, California 90009-2216

Dear Mr. Ritchie:

Please note that Chairman Pro-Tem Knabe's office is  
resending this letter, along with the enclosed article, as the  
original letter did not have the article.

Thank you for your patience and understanding.

Sincerely,

A handwritten signature in cursive script that reads "Carla N. Yorke".

CARLA N. YORKE  
Assistant, Fourth District  
County of Los Angeles

SAL00006

CITY OF INGLEWOOD  
RESIDENTIAL SOUND INSULATION PROGRAM



FACSIMILE TRANSMITTAL SHEET

TO: Jim Ritchie FROM: Deanna Unternaher

---

COMPANY: LAWA MASTER PLAN OFFICE DATE: AUGUST 18, 2003

---

FAX NUMBER: 310-645-4026 TOTAL NO. OF PAGES INCLUDING COVER: 2

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PHONE NUMBER: 310-417-2342 FAX NUMBER: (310) 330-5787

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RE: COMMENTS ON  
SUPPLEMENT TO THE LAWA  
MASTER PLAN DRAFT EIR

URGENT       FOR REVIEW       PLEASE COMMENT       PLEASE REPLY

NOTES/COMMENTS:

ONE MANCHESTER BOULEVARD  
INGLEWOOD, CALIFORNIA 90301  
(310) 412-5289  
HAVE A WONDERFUL DAY!

# Inglewood California

OFFICE OF THE CITY ADMINISTRATOR

Mark F. Wienberg  
CITY ADMINISTRATOR

August 15, 2003

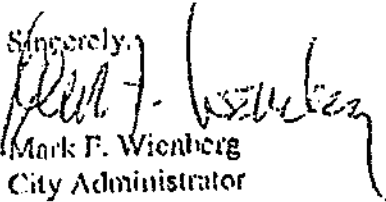
David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Worldway Postal Center  
Los Angeles, CA 90009-2007

Re: Comments on Supplement to the LAX Master Plan Draft EIR

Dear Mr. Kessler:

The City of Inglewood, California ("Inglewood") has learned that the Federal Aviation Administration ("FAA") has not yet approved the Airport Commission's extension of time to submit comments on the Supplement to the LAX Master Plan Draft EIR ("DEIR Supplement"). Inglewood hereby gives notice of its intent to submit comments on the DEIR Supplement, and reserves its right to submit such comments following approval or modification by the FAA of the Airport Commission's extension.

Sincerely,

  
Mark F. Wienberg  
City Administrator

cc: Jim Ritchie  
LAWA Master Plan Office

*Community Beautification & Economic Development*

000007

## ATTACHMENT II

## LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

**LAX MASTER PLAN DRAFT EIS/EIR  
COMMENTS FOR ON-AIRPORT AND OFF-AIRPORT SURFACE TRANSPORTATION  
JULY 2003**

The supplement to the Draft EIS/EIR serves to integrate Alternative D into the existing environmental review process for the LAX Master Plan, providing a level of analysis comparable to that which was previously prepared for the other alternatives addressed in the January 2001 Draft EIS/EIR.

Under the new plan, the projected passenger activity in the planning year of 2015 is 78.9 million annual passengers (MAP), which is reduced from the previous alternatives. The 78.9 MAP would be substantially the same as the No Action/No Project alternative and the passenger ground access trips would also be similar to the No Action/No Project alternative.

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LAX Master Plan Draft EIS/EIR  
July 24, 2003  
Page 2

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LAX Master Plan Draft EIS/EIR  
 July 24, 2003  
 Page 3

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#### Technical Report S-2a: On-Airport Surface Transportation

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#### Technical Report 2b: Off-Airport Surface Transportation

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- La Cienega Boulevard at Slauson Avenue ramps
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LAX Master Plan Draft EIS/EIR  
July 24, 2003  
Page 4

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# Inglewood California

OFFICE OF THE CITY ADMINISTRATOR

Mark F. Weinberg  
CITY ADMINISTRATOR

August 15, 2003

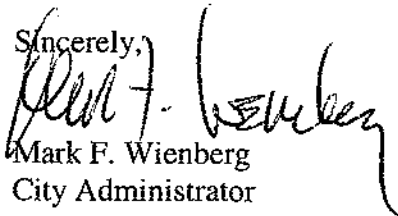
David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Worldway Postal Center  
Los Angeles, CA 90009-2007

Re: Comments on Supplement to the LAX Master Plan Draft EIR

Dear Mr. Kessler:

The City of Inglewood, California ("Inglewood") has learned that the Federal Aviation Administration ("FAA") has not yet approved the Airport Commission's extension of time to submit comments on the Supplement to the LAX Master Plan Draft EIR ("DEIR Supplement"). Inglewood hereby gives notice of its intent to submit comments on the DEIR Supplement, and reserves its right to submit such comments following approval or modification by the FAA of the Airport Commission's extension.

Sincerely,

  
Mark F. Weinberg  
City Administrator

cc: Jim Ritchie  
LAWA Master Plan Office

*Community Beautification & Economic Development*



County of Los Angeles  
**CHIEF ADMINISTRATIVE OFFICE**

713 KENNETH HAHN HALL OF ADMINISTRATION • LOS ANGELES, CALIFORNIA 90012  
(213) 974-1101  
<http://cao.co.la.ca.us>

DAVID E. JANSSEN  
Chief Administrative Officer

August 21, 2003

Jim Ritchie  
City of Los Angeles  
Los Angeles World Airports  
LAX Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Mr. Ritchie:

**COUNTY OF LOS ANGELES BOARD OF SUPERVISORS: PRELIMINARY  
COMMENTS ON LAX MASTER PLAN DRAFT SUPPLEMENTAL EIS/EIR**

On behalf of the Los Angeles County Board of Supervisors, I am submitting preliminary comments on the Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (Supplemental Draft EIS/EIR) for the Los Angeles International Airport Master Plan. The Board of Supervisors approved these comments for submission at their meeting of August 19, 2003. In addition, Board Chair Yvonne Brathwaite Burke and Supervisor Don Knabe along with representatives of the County's airport consultants, A. C. Lazzaretto and Associates, will appear at the public hearing scheduled for August 23, 2003, to verbally enter the Board of Supervisors' comments into the record.

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DAVID E. JANSSEN  
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DEJ:LS:os

Enclosures

- c: David B. Kessler, Federal Aviation Administration
- Each Member, Board of Supervisors
- Executive Officer, Board of Supervisors
- County Counsel
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Board of Supervisors  
GLORIA MOLINA  
First District

YVONNE BRATHWAITE BURKE  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

# **A Preliminary Review of Issues Associated with the LAX Master Plan Supplement to the Draft EIS/EIR**

*Prepared for the Los Angeles County Board of Supervisors  
by A.C. Lazzaretto and Associates  
August 2003*

---

## **INTRODUCTION**

The Federal Aviation Administration (FAA) and Los Angeles World Airports (LAWA) made available for public comment in early 2001 a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) addressing three build alternatives, a no-build alternative, and the existing setting for the Los Angeles International Airport (LAX) Master Plan. In response to considerable public comment and the terrorist attacks that occurred on September 11, 2001, a fourth alternative -- Alternative D, the Enhanced Safety and Security Plan -- has been added to the LAX Master Plan. A Supplement to the Draft EIS/EIR was made available for public comment in July of 2003 to update information presented in the Draft EIS/EIR and to integrate Alternative D into the environmental review process.

Alternative D includes a number of airfield facility modifications. Although LAX would continue to operate with 4 runways, 2 of the existing runways would be moved, two would be lengthened, and all would be further separated from one another. The existing parking structures would be relocated and replaced by new centralized passenger terminals. The existing Terminals 1 through 7 would be reconfigured, including a new north/south linear concourse at the Tom Bradley International Terminal, flanked on the west by a new satellite concourse. A new ground transportation center and intermodal transportation center to be built east of Aviation Blvd. would serve as the primary access for all passenger drop-off and pick-up and vehicle parking. Some cargo facilities would be modified, although overall square footage would be equivalent to the No Action/No Project Alternative.

A brief preliminary review has been conducted to assess changes between the original Draft EIS/EIR and the 2003 Supplement to the Draft EIS/EIR for the LAX Master Plan, as well as consistency and accuracy of information within the documents. The initial review points to several issues requiring further comment and discussion.

One of these issues was central to County comments on the earlier LAX Master Plan review, and remains an area of potential concern for the current document: although LAWA indicates that its goal is to limit growth, improvements proposed as part of Alternative D would in reality serve to reinforce LAX as the preeminent airport of the southern California region, and may undermine attempts to strengthen the role of outlying airports. In addition to this thematic concern, there are a number of additional points that merit further consideration. The preliminary findings are outlined briefly in the discussion below.

## **DISCUSSION**

### **1. The Proposed Master Plan Alternative D May Not Constrain Growth at LAX**

The stated goal of Alternative D is to limit growth at LAX to 78 Million Annual Passengers (MAP) and induce growth at other regional airports. The primary means to accomplish this is to limit aircraft gates to 153 which is the same number of gates that exist in the No Project Alternative (NPA). However, the NPA includes 48 remote gates that are simply aircraft parking spaces on concrete. Alternative D provides 153 fully

functional and high capacity gates and does not remove the concrete which will remain available for aircraft parking. The true number of gates is therefore over 200. Furthermore, the design of the new gates is a linear configuration as opposed to the existing cul-de-sac configuration. The linear configuration is more flexible and has more capacity. Also, space in the western portion of the airport will remain available for future consideration of a new west terminal, as proposed in Alternatives A, B and C. Therefore, the gate limitation is not an effective constraint on passenger levels.

Alternative D includes other improvements that would support growth beyond the 78 MAP level. In particular, the new remote terminal in the Manchester Square area provides 6.5 million square feet of terminal space -- more than 50% greater than the 4 million square feet proposed in the 98 MAP Alternatives A, B and C. Further, many of the proposed improvements to the north airfield are designed to accommodate the new generation of larger aircraft.

Orientation of new LAX facilities to the new larger aircraft could have long-term, pervasive effects. Because the new larger aircraft require many smaller connecting flights to fill its 600 seats, these improvements will strengthen the "confluence of connections" that reinforce LAX as the preeminent airport of the southern California region, and at the same time reduce the incentive for airlines to utilize other regional facilities. A true constraint on the growth of LAX would be to make it inhospitable towards the new larger aircraft, coupled with improvements to serve new larger aircraft at another regional airport, and transit links to join the two facilities.

## **2. Airport Security May Not be Fully Achieved by Alternative D**

Preliminary review suggests that the Supplement to the Draft EIS/EIR may fall short of an adequate review of airport security issues. Although the Executive Summary to the Addendum refers the reader to Appendix I 'for a detailed assessment of the security and safety features of Alternative D,' Appendix I offers a heavily conceptual and theoretical document that falls significantly short on detail. Anomalies include contradictory content and a lack of clarity expected of a public information document.

## **3. Environmental Justice May Not be Well Served by Alternative D**

Presidential Executive Order 12898, issued in February 1994, requires all federal agencies to analyze environmental justice impacts when proposing public projects. The analysis is intended to determine whether minority and low-income communities are unfairly burdened by project impacts, with the goal of using mitigation measures to create a level playing field. In 1999, Senate Bill 115 was passed making environmental justice a requirement of CEQA as well.

Despite the importance of this subject, the original Draft EIS/EIR was found to lack even the most elementary NEPA requirements for environmental justice. Preliminary review suggests that the Supplement to the Draft EIS/EIR has corrected some but not all of the earlier deficiencies. In particular, the Supplement to the Draft EIS/EIR again limits the area of analysis (reviewing only those census tracts surrounding LAX), improperly omits assessment of many effects due to the preparers' inability to quantify or analyze the impacts, and defers a determination of significance pending completion of the mitigation program.

The assessment does not appear to consider the trade-offs between environmental protection and environmental justice pertaining to the placement and length of LAX runways: runway extension to the west would have significant adverse impacts on biological resources (particularly the El Segundo Blue Butterfly), but would serve

environmental justice through a significant lessening of noise, air quality and traffic impacts on Lennox, Inglewood and other disadvantaged communities around LAX. Nor does the assessment apply rigorous standards in assessing the proportionality of impacts and mitigation measures between the wealthier northside area and communities east of LAX including Lennox and Inglewood. These relevant issues require further review as part of the Supplement to the Draft EIS/EIR.

#### **4. The Baseline Year of 1996 is Not Adequate for a 2003 Impact Assessment**

It appears that the Supplement to the Draft EIS/EIR continues to use 1996 data to establish baseline conditions for a number of topical issues. This outdated reference point was considered inadequate for the original EIS/EIR, and remains unsuitable for use in the current Supplement to the Draft EIS/EIR.

#### **5. The No Project Alternative does not offer a Consistent Yardstick for Measuring Project Impacts**

The original EIS/EIR provided an incomplete discussion of the No Project Alternative by incorporating improvements that were then only in the "planning stages" and overstating the service levels and capacity of the existing facilities. This approach made it difficult to draw meaningful comparisons with project alternatives. Preliminary review indicates that the Supplement to the Draft EIS/EIR may also provide an incomplete picture of impacts associated with the No Project Alternative. In particular, the Supplement to the Draft EIS/EIR appears to substantially overstate passenger and cargo handling capacity under the no-build scenario, while understating both for the build scenarios.

Additionally, the No Project Alternative has not represented passenger capacity in a consistent manner. In the original 1997 Notice of Preparation, the No Project Alternative was linked to a range of 68-72 MAP whereas the 2001 and 2003 EIS/EIR documents increased this estimate to 71.2-78.7 MAP. Based on communications provided by LAWA at the Environmental Justice Workshop held in Inglewood, the increase between 1997 and 2001 reflected actual increases in passenger demand during that period. However, there was no equivalent adjustment for the period from 2001-2003, when passenger demand has fallen by almost one-third.

The Supplement to the Draft EIS/EIR states that the No Project Alternative is provided as a benchmark for comparison of the four build alternatives. However, use of a higher baseline passenger number minimizes the extent of the difference between existing and future conditions at LAX, which in turn affects comparative impact assessments throughout the EIS/EIR. Use of a *worst-case scenario*, in which the baseline was based on a low estimate of existing passenger demand, would have better served the goals of CEQA and NEPA, and given a more realistic picture of the changes between current and future conditions at LAX. The County believes that LAWA should revisit key impact findings in light of actual 2003 passenger demand, instead of the estimates developed for 2001.

#### **6. Traffic, Noise and Air Quality Impacts have been Shifted Eastward**

The revised Master Plan represents a major shift of improvements away from neighboring areas north and south of LAX and toward communities to the east. The unincorporated community of Lennox and the City of Inglewood now appear to bear the brunt of added traffic, while Manchester will be the primary location for passenger processing. This shift heightens the need for close scrutiny of the proposed mitigation plan and the analysis of Environmental Justice.



**7. Major Changes in the Project Call for Preparation of a Comprehensive Revised Draft EIS/EIR**

CEQA Guidelines require that a Subsequent EIR for a project must be completed if the Lead Agency determines that changes in a project will require major revisions to a previous EIR; a Supplement to an EIR may be prepared if changes in the project are not considered major (§15162(a)). Both Subsequent and Supplemental EIRs are subject to the same notice and public review requirements as the original EIR, but Subsequent EIRs must make available all the information in the environmental evaluation, whereas Supplemental EIRs only need circulate new or revised information. Discussion provided in the CEQA Guidelines indicates that both types of review are intended for use in connection with *previously certified or approved* environmental documents.

In the present case, there is no previously certified or approved document. Furthermore, preliminary review of the Supplement to the Draft EIS/EIR indicates that changes to the proposed project are major. Thus, even an adaptation of the Guidelines (i.e., to encompass a document that has *not* been previously certified or approved) would indicate the project should have been addressed through preparation of a comprehensive revised Draft EIS/EIR, in which the full record of information was consolidated in an effort to facilitate public review.

Public review and lead agency decision-making would also have been better served by providing copies of the comment letters submitted during public review of the original EIS/EIR. Instead, the Supplement to the Draft EIS/EIR makes no effort to present or even summarize the earlier comment letters. This approach creates a process that is confusing and cumbersome for reviewing agencies and organizations, and thwarts an opportunity to advance public participation.

**8. Growth-Inducing Impacts May Be Significantly Greater than Stated**

The Supplement to the Draft EIS/EIR bases its analysis of growth inducement on projected cargo and passenger activity. It concludes that by 2015, Alternative D would yield a direct economic output of \$63.7 billion and 350,500 jobs, plus an indirect economic output of \$93.8 billion and 629,000 jobs through a multiplier effect of 1.5. The EIS/EIR assumes that all of the jobs would be within the 5-County SCAG region, 78% of the jobs would be within a 20-mile radius, and 40% within a 10-mile radius of LAX. Finally, it concludes that Alternative D would be similar in terms of job formation to the No Action/No Project Alternative, differing by an increase of about 1%. With respect to collateral development, the EIS/EIR finds Alternative D impacts equivalent to the No Project Alternative for LAX Northside<sup>1</sup>, Westchester Southside and Belford, and less than the No Project Alternative for Continental City and Manchester South.

In taking this approach, the document ignores the cumulative synergistic effects that would result if LAX Northside is constructed in tandem with the LAX improvements. The increase in cargo will create corresponding increases in off-airport services and place extraordinary pressures on commercial and residential land uses in the immediate neighborhood. The Growth-Inducing Impact Analysis does not appear to address these more localized impacts at all, even though the past history of LAX shows them to be potentially significant.

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<sup>1</sup> LAX Northside is approximately 330-acres of land located on the north side of LAX (bisected by Westchester Parkway) and owned by LAWA. Tentative Map #34836, approved for this site during the mid-1980s, would allow development of about 4.5 million square feet of office, hotel, restaurant, retail, research and airport-related land uses.

**LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS**

**LAX MASTER PLAN DRAFT EIS/EIR  
COMMENTS FOR ON-AIRPORT AND OFF-AIRPORT SURFACE TRANSPORTATION  
JULY 2003**

The supplement to the Draft EIS/EIR serves to integrate Alternative D into the existing environmental review process for the LAX Master Plan, providing a level of analysis comparable to that which was previously prepared for the other alternatives addressed in the January 2001 Draft EIS/EIR.

Under the new plan, the projected passenger activity in the planning year of 2015 is 78.9 million annual passengers (MAP), which is reduced from the previous alternatives. The 78.9 MAP would be substantially the same as the No Action/No Project alternative and the passenger ground access trips would also be similar to the No Action/No Project alternative.

Alternative D, also known as "The Enhanced Safety and Security Plan," is in response to public comments received during the review period for the Draft EIS/EIR in January 2001. Its lower MAP aims to encourage a long-term regional approach to serving air traffic demand in the Los Angeles basin. The lowered MAP is designed to encourage other airports to accommodate future air travel demand in the region. The report indicates Alternative D would enhance security by limiting access by private vehicles to the main airport infrastructure to reduce the risk to airport users.

Alternative D significantly changes surface transportation access to LAX. Vehicular access is planned on the east and south sides of airport property via La Cienega Boulevard and the I-105 Freeway/Imperial Highway, respectively. Public Works staff conceived and advanced a proposal for new interchange for the I-405 Freeway at Lennox Boulevard and install a cul-de-sac on Lennox Boulevard just east of the freeway. The interchange would provide direct access between the I-405 Freeway and LAX. It would help mitigate the traffic impact at several intersections in the unincorporated Lennox community, reduce the amount of airport-related traffic in the Lennox community, and significantly reduce the travel time for airport-related traffic. Public Works coordinated the proposal with Supervisorial Districts 2 and 4 and presented it to the Lennox Coordinating Council. The Board offices and the Lennox Coordinating Council strongly support the new interchange for the I-405 Freeway at Lennox Boulevard should Alternative D be chosen for LAX.

The following comments are generic and apply to various mitigation measures recommended in the Draft EIS/EIR:

The document indicated mitigation measures may include fair-share contributions to certain projects, such as the Marina Expressway (SR 90) Connector Road to Admiralty Way project. The document should indicate which transportation projects have committed funds programmed and which projects, such as the SR 90 project, have not yet completed the EIR process and have not been funded.

The document should indicate that if a transportation project does not get approved and constructed, mitigation may not be feasible and the LAX Master Plan would have to be approved by overriding considerations.

The document should indicate that the Lincoln Corridor Task Force (LCTF) is studying transportation enhancements and aesthetic improvements along the Lincoln Boulevard corridor from the Santa Monica Freeway to Manchester Boulevard. It should indicate that the LAX project should pay its fair share of traffic mitigation measures recommended by the LCTF in order to mitigate project impacts that are not otherwise able to be mitigated.

A traffic impact analysis was not conducted per the Caltrans Guide for the Preparation for the Traffic Impact Studies. The Guide indicates that a traffic impact study should be performed when a project adds one or more vehicle trips during the peak hour for a freeway segment that is operating at level of service (LOS) E or F.

The following comments pertain to specific information pertaining to traffic and transportation in the Draft EIS/EIR:

#### Executive Summary

4-282 At the intersection of Lincoln Boulevard/Washington Boulevard, improvements for 2015 indicates mitigation is performed in 2008. The County's Marina Expressway (SR 90) Connector Road to Admiralty Way project is targeted for completion in 2011, pending approval by all jurisdictions and funds (\$15 million) are in place. A footnote should be placed by this and all other transportation projects specified as mitigation not approved and funded.

4-288 The document states "Y Lennox Boulevard will terminate east of I-405 at Redfern Avenue, resulting in the elimination of access to Lennox Boulevard from La Cienega Boulevard." It should state that pedestrian access between Lennox Boulevard and La Cienega Boulevard will be maintained and sufficient right of way will be made available for community needs in the vicinity.

4-290 The document indicates signal synchronization (ATSAC, ATCS, or equivalent) for segments of La Cienega Boulevard in the County's jurisdiction is recommended as a mitigation. Since the County does not participate in the City of Los Angeles=ATSAC program, the possible traffic signal synchronization improvements should be to integrate the intersections into the County Traffic Control System (TCS) as part of the Traffic Management Center (TMC).

4-293 We agree with the statement "Along the northbound side of I-405 near Lennox Boulevard, elevated roadways would extend from the I-405 interchange to Lennox Boulevard. These roadways would run adjacent to two local schools and along residences. Sound walls would need to be placed along these stretches of the roadway to reduce the amount of noise impact to the schools and residences."

#### Technical Report S-2a: On-Airport Surface Transportation

11 The capacity for main access roads (Century Boulevard and Sepulveda Boulevard) assumed in the study of 1,500 to 1,700 vehicles per hour per lane (vphpl) appears to be high. HCM 2000 (page 10-10) suggests around 1,140 for these types of roadways which are classified as Class I Urban Streets. For transitions from main access roads to curb approaches, a capacity of approximately 850 vphpl is suggested in HCM 2000. The capacities for other road types appear to be on the high side as well. Justifications for these capacity assumptions should be provided or reduced to a more realistic capacities suggested in HCM 2000.

#### Technical Report 2b: Off-Airport Surface Transportation

4 Figure S1 shows the study area and key study locations. Figure S4 shows increase in traffic due to the airport expansion project along Lincoln Boulevard and La Cienega Boulevard, north of the I-405. Also, traffic in the Lincoln Boulevard corridor uses Admiralty Way as an alternate to Lincoln Boulevard. Approximately 35 to 40 percent of traffic on Admiralty Way is bypass traffic, some of which is from Lincoln Boulevard. Therefore, the traffic analysis should include all the intersections along Admiralty Way and the Washington Boulevard/Via Marina intersection. In addition, the following intersections in the unincorporated Baldwin Hills area should be analyzed:

- La Cienega Boulevard at Stocker Street
- La Cienega Boulevard at Slauson Avenue ramps
- Stocker Street at La Brea Avenue
- Slauson Avenue at La Brea Avenue

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DAVID E. JANSSEN  
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Board of Supervisors  
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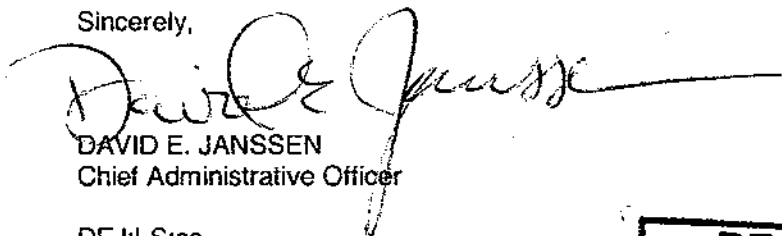
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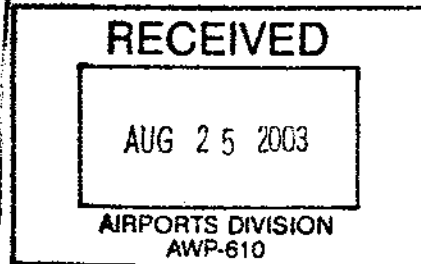
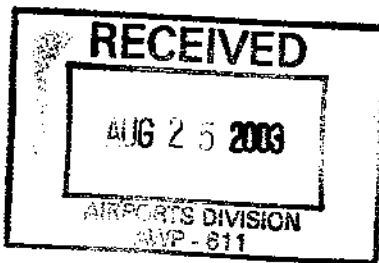


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DEJ:LS:os

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Preliminary review suggests that the Supplement to the Draft EIS/EIR may fall short of an adequate review of airport security issues. Although the Executive Summary to the Addendum refers the reader to Appendix I *'for a detailed assessment of the security and safety features of Alternative D,'* Appendix I offers a heavily conceptual and theoretical document that falls significantly short on detail. Anomalies include contradictory content and a lack of clarity expected of a public information document.

## **3. Environmental Justice May Not be Well Served by Alternative D**

Presidential Executive Order 12898, issued in February 1994, requires all federal agencies to analyze environmental justice impacts when proposing public projects. The analysis is intended to determine whether minority and low-income communities are unfairly burdened by project impacts, with the goal of using mitigation measures to create a level playing field. In 1999, Senate Bill 115 was passed making environmental justice a requirement of CEQA as well.

Despite the importance of this subject, the original Draft EIS/EIR was found to lack even the most elementary NEPA requirements for environmental justice. Preliminary review suggests that the Supplement to the Draft EIS/EIR has corrected some but not all of the earlier deficiencies. In particular, the Supplement to the Draft EIS/EIR again limits the area of analysis (reviewing only those census tracts surrounding LAX), improperly omits assessment of many effects due to the preparers' inability to quantify or analyze the impacts, and defers a determination of significance pending completion of the mitigation program.

The assessment does not appear to consider the trade-offs between environmental protection and environmental justice pertaining to the placement and length of LAX runways: runway extension to the west would have significant adverse impacts on biological resources (particularly the El Segundo Blue Butterfly), but would serve



environmental justice through a significant lessening of noise, air quality and traffic impacts on Lennox, Inglewood and other disadvantaged communities around LAX. Nor does the assessment apply rigorous standards in assessing the proportionality of impacts and mitigation measures between the wealthier northside area and communities east of LAX including Lennox and Inglewood. These relevant issues require further review as part of the Supplement to the Draft EIS/EIR.

**4. The Baseline Year of 1996 is Not Adequate for a 2003 Impact Assessment**

It appears that the Supplement to the Draft EIS/EIR continues to use 1996 data to establish baseline conditions for a number of topical issues. This outdated reference point was considered inadequate for the original EIS/EIR, and remains unsuitable for use in the current Supplement to the Draft EIS/EIR.

**5. The No Project Alternative does not offer a Consistent Yardstick for Measuring Project Impacts**

The original EIS/EIR provided an incomplete discussion of the No Project Alternative by incorporating improvements that were then only in the "planning stages" and overstating the service levels and capacity of the existing facilities. This approach made it difficult to draw meaningful comparisons with project alternatives. Preliminary review indicates that the Supplement to the Draft EIS/EIR may also provide an incomplete picture of impacts associated with the No Project Alternative. In particular, the Supplement to the Draft EIS/EIR appears to substantially overstate passenger and cargo handling capacity under the no-build scenario, while understating both for the build scenarios.

Additionally, the No Project Alternative has not represented passenger capacity in a consistent manner. In the original 1997 Notice of Preparation, the No Project Alternative was linked to a range of 68-72 MAP whereas the 2001 and 2003 EIS/EIR documents increased this estimate to 71.2-78.7 MAP. Based on communications provided by LAWA at the Environmental Justice Workshop held in Inglewood, the increase between 1997 and 2001 reflected actual increases in passenger demand during that period. However, there was no equivalent adjustment for the period from 2001-2003, when passenger demand has fallen by almost one-third.

The Supplement to the Draft EIS/EIR states that the No Project Alternative is provided as a benchmark for comparison of the four build alternatives. However, use of a higher baseline passenger number minimizes the extent of the difference between existing and future conditions at LAX, which in turn affects comparative impact assessments throughout the EIS/EIR. Use of a *worst-case scenario*, in which the baseline was based on a low estimate of existing passenger demand, would have better served the goals of CEQA and NEPA, and given a more realistic picture of the changes between current and future conditions at LAX. The County believes that LAWA should revisit key impact findings in light of actual 2003 passenger demand, instead of the estimates developed for 2001.

**6. Traffic, Noise and Air Quality Impacts have been Shifted Eastward**

The revised Master Plan represents a major shift of improvements away from neighboring areas north and south of LAX and toward communities to the east. The unincorporated community of Lennox and the City of Inglewood now appear to bear the brunt of added traffic, while Manchester will be the primary location for passenger processing. This shift heightens the need for close scrutiny of the proposed mitigation plan and the analysis of Environmental Justice.

**7. Major Changes in the Project Call for Preparation of a Comprehensive Revised Draft EIS/EIR**

CEQA Guidelines require that a Subsequent EIR for a project must be completed if the Lead Agency determines that changes in a project will require major revisions to a previous EIR; a Supplement to an EIR may be prepared if changes in the project are not considered major (§15162(a)). Both Subsequent and Supplemental EIRs are subject to the same notice and public review requirements as the original EIR, but Subsequent EIRs must make available all the information in the environmental evaluation, whereas Supplemental EIRs only need circulate new or revised information. Discussion provided in the CEQA Guidelines indicates that both types of review are intended for use in connection with *previously certified or approved* environmental documents.

In the present case, there is no previously certified or approved document. Furthermore, preliminary review of the Supplement to the Draft EIS/EIR indicates that changes to the proposed project are major. Thus, even an adaptation of the Guidelines (i.e., to encompass a document that has *not* been previously certified or approved) would indicate the project should have been addressed through preparation of a comprehensive revised Draft EIS/EIR, in which the full record of information was consolidated in an effort to facilitate public review.

Public review and lead agency decision-making would also have been better served by providing copies of the comment letters submitted during public review of the original EIS/EIR. Instead, the Supplement to the Draft EIS/EIR makes no effort to present or even summarize the earlier comment letters. This approach creates a process that is confusing and cumbersome for reviewing agencies and organizations, and thwarts an opportunity to advance public participation.

**8. Growth-Inducing Impacts May Be Significantly Greater than Stated**

The Supplement to the Draft EIS/EIR bases its analysis of growth inducement on projected cargo and passenger activity. It concludes that by 2015, Alternative D would yield a direct economic output of \$63.7 billion and 350,500 jobs, plus an indirect economic output of \$93.8 billion and 629,000 jobs through a multiplier effect of 1.5. The EIS/EIR assumes that all of the jobs would be within the 5-County SCAG region, 78% of the jobs would be within a 20-mile radius, and 40% within a 10-mile radius of LAX. Finally, it concludes that Alternative D would be similar in terms of job formation to the No Action/No Project Alternative, differing by an increase of about 1%. With respect to collateral development, the EIS/EIR finds Alternative D impacts equivalent to the No Project Alternative for LAX Northside<sup>1</sup>, Westchester Southside and Belford, and less than the No Project Alternative for Continental City and Manchester South.

In taking this approach, the document ignores the cumulative synergistic effects that would result if LAX Northside is constructed in tandem with the LAX improvements. The increase in cargo will create corresponding increases in off-airport services and place extraordinary pressures on commercial and residential land uses in the immediate neighborhood. The Growth-Inducing Impact Analysis does not appear to address these more localized impacts at all, even though the past history of LAX shows them to be potentially significant.

---

<sup>1</sup> LAX Northside is approximately 330-acres of land located on the north side of LAX (bisected by Westchester Parkway) and owned by LAWA. Tentative Map #34836, approved for this site during the mid-1980s, would allow development of about 4.5 million square feet of office, hotel, restaurant, retail, research and airport-related land uses.

**LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS**

**LAX MASTER PLAN DRAFT EIS/EIR  
COMMENTS FOR ON-AIRPORT AND OFF-AIRPORT SURFACE TRANSPORTATION  
JULY 2003**

The supplement to the Draft EIS/EIR serves to integrate Alternative D into the existing environmental review process for the LAX Master Plan, providing a level of analysis comparable to that which was previously prepared for the other alternatives addressed in the January 2001 Draft EIS/EIR.

Under the new plan, the projected passenger activity in the planning year of 2015 is 78.9 million annual passengers (MAP), which is reduced from the previous alternatives. The 78.9 MAP would be substantially the same as the No Action/No Project alternative and the passenger ground access trips would also be similar to the No Action/No Project alternative.

Alternative D, also known as "The Enhanced Safety and Security Plan," is in response to public comments received during the review period for the Draft EIS/EIR in January 2001. Its lower MAP aims to encourage a long-term regional approach to serving air traffic demand in the Los Angeles basin. The lowered MAP is designed to encourage other airports to accommodate future air travel demand in the region. The report indicates Alternative D would enhance security by limiting access by private vehicles to the main airport infrastructure to reduce the risk to airport users.

Alternative D significantly changes surface transportation access to LAX. Vehicular access is planned on the east and south sides of airport property via La Cienega Boulevard and the I-105 Freeway/Imperial Highway, respectively. Public Works staff conceived and advanced a proposal for new interchange for the I-405 Freeway at Lennox Boulevard and install a cul-de-sac on Lennox Boulevard just east of the freeway. The interchange would provide direct access between the I-405 Freeway and LAX. It would help mitigate the traffic impact at several intersections in the unincorporated Lennox community, reduce the amount of airport-related traffic in the Lennox community, and significantly reduce the travel time for airport-related traffic. Public Works coordinated the proposal with Supervisorial Districts 2 and 4 and presented it to the Lennox Coordinating Council. The Board offices and the Lennox Coordinating Council strongly support the new interchange for the I-405 Freeway at Lennox Boulevard should Alternative D be chosen for LAX.

The following comments are generic and apply to various mitigation measures recommended in the Draft EIS/EIR:

The document indicated mitigation measures may include fair-share contributions to certain projects, such as the Marina Expressway (SR 90) Connector Road to Admiralty Way project. The document should indicate which transportation projects have committed funds programmed and which projects, such as the SR 90 project, have not yet completed the EIR process and have not been funded.

The document should indicate that if a transportation project does not get approved and constructed, mitigation may not be feasible and the LAX Master Plan would have to be approved by overriding considerations.

The document should indicate that the Lincoln Corridor Task Force (LCTF) is studying transportation enhancements and aesthetic improvements along the Lincoln Boulevard corridor from the Santa Monica Freeway to Manchester Boulevard. It should indicate that the LAX project should pay its fair share of traffic mitigation measures recommended by the LCTF in order to mitigate project impacts that are not otherwise able to be mitigated.

A traffic impact analysis was not conducted per the Caltrans Guide for the Preparation for the Traffic Impact Studies. The Guide indicates that a traffic impact study should be performed when a project adds one or more vehicle trips during the peak hour for a freeway segment that is operating at level of service (LOS) E or F.

The following comments pertain to specific information pertaining to traffic and transportation in the Draft EIS/EIR:

#### Executive Summary

4-282 At the intersection of Lincoln Boulevard/Washington Boulevard, improvements for 2015 indicates mitigation is performed in 2008. The County's Marina Expressway (SR 90) Connector Road to Admiralty Way project is targeted for completion in 2011, pending approval by all jurisdictions and funds (\$15 million) are in place. A footnote should be placed by this and all other transportation projects specified as mitigation not approved and funded.

4-288 The document states "Y Lennox Boulevard will terminate east of I-405 at Redfern Avenue, resulting in the elimination of access to Lennox Boulevard from La Cienega Boulevard." It should state that pedestrian access between Lennox Boulevard and La Cienega Boulevard will be maintained and sufficient right of way will be made available for community needs in the vicinity.

4-290 The document indicates signal synchronization (ATSAC, ATCS, or equivalent) for segments of La Cienega Boulevard in the County's jurisdiction is recommended as a mitigation. Since the County does not participate in the City of Los Angeles=ATSAC program, the possible traffic signal synchronization improvements should be to integrate the intersections into the County Traffic Control System (TCS) as part of the Traffic Management Center (TMC).

4-293 We agree with the statement "Along the northbound side of I-405 near Lennox Boulevard, elevated roadways would extend from the I-405 interchange to Lennox Boulevard. These roadways would run adjacent to two local schools and along residences. Sound walls would need to be placed along these stretches of the roadway to reduce the amount of noise impact to the schools and residences."

#### Technical Report S-2a: On-Airport Surface Transportation

11 The capacity for main access roads (Century Boulevard and Sepulveda Boulevard) assumed in the study of 1,500 to 1,700 vehicles per hour per lane (vphpl) appears to be high. HCM 2000 (page 10-10) suggests around 1,140 for these types of roadways which are classified as Class I Urban Streets. For transitions from main access roads to curb approaches, a capacity of approximately 850 vphpl is suggested in HCM 2000. The capacities for other road types appear to be on the high side as well. Justifications for these capacity assumptions should be provided or reduced to a more realistic capacities suggested in HCM 2000.

#### Technical Report 2b: Off-Airport Surface Transportation

4 Figure S1 shows the study area and key study locations. Figure S4 shows increase in traffic due to the airport expansion project along Lincoln Boulevard and La Cienega Boulevard, north of the I-405. Also, traffic in the Lincoln Boulevard corridor uses Admiralty Way as an alternate to Lincoln Boulevard. Approximately 35 to 40 percent of traffic on Admiralty Way is bypass traffic, some of which is from Lincoln Boulevard. Therefore, the traffic analysis should include all the intersections along Admiralty Way and the Washington Boulevard/Via Marina intersection. In addition, the following intersections in the unincorporated Baldwin Hills area should be analyzed:

- La Cienega Boulevard at Stocker Street
- La Cienega Boulevard at Slauson Avenue ramps
- Stocker Street at La Brea Avenue
- Slauson Avenue at La Brea Avenue

- 30 Figure S3, Differences in LAX Passenger Trips B 2015 PM Peak Hour B Alternative D B Adjusted Environmental Baseline, shows decrease in traffic along Pershing Drive with the project. This does not make sense since employee parking structure for 12,400 stalls is proposed east of Pershing Drive north of Imperial Hwy. There should be an increase in airport traffic due to the proposed parking structure.
- 35 Additional Fly-Away sites are proposed and assumed in the traffic impact analysis. Specific locations should be identified and some level of commitment must be made to ensure these additional sites will be implemented. It should also state that a separate environmental impact analysis will be conducted for any additional sites.
- 36 Sufficient capacity should be provided for the intersection of the ITC and GTC connector road and the new access road proposed with the Lennox Boulevard/I-405 interchange. Free right-turn lanes should be provided to ensure sufficient turning movement capacity. The level of service should be conducted to ensure that adequate capacity exists.
- 47 Project fair share estimates for the impacted Congestion Management Program (CMP) routes and intersections are based on the growth between 1996 (Environmental Baseline) and 2015. This seems inconsistent with the impact analysis since the project impact was evaluated based on comparing to the 2015 Adjusted Environmental Baseline.
- 62 The haul and detour routes for any airport construction near the unincorporated areas should also be submitted to the County of Los Angeles Department of Public Works for review.

# LOS ANGELES POLICE DEPARTMENT



**WILLIAM J. BRATTON**  
Chief of Police

**JAMES K. HAHN**  
Mayor

P. O. Box 30158  
Los Angeles, Calif. 90030  
Telephone: (213) 482-7303  
TDD: (877) 275-5273  
Ref #: 10.3

September 29, 2003

Mr. David B. Kessler, AICP  
U. S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, California 90009-2007

Dear Mr. Kessler:

The Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been reviewed by the Facilities Management Division of the Los Angeles Police Department. In response to your request for public review and comment, the following questions and comments were compiled:

- Who will provide law-enforcement services to the people mover?
- Is the people mover to be constructed above ground, below ground or at ground level?
- Where will the LAPD Substation be located? What size facility is planned for the Substation?
- The Supplemental Draft Book 1 states that "Law-enforcement will need to increase, traffic may impede response times, and law-enforcement facilities need to change for the future." There were no actual plans to address these issues, except a referral to "work with concerned entities as the process moves forward." Is there any plan in place to begin to address these issues? When will this occur?
- Who will provide staff for the Traffic Operations Center?
- What are the specific duties and roles of TSA, LAPD, and LAXPD?
- Supplemental Draft Book 2 states that "LAPD should increase staff from 72 to 84 to maintain staff-to-passenger ratios." Does the project specify any funding for this increase? Will the new positions be budgeted into the project?
- Are the comments on entitlements available for review?

Mr. David B. Kessler

Page 2

10.3

You may contact Senior Management Analyst Lisa Floyd of Facilities Management Division at (213) 847-1439 should you have any questions.

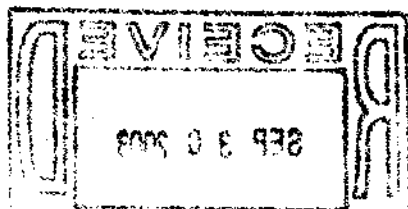
Very truly yours,

WILLIAM J. BRATTON  
Chief of Police



YVETTE A. SANCHEZ-OWENS  
Commanding Officer  
Facilities Management Division

cc: Jim Richie/LAWA



SAL00012





County of Los Angeles  
**CHIEF ADMINISTRATIVE OFFICE**

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DAVID E. JANSSEN  
Chief Administrative Officer

Board of Supervisors  
GLORIA MOLINA  
First District

YVONNE BRATHWAITE BURKE  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

October 28, 2003

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

Dear Supervisors:

**FINAL REPORT ON THE SUPPLEMENTAL TO THE DRAFT  
ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT  
FOR PROPOSED MASTER PLAN IMPROVEMENTS AT LAX  
(ALL DISTRICTS AFFECTED) (3 VOTES)**

**IT IS RECOMMENDED THAT YOUR BOARD:**

1. Approve the final report on the Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (SDEIS/EIR) for the proposed Safety and Security Alternative (Alternative D) for the Proposed Master Plan Improvements at Los Angeles International Airport (LAX) submitted by A.C. Lazzaretto & Associates as the County's official comments.
2. Authorize the Chief Administrative Officer to transmit the final report to the Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA) as the Board's final comments on the SDEIS/EIR for Alternative D.

**PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The purpose of this recommended action is to accept the attached final report as the County's official response to the SDEIS/EIR for Alternative D and present it to LAWA and FAA prior to the November 7, 2003 comment period deadline. Submission of the County's official response allows for the concerns and suggestions detailed in the final report to be addressed by LAWA and FAA. If the County's concerns and suggestions are not adequately addressed and/or incorporated into the Final EIS/EIR, the County retains the ability and opportunity to challenge the LAX Master Plan Improvements project based on those issues discussed in the final report.

URS # 00425  
Rec'd 10/23/03  
From: LAWA

Honorable Board of Supervisors  
October 28, 2003  
Page 2

### Implementation of Strategic Plan Goals

These recommendations are consistent with the following Strategic Plan Goal:

Goal:      **Organizational Effectiveness:** Ensure that service delivery systems are efficient, effective, and goal-oriented.

The County is seeking to ensure that any air service expansion plan is environmentally, economically, and socially beneficial to the residents of Los Angeles County.

### FISCAL IMPACT/FINANCING

Not applicable.

### FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On July 10, 2001, your Board approved the final report on the Draft EIS/EIR for the Proposed Master Plan Improvements at LAX submitted by A.C. Lazzaretto & Associates as the County's official comments on the Draft EIS/EIR. Due to the events of September 11, 2001, newly elected Los Angeles Mayor James Hahn directed LAWA to develop a new alternative focused on safety and security. On January 21, 2003, your Board instructed this office to negotiate a delegated authority contract with A.C. Lazzaretto & Associates to conduct a review and analysis of the anticipated Supplement to the Draft EIS/EIR for the new alternative.

On July 9, 2003, the SDEIS/EIR for the Safety and Security Alternative to the Proposed Master Plan Improvements (Alternative D) was released and a public review and comment period commenced. On July 15, 2003, this office entered into agreement with A.C. Lazzaretto & Associates to conduct the requested review. The consultant assembled a team of environmental and security experts to review the documents for consistency and accuracy, with special attention to the major areas of noise, traffic, security, air quality, and environmental justice. On August 19, 2003, your Board approved preliminary comments regarding the SDEIS/EIR developed by the consultant and the Department of Public Works.

Consistent with their contract, the consultant is presenting the attached final report to your Board commenting on the SDEIS/EIR for Alternative D which incorporates comments by the Departments of Public Works, County Counsel, and Regional Planning, and the Chief Administrative Office. The consultant concludes there is an obvious and pressing need for improvements at LAX, mostly to ensure the safety and security of air travel. However, the consultant believes LAWA is proposing to implement a flawed project, and that the process is further compromised by an inadequate environmental review. Moreover, the problems with the SDEIS/EIR are so serious, pervasive, and universal that the only practical remedy is to start the process over again and prepare a truly comprehensive revised EIS/EIR. The following are key findings supporting the conclusion:

Honorable Board of Supervisors  
October 28, 2003  
Page 3

- Alternative D will not constrain growth at LAX.
- Alternative D will not adequately serve the security goals for which it was formulated.
- The security plan relies heavily on technologies, some of which have been discredited, and does not address serious security exposures.
- Use of a Supplement to the 2001 Draft EIS/EIR was improper under the guidelines of California Environmental Quality Act.
- Scoping outreach did not include input from Los Angeles County or the public at large regarding either Alternative C (the 2001 preferred project) or Alternative D (the 2003 preferred project) and thus fails to meet National Environmental Policy Act requirements.
- The baseline year used in the SDEIS/EIR is 7 years old and does not offer a reasonable yardstick against which to measure the impacts of Alternative D or any other project alternative, especially since the events of September 11 changed the baseline so fundamentally.
- The SDEIS/EIR contains numerous comments and statements that create an appearance of project advocacy.
- Alternative D shifts many impacts toward the more economically disadvantaged communities east and northeast of LAX, and appears to protect biological resources at the expense of residents in Lennox, Inglewood, and Manchester.
- The noise assessment contains significant discrepancies.
- The 2001 Draft EIS/EIR acknowledged that it omitted quantitative assessment of toxic air pollutant exposure due to lack of time; the 2003 document also omitted the assessment, but did not so note.
- Additional environmental documentation is lacking and LAWA decision makers will be unable to make an informed project determination until inadequacies in the SDEIS/EIR are remedied.

Honorable Board of Supervisors  
October 28, 2003  
Page 4

**IMPACT ON CURRENT SERVICES**

This action will not have a direct impact on current County services. County involvement is important to ensure that any improvements at LAX meet and enhance air service for the region at the same time protecting the quality of life of impacted communities and the County as a whole.

Respectfully submitted,

  
for DAVID E. JANSSEN  
Chief Administrative Officer

DEJ:LS  
MKZ:JR:nl

Attachment

c: County Counsel  
Director of Planning  
Director of Public Works  
Director and Chief Medical Officer of Health Services  
Honorable James K. Hahn, Mayor of the City of Los Angeles  
Jim Ritchie, Los Angeles World Airports  
David B. Kessler, Federal Aviation Administration

**County of Los Angeles**

**Final Comments on the LAX Master Plan  
Supplement to the Draft EIS/EIR**

**Prepared By:**



**A.C. Lazzaretto & Associates**

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Burbank, CA 91504

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**Project Manager:**

Andrew C. Lazzaretto

**OCTOBER 2003**

**SAL00013**

County of Los Angeles  
 Final Comments on the Supplement to the  
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**ATTACHMENT I:** Land Protection Partners, *Review of Biological Resources Analysis in LAX Master Plan Draft EIS/EIR*, August 2001.



## **1.0 BACKGROUND AND EXECUTIVE SUMMARY**

### **1.1 BACKGROUND**

During 2001, A.C. Lazzaretto & Associates was retained by the Los Angeles County Chief Administrative Office to review and comment on the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) prepared for Los Angeles World Airport's (LAWA) Proposed Los Angeles International Airport (LAX) Master Plan. The 2001 Draft EIS/EIR addressed three build alternatives, a no-build alternative, and the existing setting for the Los Angeles International Airport (LAX) Master Plan.

A.C. Lazzaretto & Associates assembled a team of environmental review experts to review the document for consistency and accuracy. Working in collaboration with County staff, a detailed comment letter was prepared and submitted to LAWA on 28 June 2001. Thereafter, in response to considerable public comment and the terrorist attacks that occurred on September 11, 2001, LAWA suspended work on the earlier EIS/EIR to develop a fourth alternative -- Alternative D, the Enhanced Safety and Security Plan. LAWA made a Supplement to the Draft EIS/EIR (SDEIS/EIR) available for public comment in July of 2003 to update information presented in the Draft EIS/EIR and to integrate Alternative D into the environmental review process. The Supplement offered no response to comments submitted on the 2001 DEIS/EIR.

Alternative D includes a number of airfield facility modifications. Although LAX would continue to operate with 4 runways, 2 of the existing runways would be moved, two would be lengthened, and all would be further separated from one another. New centralized passenger terminals would replace the existing parking structures. The existing Terminals 1 through 7 would be reconfigured, including a new north/south linear concourse at the Tom Bradley International Terminal, flanked on the west by a new satellite concourse. A new ground transportation center and intermodal transportation center to be built east of Aviation Blvd. would serve as the primary access for all passenger drop-off and pick-up and vehicle parking. Some cargo facilities would be modified, although overall square footage would be equivalent to the No Action/No Project Alternative.

Following publication of the SDEIS/EIR, the Los Angeles County Chief Administrative Office again retained A.C. Lazzaretto & Associates to review and comment on the revised document. A.C. Lazzaretto & Associates in turn assembled the team of environmental review experts that had reviewed the 2001 document, in order to assess the 2003 Supplement for consistency, accuracy, and changes since the original Draft EIS/EIR was prepared. The information has been evaluated using the following criteria: reasonableness of input data and assumptions, appropriateness and accuracy of analyses and mitigation measures, and conformity with requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Results of the current review indicate that many of the concerns expressed in our earlier comment letter still remain, including one that was central to County comments on the earlier LAX Master Plan review: although LAWA indicates that its goal is to limit growth, improvements proposed as part of Alternative D would in reality serve to reinforce LAX as the preeminent airport of the southern California region, and may undermine attempts to strengthen the role of outlying airports. There are a number of points, in addition to this thematic concern, that merit further consideration and discussion before LAWA considers certification of the Supplement to the EIS/EIR and approval of the preferred alternative.

To facilitate LAWA's review and response, the County has revised and updated the comment letter originally submitted in June of 2001. The current comment letter incorporates all issues for which a response is sought from LAWA. As before, the review team has paid special attention to the major issues of noise, traffic, environmental justice, and air quality, and the team has again made every attempt to offer objective, constructive comments concerning the major elements of the Supplement to the DEIS/EIR.

## 1.2 EXECUTIVE SUMMARY

A.C. Lazzaretto & Associates has been retained by the Los Angeles County Chief Administrative Office to review and update comments on the 2001 Draft DEIS/EIR prepared for LAWA's Proposed LAX Master Plan, consistent with changes in the current 2003 Supplement to the Draft EIS/EIR. The 2001 Draft EIS/EIR addressed three build alternatives, a no-build alternative, and the existing setting for the Los Angeles International Airport (LAX) Master Plan. The 2003 Supplement incorporates a new Alternative D (the "enhanced safety and security plan") that LAWA has designated as the preferred project option. To address safety issues, the review team has been expanded to include participation by BoydForbes, Inc., a renowned airport safety consulting firm based in Denver.

The County has a special responsibility in this process, since it represents the unincorporated communities that are most directly impacted by LAX operations. It is for this reason that the County has taken a highly active stance during 2001 and 2003, and in both instances we have focused on issues of greatest concern to our constituents. During 2001, we submitted comments to LAWA in which we expressed a number of serious concerns. With publication of the 2003 Supplement we find that most of our earlier concerns remain unaddressed and new issues have been identified that are of even greater potential concern for Los Angeles County constituents. The County has twice sought to meet with LAWA's consulting team to discuss these issues, and on both occasions has been rebuffed. In so doing, LAWA has bypassed an opportunity for identification of joint solutions that could facilitate improvements at LAX while minimizing impacts on LAX's neighbors in Manchester, Lennox, Westchester and other adjoining communities.

Fundamentally, the County of Los Angeles believes that LAWA is proposing to implement a flawed project, and that LAWA has developed an inadequate environmental document to review the project. The following report covers a wide range of issues, many in considerable detail. While all of these issues are important, we would like to call special attention to the following key points:

- ▶ Contrary to statements made throughout the SDEIS/EIR, our review clearly shows that Alternative D will not constrain growth at LAX. LAWA has misrepresented this alternative, to the jeopardy of the environmental analysis.
- ▶ Alternative D will also not serve the security goals for which it was formulated. The Plan focuses on hardening security for the east-side entry to LAX but largely ignores the perimeter, maintenance/fuel farm, and cargo areas -- leaving the back door wide open.
- ▶ The separation concept is diminished in value by the expensive and vulnerable mass transit link proposed between the Central Terminal Area and remote landside ground facilities. It is further diminished by the lack of Flow Process Mapping data; the consequential risk of task overload and failure to achieve target reduction; and by the potential alienation of a public that may perceive screening requirements as excessive.

- ▶ The Security plan relies heavily on technologies, some of which have been discredited (e.g., facial recognition surveillance). Additionally, greater thought must be given to the risk of data saturation. Over-dependence on security technology may lead to higher risk of error and, ironically, diminished protection.
- ▶ There are a number of existing, unexplained security exposures at LAX, including several areas characterized by extreme weakness in access control, that should be remedied as soon as possible; it is recommended that LAWA take steps to close Pershing Drive to public traffic as soon as practicable.
- ▶ Use of a Supplement to the 2001 Draft EIS/EIR was improper under guidelines for CEQA. LAWA should have addressed Alternative D in a comprehensive revised draft EIS/EIR in which the full record of information was available for public review and agency decision-making.
- ▶ The Purpose & Need statement emphasizes LAX's role in meeting regional growth, investment return, and international trade, and claims that Alternative D will fill these objectives. Yet the EIS/EIR asserts that Alternative D has the same socioeconomic characteristics as No Action, but for construction jobs, and finds that No Action would fail to meet project purpose and need. Either Alternative D fails to meet the stated goals, or Alternative D has not been described in accordance with full disclosure requirements.
- ▶ The environmental assessment does not offer a reasonable range of Alternatives that would feasibly meet most objectives, but would avoid or lessen significant effects of the project, and thus the SDEIS/EIR fails to fulfill the "Rule of Reason."
- ▶ Scoping Outreach did not include input from Los Angeles County Government or the public at large regarding either Alternative C (the 2001 preferred project) or Alternative D (the 2003 preferred project) and thus fails to meet basic NEPA requirements.
- ▶ The SDEIS/EIR offers a baseline now 7 years old: conditions in 1996 do not represent the baseline of 2003. The events of 9/11 changed the baseline so fundamentally that LAWA withdrew its 2001 documents to formulate an entirely new preferred project. The 1996 baseline does not offer a reasonable yardstick against which to measure the impacts of Alternative D or any other project alternative (including No Action).
- ▶ Piecemeal efforts to remedy the outdated baseline have further obscured understanding. The frequent shifting from one baseline nomenclature and timeframe to another is, at best, confusing. At worst, it conceals the underlying impacts that this 2003 Supplemental Draft EIS/EIR is intended to illuminate.
- ▶ The most pressing problems at LAX are lack of adequate runway length on the north complex, the security threat of private autos near the terminals, and lack of international gates. Yet the Phase One construction plan addresses none of these for many years and instead concentrates on the airport fringes (the GTC and ITC) and on demolishing and rebuilding perfectly useable terminals to accommodate New Large Aircraft. This sequence does not match the environmental and congestion priorities evident at LAX.
- ▶ The SDEIS/EIR contains numerous comments and statements that create an appearance of project advocacy. Even the appearance of advocacy is inappropriate given the policy guidelines contained in CEQA and NEPA and it seriously undermines confidence in the objectivity of the Draft EIS/EIR and its commitment to full disclosure.
- ▶ The 2001 DEIS/EIR was found to lack even the most elementary NEPA requirements for Environmental Justice; many deficiencies remain in the 2003 SDEIS/EIR. In particular, Alternative D shifts many impacts toward the more economically disadvantaged communities east and northeast of LAX, and appears to protect biological resources at the expense of residents in Lennox, Inglewood & Manchester.

- ▶ The document fails to disclose issues and concerns raised in Environmental Justice (EJ) workshops, defers evaluation of critical environmental justice impacts (including Air Quality and Health Effects) due to lack of data, offers ill-defined mitigations, and offers a preferred project that protects butterflies at the expense of residents and schoolchildren.
- ▶ The noise assessment contains significant discrepancies in the number of dwelling units and population impacted between the baseline year and the data published by LAWA. Additionally, there is an unexplained discrepancy in the year 2000 noise contours shown in the 2001 and the 2003 documents.
- ▶ The 2001 EIS/EIR acknowledged that it omitted quantitative assessment of toxic air pollutant exposure due to lack of time; the 2003 document also omitted this assessment, but did not so note. Completion of such studies independent of the environmental review, as proposed, would preclude establishment of baseline conditions. LAWA decision-makers will be unable to make an informed project determination until this data is developed and disclosed. The noise modeling results were based on inadequate flight track data.
- ▶ Nitrogen oxides were determined to have significant impacts before and after mitigation, but would be reduced the least under the proposed mitigation measures. The proposed mitigation measures do not appear to successfully address nitrogen oxides.
- ▶ The 'rationing' technique used to update the analyses of airport pollutant sources for Alternatives A, B and C, and No Action, makes it difficult to fairly compare the alternatives.
- ▶ LAWA Decision-Makers will not be adequately informed until the environmental documentation provides thorough review of the following alternatives:
  - ❑ Relocation of New Large Aircraft Facilities to Another Airport
  - ❑ Major Shift of Airport Facility Improvements from East (Human Habitat) to West (Butterfly Habitat)
  - ❑ Development of a Minimum Airport Improvement Plan incorporating only High Priority elements

The County looks forward to reviewing LAWA's responses, particularly with respect to the additional commitments requested throughout this comment letter. At the same time, the County believes that LAWA's interests would be best served through preparation of a *comprehensive revised Draft EIS/EIR* in which *the full record* of information is consolidated in a manner that facilitates public review and agency decision-making.

## **2.0 INTRODUCTION TO THE COMMENT LETTER AND REPORT ORGANIZATION**

A.C. Lazzaretto & Associates has again been retained by the Los Angeles County Chief Administrative Office to review and comment on a Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (SDEIS/EIR) prepared by Los Angeles World Airport (LAWA) to address the impacts of a proposed Master Plan for Los Angeles International Airport (LAX). The SDEIS/EIS was issued in response to considerable public comment on the Draft EIS/EIR and Master Plan presented during 2001 and in response to the terrorist attacks that occurred on September 11<sup>th</sup> of that year. The SDEIS/EIR introduces a new preferred alternative -- Alternative D, the Enhanced Safety and Security Plan. In reviewing the Supplement, we have again noted the high quality of writing, and the thoughtful organization and presentation of materials that is evident in many of the technical reports. We again conclude, however, that the documents are substantially compromised by significant errors, omissions, and biases. We submit that LAWA has used improper procedures -- under CEQA and NEPA -- to introduce the new

preferred Alternative D, and we conclude that LAWA has offered misleading statements concerning the potential for further growth at LAX.

The review team assembled by A.C. Lazzaretto & Associates includes all firms who contributed to the 2001 review, as well as a new firm – BoydForbes, Inc. – that was brought in to review the highly technical, and critically important issues pertaining to airport safety and security. Based in Colorado, BoydForbes, Inc. is one of a handful of firms that specialize in airport security and have the ability to critically review the environmental documentation pertaining to this topical issue. Team members who also participated in the earlier effort include Michael Brandman Associates, Bauer Environmental Services, Austin-Foust Associates, and Mestre Greve Associates. Each of these firms is a leader in the field of environmental review and key members have extensive experience working with the environmental review of airport projects.

In performing the task of reviewing the Draft EIS/EIR, the County has made every attempt to offer objective, constructive comments concerning the major elements of the Draft EIS/EIR. We have made note as appropriate where issues may involve diverse views among experts.

The following report is organized to facilitate LAWA's review and response to the issues raised. As such, the general flow of this review document follows the topic pattern of the Supplement to the DEIS/EIR; however, there are many sections that have been rearranged in order to emphasize a particular point or to clarify the issue at hand. This is particularly true in the following discussion (§3.0 below) which deals with general issues that are evident throughout the SDEIS/EIR document and are not specific to any single section.

This document focuses only on issues of concern to the County from a legal standpoint, and does not attempt to identify or discuss those sections in the SDEIS/EIR that appear to meet State or Federal guidelines. This is not to say that sections not mentioned in this document can be assumed adequate; rather, the sections are omitted from this document in order to focus on areas of greatest concern to the Los Angeles County Board of Supervisors.

### **3.0 GENERAL ISSUES**

This section identifies issues that are evident throughout the entire Supplement to the DEIS/EIR document. Typically, the issues raised in this section deal with the backbone of the SDEIS/EIR and, therefore, the errors, omissions, and faulty conclusions identified herein are those that compromise the validity of the Supplement to the Draft EIS/EIR as a whole.

#### **3.1 ALTERNATIVE "D" DOES NOT CONSTRAIN GROWTH AT LAX**

##### **3.1.1 Airside Gate Frontage Far Exceeds Stated Levels**

The SDEIS/EIR claims that Alternative D would serve, in the year 2015, no more passengers than would be expected with current airport facilities (approximately 78 Million Annual Passengers [MAP]). Despite massive improvements to the capacity of the runways and terminals, the SDEIS/EIR also claims that passenger limits will be assured by limiting "airside gate frontage." These assertions do not hold up to scrutiny. In fact, Alternative D increases "airside gate frontage", increases the number of aircraft gates, and increases aircraft gate efficiency beyond the levels contained in the No Project Alternative. The Master Plan states that:

*“Alternative D is described as constrained because...facilities would not be designed to accommodate the unconstrained aviation demand forecast profile. Specifically, the terminal frontage available in Alternative D to park aircraft side-by-side is less than the equivalent terminal frontage available in the No Action/No Project Alternative.” (emphasis added)*

Further, the Supplement to the EIS/EIR states:

*“The net effect of these terminal changes would be a reduction in the total airside gate frontage available for aircraft gates and in the number of available aircraft gates to match the peak gate requirements identified in the Alternative D design day schedule.”*

Neither the Supplement to the Master Plan nor the Supplement to the Draft EIS/EIR provides any further explanation, data or calculations to substantiate those statements. On the contrary, as shown on the attached table, Aircraft Gate Comparison, various graphics in the Master Plan provide evidence directly contravening those statements.

**Table 1**  
**AIRCRAFT GATE COMPARISON**  
**EXISTING, NO PROJECT & ALTERNATIVE “D”<sup>1</sup>**

Terminal	1996 Existing			2015 No Project		Alternative D		
	Air Carrier Contact Gates	Commuter Parking	Frontage Length (ft.)	Air Carrier Contact Gates	Commuter Parking	Air Carrier Contact Gates	Commuter Parking	Frontage Length (ft.)
1	14	6	1,740	16	0	0	0	0
2	10	0	1,201	10	0	0	0	0
3	12	3	2,104	12	0	0	0	0
4	10	10	n/a	13	0	16	0	n/a
5	16	0	n/a	16	0	16	0	n/a
6	10	14	n/a	13	0	13	0	n/a
7	12	0	n/a	12	0	15	0	n/a
8	8	0	n/a	8	0	0	19	n/a
TBIT	12	0	2,111	12	0	19	0	3,184
Remote	0	0	0	19	33	0	0	0
New West	0	0	0	0	0	27	13	4,148
New North	0	0	0	0	0	15	0	3,416
<b>TOTAL</b>	<b>104</b>	<b>33</b>	<b>7,156</b>	<b>131</b>	<b>33</b>	<b>121</b>	<b>32</b>	<b>10,748</b>

The amount of “airside gate frontage available for aircraft gates” is easily calculated using scaled drawings contained in the Master Plan. As shown on the attached Table 1, Alternative D includes an increase of nearly 3,600 linear feet of terminal frontage: Terminals 1, 2 and 3 will be replaced by the New North Terminal; Tom Bradley International Terminal will be reconfigured; and a New West Terminal will be built. No changes will be made to Terminals 4 thru 8. The total *existing* frontage of the terminals being modified is thus 7,156 feet; following proposed modifications, the terminals will encompass 10,748 feet — an increase of 3,592 feet. To substantiate its claim concerning existing conditions, the Master Plan must be including the “remote gates” that are little

<sup>1</sup>‘1996 Existing’ data obtained from Master Plan Figure II-3.2; ‘2015 No Project’ data obtained from Figure ES-1; ‘Alternative D’ data obtained from Figure 2.2-4.

more than apron area where aircraft are parked. These areas with their low efficiency are not a suitable comparison to actual aircraft gates with jetways linked to a terminal. To suggest differently is to ignore well-established planning factors for passenger processing.

The number of aircraft gates also increases with Alternative D. The Master Plan Supplement uses figures in its summary tables to indicate that the No Project Alternative has 163 gates and that Alternative D has 153 gates -- indicating a reduction. However, these figures do not correspond to other figures in the Master Plan. For example, Table ES-2 in the Master Plan Supplement indicates 115 contact gates<sup>2</sup> and 48 remote gates for an existing total of 163. However, Figure II-3.2 of the Existing Conditions Working Paper (Chapter 2 of the Draft Master Plan), provides a detailed accounting of all existing gates and aircraft parking spaces, and it shows quite clearly that there are only 104 contact air carrier gates at present. Additionally, it shows 33 parking places for commuter aircraft located adjacent to terminals 1, 3, 4 and 6 and accessed via stairways. Except for one passing reference to 36 Narrow Body Equivalent Gates with access to the Bradley Terminal, Chapter Two makes no mention of the 19 remote gates in the northwest corner.

In the No Project Alternative, some of the parking spaces used for commuter flights have been converted to parking spaces for air carriers, and those spaces are now counted among the air carrier gates in the No Project Alternative. Furthermore, the 19 remote aircraft parking spaces have become prominent in the SDEIS/EIR No Project Alternative, implying that there are now 131 "gates" for air carriers and 32 "gates" for commuters. In reality, there are no more true contact gates today than there were in 1997. It is only that some existing concrete apron space formerly used for maintenance and other uses is now being used on a regular basis to park scheduled aircraft. This practice requires that passengers are bussed to the terminals, in a manner that the Master Plan admits is costly and inefficient. In simpler terms, there are now 112 air carrier parking spaces adjacent to the terminals, 19 remote air carrier parking spaces in the northwest corner, and areas for parking approximately 32 commuter aircraft at two remote locations.

Aircraft gates for Alternative D are depicted very clearly on Figure 2.2-4 Gate Layout and Utilization in the Supplement to the Master Plan. This Figure shows 121 air carrier contact gates and 32 parking spaces for commuter aircraft and/or regional jets. Alternative D also includes the conversion of 8 existing air carrier contact gates in Terminal 8 to spaces to park 19 commuter turbo props/regional jets.

The evidence is quite clear that Alternative D provides 8 more air carrier contact gates than the No Project Alternative, and in a configuration that is more efficient.<sup>3</sup> Additionally, under Alternative D LAWA retains the flexibility to create remote gates on available apron space. As the historical evidence shows, LAWA has not prepared environmental documentation for similar operational modifications at LAX in past years. Furthermore, LAWA could easily retain the eight contact gates in Terminal 8, thereby boosting the total for Alternative D to 129 contact gates -- 15% more than the existing LAX layout. Accordingly, under Alternative D LAWA has the potential to increase the number aircraft gates, increase airside terminal front footage, replace inefficient aircraft gates with more efficient ones and create additional remote gates.

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<sup>2</sup> A "contact gate" includes traditional numbered gates in the terminal and a jet way to a waiting aircraft.

<sup>3</sup> Linear configurations offer more flexibility than the current cul-de-sac design; the Construction Phasing Plan notes that the reconstruction of terminals 1, 2, & 3 into a linear configuration will create a "continuous Group VI flightline."

### 3.1.2 Runway Design Capacity is Understated

The preferred alternative will also serve future growth through the proposed runway design: the runway configuration for Alternative D has the same or higher capacity as Alternative C -- 90 MAP. Alternative D, in the same manner as Alternative C, addresses existing runway constraints by lengthening both of the north complex runways and by increasing the separation distance between them. The fact that the new four runway system can handle more than 78 MAP is stated very clearly in the Master Plan addendum on page 3-4: *“Alternative C’s projected annual passenger activity level served is limited by the capacity of the four-runway system and is forecast to be approximately 89.6 million (air passengers.)”* Given that Alternative D uses the same 4-runway configuration as Alternative C, and Alternative D extends RW 6L/24R an additional 1,000 feet farther than does Alternative C, it can be concluded that the capacity of the runways under Alternative D is the same or more than Alternative C -- approximately 90 MAP.

### 3.1.3 Passenger Levels will be Much Higher than Forecast for Alternative D

Alternative D will allow unconstrained growth through the year 2015. Unlike the most recent FAA forecasts, the “unconstrained forecast” of 98 MAP in the Master Plan has not been updated to reflect changes in the air industry that have occurred following the events of 9/11. The most recent FAA Terminal Area Forecasts for LAX indicate that service levels at LAX will not reach the year 2000 levels (64 MAP) until the year 2008 and that service levels in 2015 will be approximately 81.6 MAP. Using those figures, Alternative D provides little if any constraint on growth.

Alternative D understates the passengers per operation. Alternative D accommodates the new Super Jumbo A380 (referred to in the Master Plan as the New Large Aircraft by creating a separation of 1040 feet between the two northern runways and by demolishing terminals 1, 2 and 3 and reconstructing a “continuous Group VI flightline.”<sup>4</sup> The arrival of the New Large Aircraft, with almost 600 seats, will increase the passenger handling capacity of the runways and airspace by increasing the number of passengers per aircraft operation. Nevertheless, the Master Plan forecasts that Alternative D will have a lower number of passengers per operation than Alternative C and in fact forecasts a lower number than currently exists. As indicated on Table 3.3-1 of the Master Plan Addendum, Alternative D is forecast to have only 121.06 passengers per air carrier operation, while Alternative C is forecast to have 124.95. The table fails to include the actual numbers for the years 1996 and 2000. However, information from the LAWA web site indicates that passengers per air carrier operation totaled 109.5 in 1996, 119.65 in 2000, 116.62 in 2001, 123.18 in 2002, and 125.4 thru July of 2003. The number of passengers per operation is expected to continue to increase as airlines increase the size of aircraft and increase their load factors (percentage of sold seats.) Furthermore, there is a large and unexplained increase in the number of commuter flights (from 109,000 in Alternative C to 183,000 in Alternative D). Commuter flights average only about 20 passengers per aircraft. If some of the capacity used for commuter operations was used instead for air carrier operations, the number of passengers would again increase. There is thus abundant evidence that the runway capacity proposed under Alternative D is much greater than 78 MAP.

<sup>4</sup> In contrast, the south runways will be separated only by 795 feet which is sufficient for aircraft such as the B747.



### 3.1.4 Terminal Space in Alternative D is Equivalent to Alternative C

Alternative D increases terminal space by 70%. The proposed increase in terminal space from 4 million square feet (msf) to 6.8 msf represents a considerable increase -- 70% higher than existing. The resulting capacity is only 8% less than Alternative C, again indicating an ability to handle many more than 78 MAP.

### 3.1.5 The No Project Alternative Cannot be used to Evaluate Alternative D.

Comparison with the No Project Alternative does not provide a reasonable basis to conclude there will be no additional growth. As discussed below in §3.4.2, the origins of the service levels used in the No Project Alternative are obscure and undocumented, thus casting some doubt upon their validity. If the No Project service levels are inflated, as we anticipate, then Alternative D would surely be promoting growth as the service levels increased from the current 55 MAP to 78 MAP.

## 3.2 IMPROPER USE OF A SUPPLEMENT TO THE DRAFT EIS/EIR

The CEQA Guidelines state that a Supplement to an EIR may be prepared if changes to a project are not considered major (§15162(a)). Where the changes necessitate major revision to a previous EIR, CEQA requires preparation of a Subsequent EIR. Both types of documents must receive the same notice and public review requirements as the original EIR. However, in a Subsequent EIR, *all information* must be presented, whereas in a Supplemental EIR only *new or revised information* need be presented. Discussion provided in Public Resources Code §21166 (and CEQA Guidelines §15162 and §15163) indicate that both types of review are intended for use in connection with *previously certified or approved* environmental documents. For documents that have not yet been certified, CEQA outlines a procedure for recirculation. Discussion provided with the CEQA Guidelines states specifically that, "*Circulating a subsequent EIR or supplement to an EIR is not "recirculation" as described under §15088.5.*"

In the present case, there is no previously certified or approved document. Furthermore, review of the Supplement to the Draft EIS/EIR provides incontrovertible evidence that changes to the proposed project are major and affect the entire environmental assessment: LAWA has presented an *entirely new alternative* as the preferred project, and the alternative was *created to meet safety and security challenges that did not exist in 2001*. In effect, the entire framework for this project -- from the baseline conditions, to the project purpose and need, to the very project itself -- changed following September of 2001, and yet LAWA used a CEQA format intended for minor changes to a certified EIR.

Finally, the format used by LAWA serves to obfuscate rather than facilitate understanding of this complex project.<sup>5</sup> Every reasonable interpretation of CEQA would indicate that LAWA should have addressed the project through preparation of a comprehensive revised Draft EIS/EIR, in which

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<sup>5</sup> At a minimum, the SDEIS/EIR Index (§7.7) could have provided the reader with a more listing of topical issues and where they can be found, along with a cross reference to text discussions in the 2001 and 2001 documents. Instead, the Index offers only a cursory guide to topical discussions (for example, the Index contains no references for "cumulative impacts") and provides no useful tools for locating or accessing analyses from the 2001 Draft EIS/EIR.

the *full record* of information was consolidated in an effort to facilitate public review and agency decision-making.

Public review and lead agency decision-making would also have been far better served by providing copies of the comment letters submitted during public review of the original EIS/EIR. During 2001, the County of Los Angeles devoted considerable time, public funds and staff effort to review and submit comments on the extensive Draft EIS/EIR and Master Plan documentation released by LAWA at that time. Surely a similar effort was spent by many other agencies, organizations and individuals, and it is probable that the collective comments contained a wide range of information that would have been relevant to the current review. Despite this fact, the Supplement to the Draft EIS/EIR makes no effort to present *or even summarize* the earlier comment letters. This approach creates a process that is confusing and cumbersome for reviewing agencies and organizations, and thwarts an opportunity to advance public participation. A response to the earlier comments would have served to advance public discourse, strengthen the opportunity for environmental protection, and facilitate an understanding of the Lead Agency's thinking on a wide range of key issues. We acknowledge that LAWA was under no obligation to respond or acknowledge the earlier comment letters. However, the failure to have done so belies a continuing pattern of disinterest in public views that was established in 2001.

### 3.3 INCONSISTENT PURPOSE & NEED STATEMENT

The apparent contradiction between SDEIS/EIR statements and actual intent is also evident in the discussion of project purpose and need. The SDEIS/EIR states, on page ES-1, that the purpose and need for the project have not changed:

*"The purpose and need for the LAX Master Plan has not changed since the publication of the Draft EIS/EIR...In particular, the Master Plan project objectives are to:*

- ▶ *Respond to local and regional demand for air transportation during the period 2000-2015, taking into consideration the amount, type, location, and timing of such demand.*
- ▶ *Ensure that new investments in airport capacity are efficient and cost-effective, maximizing the return on existing infrastructure capital.*
- ▶ *Sustain and advance the international trade component of the regional economy and the international commercial gateway role of the City of Los Angeles."*

In a number of text discussions, the SDEIS/EIR affirms that Alternative D responds to the stated purpose and need for this Master Plan, as shown in the excerpts below from pages 2-1 and 3-25:

*"Alternative D, the "Enhanced Safety and Security" alternative, offers a well-planned and rational 'regional approach' alternative for improvement of LAX. Alternative D would respond to future demand for air transportation by encouraging, but not requiring, other airports in the Los Angeles area to increase capacity to make up for the limitations of LAX. It would allow airlines to accommodate the demand for international aviation at LAX to the greatest extent possible without otherwise increasing capacity of the airport generally. It would also maintain the return on existing capital investments at LAX. Thus, Alternative D would allow the Los Angeles region to realize some of the important economic benefits outlined in the Draft EIS/EIR, while at the same time enhancing security and safety at the airport and significantly reducing environmental impacts from airport operations to the surrounding communities."*

*“Alternative D, as stated previously in § 3.1, Formulation and Refinement of Alternatives, of this document, is a direct response to the strongly expressed desire of many citizens, as indicated in comments received on the Draft EIS/EIR, for a regional approach to airport planning in Southern California that is more aggressive than demonstrated by the previously considered Master Plan build alternatives. The Mayor of Los Angeles, noting the need to fully examine a regional approach to satisfy air transportation demand, directed LAWA to develop a new Master Plan alternative for the improvement of LAX. Responding to the Mayor's direction, the new alternative is designed to:*

- ▶ *Enhance safety and security at LAX for users and to protect the airport infrastructure*
- ▶ *Encourage the development and use of regional airports to serve local demand by constraining the facility capacity at LAX to approximately the same aviation activity levels identified in the No Action/No Project Alternative;*
- ▶ *Maintain LAX as the International Gateway to Southern California; and*
- ▶ *Mitigate the impacts of LAX's continued operation.”*

At the same time, the SDEIS/EIR emphasizes that Alternative D is equivalent in many ways to the No Action /No Project Alternative. For example, SDEIS/EIR page ES-17 includes the following statement:

*“Alternative D would encourage a long-term regional approach to serving air traffic demand in the Los Angeles basin by designing facilities at LAX to accommodate passenger and cargo activity levels equivalent to the No Action/No Project Alternative activity level, but would be designed to allow air carriers to emphasize international routes at LAX.”*

The Project Description (page 3-25) expands on this theme, including the statement below:

*“LAWA determined that constraining the aircraft gate frontage at the terminals is a component of the airport system that is fully within its control. LAWA can constrain the development of this frontage and believes that this will, in turn, place an effective constraint on total passenger activity at LAX. LAWA can also control the amount of available cargo warehouse and processing space at LAX. By constraining the development of these cargo facilities, total cargo activity at LAX would be constrained.”*

Further, the SDEIS/EIR provides quantitative data to support these statements, as shown below with information excerpted from SDEIS/EIR Tables ES-1 and ES-2.

**Table 2  
COMPARISON OF NO PROJECT WITH ALTERNATIVES ‘C’ AND ‘D’<sup>6</sup>**

Facility	No Action/No Project Alternative	Previously-Preferred Alternative C	Currently Preferred Alternative D
Cargo-Annual Tons	3,120,000	4,172,000	3,120,000
Total # Nominal Gates	163	168	153
Million Air Passengers	78.7	89.6	78.9

<sup>6</sup> Note again that the 163 gates shown for the No Project alternative includes 52 remote parking spaces.

And yet the SDEIS/EIR claims that the No Action/No Project Alternative is seriously deficient. For example, discussion on page ES-7 states that the No Action/No Project Alternative “would fall far short of meeting the projected demand for aviation services at LAX by accommodating approximately 78.7 million passengers (a shortfall of approximately 19.2 million) and 3.1 million tons of cargo (a shortfall of approximately 1 million tons) in 2015.”

The SDEIS/EIR also portrays the No Action alternative as *de minimis* in the scope of its improvements, but allowing for increased passenger and cargo volumes, as shown in discussion from page 3-6:

*“This [No Project] alternative includes only minor airport improvements approved as of the publication of the Draft EIS/EIR in January 2001 or that were in the planning stages at that time. The improvements include minor taxiway improvements, new cargo building space, construction of at least one off-airport parking structure, and reconstruction of an on-airport parking structure. Passenger and cargo volumes would continue to increase in response to projected demand, reaching activity levels in 2015 of approximately 78.7 MAP and 3.12 MAT, respectively.”*

In essence, the Supplement to the DEIS/EIR offers the following unsupportable syllogism: Alternative D meets project goals, Alternative D is substantially the same as No Action, and No Action fails to meet project goals. As discussed more fully below (and in previous sections), we believe that this inconsistency arises from the fact that the EIS/EIR is misleading in its description of alternatives.

### **3.4 INADEQUATE ASSESSMENT OF ALTERNATIVES**

#### **3.4.1 Inadequate Definition and Evaluation of Project Alternatives**

The SDEIS/EIR fails to comply with two cornerstone elements of CEQA – that an EIR must describe a reasonable range of Alternatives that would feasibly meet most objectives, but would avoid or lessen significant effects of the project,<sup>7</sup> and that preparation of an EIR should be guided by a good faith effort at full disclosure.

The Supplement to the Draft EIS/EIR carries forward the project goals that were previously established in the 2001 DEIS/EIR. These goals included: (a) to respond to local and regional demand for air transportation during the period 2000-2015; (b) to ensure that the investment in airport capacity maximizes the return on existing infrastructure capital; and (c) to advance the role of LAX as the international commercial gateway to the region. Alternative D is presented as an option that would fulfill key aspects of the project purpose and need.

The SDEIS/EIR also emphasizes, repeatedly, that Alternative D is substantially the same as the No Action Alternative in terms of meeting transportation demand -- as measured by number of gates, number of passengers, number of aircraft operations, and cargo tonnage. Yet the No Action Alternative as presented is clearly deficient in terms of meeting demand for aviation and cargo services.

<sup>7</sup> CEQA §15126.6(f) states, “Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.”

If this inconsistency has a sound explanation, it is the job of the SDEIS/EIR to provide that explanation. Instead, the SDEIS/EIR is permeated with unexplained inconsistencies. Similar incongruities were apparent in the 2001 document. The 2001 Draft EIS/EIR presented Alternative C as the preferred action, yet concluded that Alternative C would have more significant unavoidable adverse effects than either of the other two build Alternatives (25 for C; 23 for A; 22 for B), and would fail to meet projected demand.

In this regard, both the Draft and the Supplement to the Draft EIS/EIR fall short of the requirement that environmental documents must provide a *clear definition of project goals* in association with the selected range of alternatives. As now presented, the data suggest either that Alternative D fails to meet essential aspects of the stated goals, or that Alternative D has not been described in accordance with full disclosure requirements.

### **3.4.2 Alternatives are Inconsistent with Baseline Data**

On close review, the numbers provided in the Tables entitled "Summary of Activity, Comparison of Alternatives and Summary of Features, Comparison of Alternatives"<sup>8</sup> do not present a cohesive picture. When compared with data provided throughout the baseline and impact analyses, information contained in this summary statement appears to be fundamentally lacking in logical internal consistency. For example, in describing assumptions made for the No Project Alternative, the Socioeconomic Technical Report<sup>9</sup> indicates, "The schedule of operations would still show variations throughout the day but the peak period would be at or exceed the airfield's capacity. Congestion, delays and passenger inconvenience would be common all year, not just during peak holiday periods." However, the "Summary of Features, Comparison of Alternatives" contradicts these claims. The Summary indicates that the No Project Alternative would have: (a) fewer all-weather delays than Alternative C (13.2 vs. 13.6); (b) fewer annual cancellations than Alternatives A and C (9,969 vs. 15,477 and 15,814); (c) more public parking stalls than Alternative B; and (d) the same number of all-weather peak operations and 3-hour average operations.

Similar inconsistencies occur with the addition of Alternative D. Most notably, the Design Day activity levels should approximate those for Alternative C given that the runway improvements are nearly identical. Further, public parking stalls and employee parking stalls are equal to or greater than other build alternatives, and rental car acreage is doubled over other alternatives. Passenger terminal square footage is 93% of Alternative C, but the passengers are 88%. This indicates faulty project design without consistent use of planning factors.

### **3.4.3 Alternative D may Exceed the Stated Growth Levels**

The SDEIS/EIR states that Alternative D evolved from a decision on the part of LAWA and the City of Los Angeles to limit growth. Alternative D does limit growth below that of Alternative A and B. However, as discussed in § 3.1, this alternative would not limit LAX to 78.7 MAP as claimed. Considering the extensive improvements to the airfield, passenger terminals, roadways and other facilities, it is more reasonable to assume that Alternative D will achieve service levels equaling or exceeding those of Alternative C (90 MAP). Furthermore, many elements of Alternative D resemble the Phase I construction of other alternatives: in future years, land area in

<sup>8</sup> Pages ES-9 through ES-11.

<sup>9</sup> Section 5.1.1.

the western part of the airport can be used for additional terminal space, and available apron space can be readily converted to remote terminal space. These possibilities merit evaluation in the SDEIS/EIR.

The SDEIS/EIR makes certain assumptions that require further explanation or verification. Why for example do commuter flights increase from 109,000 in Alternative C to 183,000 in Alternative D? If commuters fail to materialize, will the excess capacity be used for air carrier aircraft? Similarly, as discussed earlier in regard to the No Project Alternative, air cargo growth may also not be constrained.

Many of the more capital-intensive improvements in Alternative D seem to contravene the intended purposes. For example, Alternative D would require that significant resources be devoted to separating runways and demolishing existing terminals to provide for the New Large Aircraft. In fact, many major airports in the USA have already taken a position that they will not underwrite these costs. Yet easing the way for the New Large Aircraft at LAX will surely enhance the concentration of air service at LAX to the detriment of the other regional airports. If provisions for the new 600-seat New Large Aircraft were instead placed at Ontario International Airport, it would provide a powerful incentive for the airlines to increase service there. It takes many connecting flights to fill a 600 seat aircraft; if LAX is designed to accommodate these aircraft, one outcome will be to strongly reinforce the ability of LAX to attract the bulk of the region's air service.

The stated security enhancement goals can be achieved without the expense and vulnerabilities of an Automated People Mover by building the three principal ground processing landside facilities in a strategic configuration closer to the Central Terminal Area.

#### **3.4.4 Regional Alternatives would be Best Served by Relocating New Large Aircraft Inland**

The Master Plan is at odds with itself in regards to constraining or expanding LAX. As set forth in the Draft Master Plan and SDEIS/EIR, serious economic consequences will befall the region if LAX is not expanded to accommodate the unconstrained demand, and then the Supplement presents a Preferred Alternative that purports to do just that. The recent growth spurts at Long Beach and John Wayne will soon peak out. LAX will continue to attract cargo and international flights because the carriers continue to resist using other regional airports, particularly those in the inland empire. The proposed expansion of LAX and particularly the provisions for the New Large Aircraft are simply another chapter in the long history of incremental growth. As soon as these improvements are completed in twenty years or so, there is every indication that there will be another round of master planning to continue that pattern. As stated above, this master plan claims to support a regional approach to air transportation, but does not incorporate the one feature that would most secure it – i.e., relocation of the New Large Aircraft improvements to Ontario or Palmdale International Airports.

#### **3.4.5 Additional Alternatives to Evaluate**

Under CEQA, the range of alternatives addressed in an EIR should be governed by the 'Rule of Reason' which states that an EIR need only address those alternatives necessary to provide decision makers with a reasoned choice. Under this Rule, the selection of alternatives is guided by feasibility, efficacy in reducing or avoiding impacts, and ability to foster public participation and informed decision-making. 'Feasibility' includes site suitability, economic viability, availability of

infrastructure, compatibility with relevant planning documents and jurisdictional controls, and proponent access in cases where the alternative involves another location. In considering alternate locations, the "key question" to be asked is whether any of the significant project impacts could be lessened or avoided by relocating the project to another site.

**Relocation of New Large Aircraft Facilities to another Airport:** The Rule of Reason applies to the LAX Master Plan SDEIS/EIR, and this document will not meet the standards of adequacy until it evaluates relocation of all or part of the project to another site. The County of Los Angeles requests that LAWA provide such analysis for the following alternative: relocation of facilities oriented to the New Larger Aircraft to Ontario International and/or Palmdale International, both of which *were designed to accommodate international travel, are underutilized, and are owned and operated by LAWA.* Such an alternative would almost certainly enable LAWA to reduce project impacts around LAX substantially, without concomitant impacts at the relocation sites.

**Shift Airport Improvements from the East to the West:** The County also requests that LAWA evaluate an alternative in which improvements are shifted away from human habitat on the north and east and into the butterfly habitat on the west. We understand why LAWA may have wished to avoid this assessment in light of the complex background and history surrounding the El Segundo Blue Butterfly Habitat Restoration Area and the Los Angeles/El Segundo Dunes. However, the path of omission forecloses an important opportunity for informed decision-making. In this case, *the proposed Master Plan improvements will cause new, significant and unavoidable adverse new impacts to thousands of human beings* (i.e. elevated noise levels, increased single-event exposures, increased school disruption, loss of industrial jobs and historical resources, elevated pollutant levels, etc.). Due to omission *decision makers will not know* whether it may have been possible to lessen or avoid these impacts by shifting the improvements westward and instead imposing the significant unavoidable adverse impacts on a population of 7,000-87,000 endangered El Segundo Blue Butterflies. *Decision makers will not know* how the mitigation costs for the human impacts would compare with the mitigation costs for relocating butterfly habitat. Due to omission, *decision-makers will be unable fulfill their statutory obligation* to weigh, balance and consider the trade-offs, costs and opportunities associated with environmental justice and resource protection. To avoid this outcome, the County of Los Angeles asks that LAWA provide the public and LAWA decision-maker with a full and complete assessment of this alternative.

**Redesign and Reprioritize Proposed Airport Improvements:** Finally, in furtherance of finding an environmentally superior alternative that fulfills the basic objectives of the project, the County asks that LAWA develop, consider and comment on a new Alternative that would solve the urgent needs LAX in a timely manner and also eliminates costly, time consuming and controversial items. The following elements should be addressed:

- ▶ Fast track the addition of international gates on the west side of Tom Bradley International Terminal.
- ▶ Fast track the lengthening of RW 6R/24L in its present position.
- ▶ Widen the north complex runways by moving RW6L/24R to the north as proposed in Alternative C.
- ▶ Eliminate the Ground Transportation Center and the Automated People Mover. Prohibit private vehicles on World Way in the Central Terminal Area, and provide security screening for a fleet of zero emission vans that would serve the many airport and privately owned garages around the airport. (Note that this trend is already evident.)

- ▶ Eliminate all provisions for the New Large Aircraft including the Design Category VI spacing of the north complex runways and provision of larger aircraft gates.
- ▶ Provide additional space in the Central Terminal Area as proposed in Alternative D.
- ▶ Close Pershing Drive to all public access.

#### **3.4.6 Scoping Outreach did not Include Alternative D**

LAWA made the 2003 SDEIS/EIR available for public comment in July of 2003 to update information presented in the 2001 Draft EIS/EIR and to integrate Alternative "D" into the environmental review process. Alternative D, the "Enhanced Safety and Security Plan," introduces numerous infrastructure and concept changes into the alternatives analysis including a reprioritization of project goals to emphasize safety. In turn, the shift in project objectives changes the manner in which alternatives must be assessed in the environmental analysis. The objectives of the CEQA process include fostering interagency coordination early in the review of projects and encourage public participation in the planning process.<sup>10</sup> Similarly, the purpose of the scoping process required by NEPA is to identify and disclose all of the potential Alternatives under consideration by the lead agency. This provides the public with the greatest ability to understand project issues and thus contribute useful information, suggestions and comment for consideration by the lead agency decision-makers.<sup>11</sup>

In the present case, the scoping outreach and early consultation with Responsible and Trustee Agencies did not include Alternative D, which became the preferred project. This denies the public of the opportunity to comment, and it also raises questions as to the validity of the process by which "D" became the preferred Alternative -- between the 1996 circulation of the Notice of Preparation (NOP), and scoping outreach, and the circulation of the 2003 SDEIS/EIR. If the objectives and scope of the project changed sufficiently between initial outreach and circulation of the Supplement to the Draft to warrant incorporation of a preferred Alternative that was not even included in the original Draft EIS/EIR, then the NEPA scoping process should have started again. CEQA also requires, at minimum, circulation of a comprehensive Subsequent Draft EIR that includes full disclosure of the alternatives analysis and process used to select the preferred Alternative.<sup>12</sup>

### **3.5 INADEQUATE AND OUTDATED BASELINE SETTING**

#### **3.5.1 The 1996 Baseline is not Applicable to Existing Conditions in 2003**

The Draft and Supplement to the Draft EIS/EIR both comply with the CEQA requirement that the baseline be defined by conditions extant at the time the Notice of Preparation was released. However, because the baseline was already five years old at the time of the 2001 Draft EIS/EIR release, and is now 7 years old for analyses contained in the Supplement, the review fails to comply with the intent of CEQA to facilitate an understanding of changes in the environment associated with the proposed project. Use of the five-year old baseline, coupled with the document's frequent assumption that mitigative actions addressing air quality, noise, traffic, water quality, and other topical issues will occur primarily (or only) through project-related activities, tends to consistently overstate the impacts of the No Project Alternative relative to other Alternatives. Although the

<sup>10</sup> CEQA Guidelines § 15002, § 15086, and § 1587

<sup>11</sup> NEPA Guidelines: 40 C.F.R. § 1508.25

<sup>12</sup> CEQA Guidelines §15162(a)



2003 SDEIS/EIR provides the “normally” accepted “baseline” of conditions extant at the time the NOP was released, CEQA Guidelines by implication allow the Lead Agency to use a baseline different than the NOP released date when “non-normal” circumstances occur.<sup>13</sup>

In the present case, several “non-normal” circumstances have occurred that necessitate an updated baseline. In particular, the NOP is now seven years old and conditions extant in 1996 do not represent existing conditions at the project site. More significantly, the extraordinary events of September 11, 2001 significantly altered baseline conditions – physical and social -- from what existed when the NOP was released. So fundamental were these changes that LAWA withdrew the then-pending Draft EIS/EIR and Master Plan, and proceeded to formulate an entirely new alternative, which it then identified as its preferred project. Clearly, the 1996 baseline material provides an inadequate yardstick against which to measure and understand the impacts of Alternative D or any other project alternative (especially including the No Action Alternative).

It is generally understood that air travel will not soon return to pre-9/11 conditions. After 9/11, LAX implemented new operational procedures that in turn changed (1) the location and distribution of passengers and visitors, (2) the length of time passengers are at the airport, (3) the number of passengers arriving, and (4) the number of aircraft taking off and landing.

For all of these reasons the 2003 Supplemental Draft EIS/EIR fails to comply with the intent and judicial interpretation of CEQA relative to the Baseline Analysis – i.e., to facilitate an understanding of changes in the environment associated with the proposed project and project Alternatives. Furthermore, use of this 7-year old baseline tends to consistently overstate the impacts of the No Project Alternative relative to other Alternatives. When coupled with the Draft EIS/EIRs frequent assumption that mitigative actions addressing air quality, noise, traffic, water quality, and other topical issues will occur primarily (or only) through project-related activities, the error is even more apparent. CEQA clearly intends that the baseline should reflect the existing level of actual development to the maximum extent possible; since the Draft EIS/EIR baseline is set at 58 MAP (vs. 67+ MAP at present – a 15%+ discrepancy), this intent is clearly unmet.

In order to achieve an adequate document, LAWA needs to provide an updated baseline for all topical sections where current data is available. Doing so will minimize the risk of an unfavorable ruling such as the situation encountered by Logan Airport in Boston. The United States Environmental Protection Agency rated the 1999 Logan Airport EIS as “Environmental Objection, Insufficient Information” for, among other concerns, the use of the outdated baseline year of 1993.

### **3.5.2 Baseline Terminology is Inconsistent and Confusing**

The baseline data is also inconsistent. This problem extends not only to the many different years used as the “baseline”, but also to incorrect identification of the base year for given data sets. For example, the 4<sup>th</sup> quarter 1996 database cited for the noise calibration does not match actual 4<sup>th</sup> quarter data according to published noise contours.

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<sup>13</sup> CEQA Guidelines § 15125

**Table 3  
DIFFERENCES BETWEEN EIS/EIR NOISE IMPACT  
& LAWA 1996 QUARTERLY REPORT**

	Dwellings Inside 65 CNEL	Population Inside 65 CNEL
LAWA 1996 4 <sup>th</sup> Quarter Report	31,968	85,907
EIS/EIR Table 4.1-2 For 1996	16,900	49,000
Difference	<b>15,068</b>	<b>36,907</b>

The question therefore arises as to how LAWA actually defines the “Environmental Baseline.” Is the Environmental Baseline the same as the “Adjusted Environmental Baseline?” Or the “Future Without Project Scenario” (i.e., cumulative without project)? Or the “No Action/No Project Alternative?” Or none of these? Although each of these scenarios may serve a useful purpose, such gains can be realized only when the scenarios are properly defined, adequately differentiated, and consistently employed – none of which is true for the LAX Master Plan SDEIS/EIR. Does the environmental baseline include the phase-out of older, noisier Stage 2 jets, as assumed with the build Alternatives? The forecast reduction in noise exposure for Alternatives A, C and D, as compared with the No Action/No Project Alternative,<sup>14</sup> appears to conflict with the numbers cited in the penultimate paragraph on page ES-21. It is not clear which of the congestion relief package features are scheduled for completion in Phase 1 and which will be deferred to Phase 2.

The Summary of Alternatives<sup>15</sup> notes, in discussing baseline conditions, that “physical conditions are represented as they existed in 1997 and in more current years when possible to provide the most up-to-date information available.” It is not clear why “up-to-date” information is possible in some categories but not others. LAWA has had five years to update the information and is anticipating spending significant funds to implement the project; there is in truth no justifiable reason for denying the public and LAWA decision-makers access to current information.

LAWA must clearly define each of the baseline and future condition scenarios used in the 2003 Supplemental Draft EIS/EIR, with an explicit statement of the rationale for its use. Perhaps LAWA should delete one or more of these scenarios from discussion. Referenced scenarios include “environmental baseline,” “environmental baseline (1996),” “environmental baseline (2000),” “adjusted environmental baseline,” “environmental baseline (2015),” “non-LAX development having cumulative impact,” “future without project scenario” (i.e., cumulative without project), and “No Action/No Project”. Incredibly, the Glossary defines none of these terms. The analysis constantly shifts the baseline timeframe to manipulate the comparative assessment of project impacts -- using 1996 baseline data for traffic, air and aircraft noise, while using 2000 through 2002 for biology, earth, and water resources. The frequent shifting from one baseline nomenclature and timeframe to another is, at best, confusing. At worst, it conceals the underlying impacts that this 2003 Supplemental Draft EIS/EIR is intended to illuminate.

<sup>14</sup> First bar chart on Page ES-22 titled, “Population Exposed to Noise Above 65 CNEL in 2015.”

<sup>15</sup> 2001 Draft EIS/EIR, Section 3.2.1, Pages 3-8 through 3-18.

### **3.5.3 Baseline Terms are Not Defined**

There is no clear definition of the term “Unconstrained Forecast” anywhere in the Environmental Summary or in Sections 1, 2 or 3. The reader is left to guess what the term is intended to portray, where it fits into the long-range forecasts for LAX and other regional airports<sup>16</sup> and the estimates of rising aviation demand.<sup>17</sup>

This lack of definition and intent extends to the term “Adjusted Baseline.” This condition has never existed, and will never exist (i.e., 1996/97 airport activity and physical facilities plus 2005 and 2015 land use activity and regional traffic). There is no basis in CEQA and/or NEPA for use of this term and it therefore requires either clarification or removal from the document in favor of more traditional and more clearly defined comparative data.

### **3.6 PROJECT PHASING DOES NOT REFLECT STATED PRIORITIES**

The proposed project phasing illustrates the Master Plan’s embrace of an environmentally inferior alternative. The most pressing problems on the airport are the lack of adequate runway length on the north complex, the security threat of private autos near the terminals, and the lack of international gates. Taxiing of loaded B747 aircraft to the south runway complex and the bussing of international passengers across the airfield creates air quality impacts, congestion, delay, and general lack of capacity. Yet the Phase 1 construction plan addresses none of these issues for many years and instead concentrates initially on the fringes of the airport preparing for the Ground Transportation Center and Intermodal Transportation Center, and on demolishing and rebuilding perfectly useable terminals in preparation for moving a runway to accommodate the New Large Aircraft. This sequence does not match the urgent environmental and congestion priorities evident on the airport.

### **3.7 APPEARANCE OF ADVOCACY**

Both the Draft EIS/EIR and the Supplement to the Draft EIS/EIR contain numerous comments and conclusive statements that create an appearance of project advocacy. This is inappropriate given the policy guidelines contained in CEQA and NEPA. It undermines confidence in the objectivity of the analyses and casts doubt on the Lead Agency commitment to full disclosure. We are particularly concerned about technical assumptions that understate the growth potential and overstate the benefits of Alternative D, as paired with assumptions that overstate the adverse impacts of the No Project Alternative (please see §3.5.2 above for further elaboration of this concern).

### **3.8 INADEQUATE SCOPING OUTREACH**

Both the 2001 Draft EIS/EIR and the 2003 Supplemental Draft EIS/EIR make frequent mention of the regional significance of LAX and of the Master Plan process. This emphasis on regional context is evident in discussions and analyses provided throughout the text, but more significantly is an integral part of the Purpose and Objectives statement. As stated, *“The purpose and objectives of the Master Plan are to provide...sufficient airport capacity for passengers and freight in the Los*

<sup>16</sup> 2001 Draft EIS/EIR, Table 1-13.

<sup>17</sup> 2001 Draft EIS/EIR, Depicted in the Exhibit on Page ES-3.

*Angeles region to sustain and advance the economic growth and vitality of the Los Angeles region...*<sup>18</sup>

Nevertheless, the original scoping outreach effort did not include a single agency within the county governments of San Bernardino County, Orange County, Riverside County, or Ventura County.<sup>19</sup> Nor did the scoping outreach include any municipal agencies, airport officials, businesses, or services within any of these four counties, although many such entities would have an interest in the regional issues addressed and in the development and analysis of project Alternatives. This is a serious omission, particularly in light of the NEPA mandate to establish close nexus between project goals and project Alternatives. It may also explain why none of the project Alternatives incorporates even minimal regional elements.

Furthermore, the scoping process is intended to identify and disclose all of the potential Alternatives under consideration by the lead agency. This provides the public with the greatest ability for input and understanding into the potential project and offers an opportunity to comment. In fact, it is common for lead agencies to remove Alternatives from further consideration between the scoping process and the distribution of the Draft EIS/EIR. In this case, the scoping outreach did not include Alternative C (the 2001 preferred alternative) or Alternative D (the 2003 preferred alternative). As noted previously, this approach forecloses the opportunity for public comment and casts doubt on the adequacy of the process by which LAWA screened and selected the alternatives. In any case, the SDEIS/EIR fails to meet CEQA and NEPA standards because LAWA did not disclose the preferred Alternative D to the public prior to document release.

Furthermore, although LAWA presented the original 2001 draft master plan at a number of public meetings held specifically for minority citizens, it is unfortunate that the same level of outreach has not occurred for the Supplement to the Master Plan. The minority segment of the population will experience the greatest exposure to the effects of changes at LAX. In particular, the County's interest in this issue is again with the unincorporated Lennox community. LAWA should develop a more thorough outreach program for Alternative D that fully informs the citizens in this area of the complete range of options and how the proposed master plan would specifically affect them. LAWA should fully disclose the decision to extend runways to the east and avoid the endangered species habitat to the west along the beaches.

### **3.9 PROGRAM ASSESSMENT OF BASELINE, IMPACTS, MITIGATIONS**

The analytic framework of the 2001 Draft EIS/EIR was described as one in which the document was meant to set the basis for "tiered" environmental review pursuant to both NEPA and CEQA.<sup>20</sup> The tiered concept assumes that subsequent environmental documents will be required to focus the analysis on site-specific, project-level issues, impacts, and mitigation measures. The 2003 Supplemental Draft EIS/EIR does describe many concepts in more detail, but continues to keep the analysis at a program level. The program-level analyses and vague mitigation commitments may not provide the Federal Aviation Administration (FAA) with an adequate basis on which to issue an "unconditional approval" of the airport layout plan (ALP). An unconditional approval assumes that

<sup>18</sup> 2001 Draft and 2003 Supplemental Draft EIS/EIR, Section 2.1, Page 2-1.

<sup>19</sup> Based on review of EIS Agency Scoping Coordination Letter Mailing List and other materials provided in Appx. A.

<sup>20</sup> Section 4, Pages 4-5 and 4-6.

LAWA has completed appropriate analyses for all development actions, and the circulated document does not fulfill this requirement.

### **3.10 GROWTH & CUMULATIVE IMPACTS MAY BE UNDERSTATED**

The Supplement to the Draft EIS/EIR bases its analysis of growth inducement on projected cargo and passenger activity. It concludes that by 2015, Alternative D would yield a direct economic output of \$63.7 billion and 350,500 jobs, plus an indirect economic output of \$93.8 billion and 629,000 jobs through a multiplier effect of 1.5. The EIS/EIR assumes that all of the jobs would be within the 5-County SCAG region, 78% of the jobs would be within a 20-mile radius, and 40% within a 10-mile radius of LAX. Finally, it concludes that Alternative D would be similar in terms of job formation to the No Action/No Project Alternative, differing by an increase of about 1%. With respect to collateral development, the EIS/EIR finds Alternative D impacts equivalent to the No Project Alternative for LAX Northside<sup>21</sup>, Westchester Southside and Belford, and less than the No Project Alternative for Continental City and Manchester South.

In taking this approach, the document ignores the cumulative synergistic effects that would result if LAX Northside is constructed in tandem with the LAX improvements, as proposed under Alternative D (but not Alternatives A, B or C). The increase in cargo will create corresponding increases in off-airport services and place extraordinary pressures on commercial and residential land uses in the immediate neighborhood. Apart from a discussion of the proposed cap on peak hour traffic from the LAX Northside project, the Growth-Inducing Impact Analysis (which is also the Cumulative Impact Analysis for Alternative D) does not address these more localized impacts at all, even though the history of LAX shows them to be potentially significant.

## **4.0 COMMENTS SPECIFIC TO THE SUPPLEMENT TO THE DRAFT EIS/EIR**

### **4.1 AIRPORT SECURITY ASSESSMENT IS INCOMPLETE**

#### **4.1.1 Summary of Findings Concerning the Analysis of LAX Master Plan Security**

As detailed at length in the discussion that follows, the security content of Alternative D documentation is inconsistent and contradictory, leaving important questions unanswered and an urgent need for definitive clarification of the true policy and planning direction. The security analysis has been treated in an aloof and disconnected manner, is preoccupied with the public approaches and the eastern half of the infrastructure; and fails to address total airport security vulnerabilities and risk management planning. These inconsistencies imply an absence of coordination in the planning process. Of greater concern is the possibility that the professed emphasis on security enhancement is not the true priority in terms of planning and phased implementation.

There is a strong case for the separate ground processing facilities and for dispersal of target populations by reducing density, controlling and limiting vehicular access and proximity. Access

<sup>21</sup>LAX Northside is approximately 330-acres of land located on the north side of LAX (bisected by Westchester Parkway) and owned by LAWA. Tentative Map #34836, approved for this site during the mid-1980s, would allow development of about 4.5 million square feet of office, hotel, restaurant, retail, research and airport-related land uses.

roadways merit greater emphasis on security design, demonstrating a clearer commitment to specific contingencies while anticipating traffic impacts.

The separation concept is diminished in value by the expensive and vulnerable mass transit link between the Central Terminal Area and remote landside ground facilities. It is further diminished by the lack of Flow Process Mapping data, the risk of task overload and failure to achieve target reduction, and by potential alienation if the public perceives screening requirements as excessive.

For reasons discussed in this report, we believe that the Automated People Mover is a weak link in the overall security plan. Security enhancement goals can be achieved without the Automated People Mover by moving the 3 main ground processing facilities closer to the Central Terminal Area. The western half of the airport should be drawn into the Plan with all subcomponents receiving 'substantial treatment' as required of federal regulators and stated early in the analysis. In the course of addressing the western end of the airport, *and as a matter of urgency*, LAWA should conduct a detailed assessment of the vulnerability to terrorist attack. LAWA should give serious consideration to the permanent closure of Pershing Drive as a public thoroughfare.

LAWA should provide an illustration that shows anticipated concentric ring security applications along with an explanation of the capabilities for surveillance of adjoining commercial and residential neighborhoods. Finally, the analysis should offer a quantitative projection of the demands on security and law enforcement personnel, and the intended ratio of manpower to technological devices.

#### **4.1.2 Introduction to the Analysis of the LAX Master Plan Security Component**

The LAX Master Plan Security Component addresses known and implied security issues, with a focus on Alternative D (the Enhanced Safety and Security Alternative), while also referencing the more limited discussions found in the Master Plan and SDEIS/EIR documents as a whole. The events of September 11, 2001 are commonly referenced in the Alternative D documentation, and security issues predictably appear in documentation released by the City of Los Angeles on July 9, 2003. However, it has been more difficult to obtain security plan elements for earlier plan options, namely Alternatives A, B and C, and also the No Project Alternative.

Fundamental to the integrity of the exercise is simulation of the process by which an ordinary member of the public would gain access to this public documentation. Although airport security is a relevant topical in the context of environmental review, it did not receive any attention in the pre-9/11 public deliberations for the 2001 LAX Master Plan. This is an extraordinary fact considering the status of LAX as a world-class destination and departure airport. The public documentation search process is therefore discussed here because the security content, its location within the Master Plan and the priority afforded to it, bears directly on the credibility of the stated title of Alternative D, 'The Enhanced Safety and Security Initiative' and therefore upon the worth of the security planning component.

The documentation is voluminous and consequently electronic key word searches were employed to locate security related sections in the earlier documentation, i.e. up to June of 2001. Key words used included 'security', 'threat' and 'terrorism;' Master Plan documentation published during 2003 was

also searched using electronic means. The major portions of the documentation subjected to analysis from the security perspective, after search and filtering are:

- ▶ The LAX Master Plan SDEIS/EIR: Chapter 3 Alternatives (Including Proposed Action).
- ▶ LAX Master Plan Addendum Draft dated June 2003.
- ▶ Appendix I to the LAX Master Plan Addendum Draft: Comparative Security Analysis of Alternative D and the No Action/No Project.

#### **4.1.3 Review of the LAX Master Plan Supplement to the Draft EIS/EIR**

**Chapter 3, Alternatives:** The Introduction notes that Council on Environmental Quality (CEQ) regulations for NEPA require federal regulators to “*Devote substantial treatment to each alternative considered in detail...*” The SDEIS/EIR offers an historical explanation of the Draft Master Plan and the context in which Alternative D was developed. An excerpt from page 3-1 illustrates some of the extraordinary circumstances applicable to long-term security planning:

*“Alternative D is designed to protect airport users and critical airport infrastructure in response to the increased risk of terrorism aimed at aviation and commercial assets. The Plan is designed with the flexibility to incorporate evolving federal airport security requirements. Alternative D is also designed to enhance the on-airport presence of law enforcement and emergency response teams.”*

The words ‘flexibility’ and ‘evolving’ effectively equate at the time of public deliberation to ‘unknown’. The discussion of baseline conditions (Ch. 3.2) does not address security planning in terms of existing conditions, and, the discussion of airport security (Ch. 3.3.1) provides no explanation for the failure to address security planning in the pre-9/11 options. A vague attempt is made to reassure the reader that security plans are available for Alternatives A, B, and C should these be chosen (as opposed to Alternative D), yet the discussion is wholly inadequate. Noting that ‘these alternatives would provide on-airport space for the Transportation Security Administration to conduct its mission,’ the report goes on to state:

- ▶ *“At the time this supplement to the Draft EIS/EIR was published, the federal government’s security requirements were continuing to evolve and LAWA officials were working with TSA to determine and accommodate its needs to the greatest extent possible,”* and
- ▶ *“...it is anticipated that an extensive array of security features and operational practices if/as required could be accommodated by any of the build alternatives.”*

These statements suggest that the public disclosure of security plans is unnecessarily vague, and that security planning has been overly deferred to federal regulators.

The SDEIS/EIR summarizes conceptual points making up the new approach to airport security on page 3-27 under Alternative D: “*The end goal of this design concept is to achieve a new balance between the needs of both passenger security and passenger convenience.*” Besides claiming public safety and security benefits in very sweeping terms, it also refers to the physical layout of Alternative D and mentions the Master Plan boundaries. But it does not provide any detail concerning the features of the security plan that will deliver these benefits.

The description of Alternative D Facilities (p. 3-43) repeats the message that "*Alternative D is designed to be flexible in accommodating new federal security requirements.*" There follows brief mention of 'important security features' referring to elimination of private vehicles from the Central Terminal Area roadways and elimination of the public parking structures within the Central Terminal Area. This and subsequent statements are not so much 'security features' as 'security objectives' or 'security outcomes'. The difference is important, because it is the details that impart greater understanding and thereby enable the public to judge and offer comment. For example, when the text states that passengers and employees will access the Central Terminal Area via the Automated People Mover, there is no explanation of the methodologies that would be used to secure the safety of that journey. It is thus unclear that the APM would be safer than the Central Terminal Area public parking facility. The document also declares that "*The presence of law enforcement and emergency response teams would be enhanced with Alternative D.*" Although it then goes on to speak of two new Aircraft Rescue and Fire Fighting facilities, a new police headquarters and Terminal police posts, again it resorts to generalized claims of the advantages without supportive detail. In fact, the planned police headquarter (at Westchester Parkway and Emerson Avenue), is located outside of the operating boundary of the airport.

In subsequent pages (3-47 to 3-56), the following topics are listed and discussed without reference to any specific security component: Terminal Facilities; Traffic/Parking/Circulation Facilities; Automated People Mover; Cargo Facilities; Ancillary Facilities; Land Acquisition and Relocation; Collateral Development; and Proposed Phasing. The text states that publicly available data show that airport facilities have to be upgraded to improve security. However, the Transportation Security Administration is not the only arbiter of security issues. Security is becoming an integrated component across all airport functions. Given the size of the LAX Master Plan project, it is reasonable to expect discussion of the security plan for each listed action, each function and each facility. Cargo and Phasing offer good illustrations of this need: Cargo security is currently the focus of attention by TSA and others. It is unarguable that cargo security processes will affect airport operations, logistics and facilities access over the next 2 years, but the Supplement does not appear to anticipate this. Moreover, the 3-part Phasing Plan does not even acknowledge advance security preparation for a protracted construction project during which exceptional and extraordinary vulnerabilities will apply to the airport and its environs. The new police headquarter is not listed in the phasing, nor is there any apparent recognition of the significant perimeter and core security demands. All of these elements should be addressed before project commencement.

Discussion of the Preferred Alternative (Ch. 3.5) and the CEQA Environmentally Superior Alternative (Ch. 3.6) does not elaborate on the security benefits from traffic and incident management. Security plan elements discussed in other parts of the Master Plan suggest that the security surveillance and detection system will extend well beyond the airport infrastructure into the wider public environs, but there is no detail to confirm this. We request that LAWA provide further discussion, in keeping with full public accountability, so that long-term impacts can be considered.

The role of the Transportation Security Administration is briefly discussed in Chapter 4 (p. 4-698). The remainder of this subsection describes post 9/11 security measures, including government-mandated deadlines on baggage screening that LAWA states it has met, together with current and long term plans for deployment of 'inline' screening systems. A statement in this discussion indicates that: "...TSA is in the process of developing additional recommendations and requirements to increase security at the nation's airports" but provides no details. We request



discussion of the additional TSA recommendations and requirements and how they may be applied to the LAX Master Plan.

#### **4.1.4 Review of the LAX Master Plan Addendum Draft June 2003**

The Executive Summary to the Draft Addendum speaks of Alternative D as 'a new design approach to securing airports for the future' (page i-1). It states that "*The alternative would incorporate, to the greatest extent possible, [TSA] recommendations as they are developed as well as the latest passenger and baggage screening technologies;*" and "...*would also enhance the on-airport presence of law enforcement, surveillance, security, and response teams.*" These statements merit further explanation as to how this would be accomplished, and with what impact. The following page (i-2) describes conceptual goals for deterrence and prevention of terrorist attacks. In shorter form the goals stated are:

1. Reduced concentrations of people in the public areas of the airport;
2. Relatively rapid movement of departing passengers and baggage through the necessary processes to the secure (sterile) parts of the airport; and
3. Reducing vehicular access to the Central Terminal Area and avoiding concentrations of people and vehicles in other ground processing areas.

On the same page, it is stated that, "*Alternative D would utilize an expanded LAWA-operated FlyAway Program throughout the region to disperse passenger processing. This service would include remote check-in of passengers and baggage, and provide direct access into the Central Terminal Area. Refer to Appendix I for a detailed assessment of the security and safety features of Alternative D.*" Although the foregoing suggests that an explanation will be forthcoming from Appendix I, our analysis has shown that Appendix I *does not present a detailed assessment* as promised, especially when compared with other parts of the documentation. Accordingly, some comment is due concerning the generalizations stated in the Executive Summary.

As noted above, the third goal is to permit only known, screened and controlled vehicles into the Central Terminal Area; this means that some vehicles will still have access. Expansion of the FlyAway program throughout the region would also offer access to the Central Terminal Area. These two factors may compromise the intent to prevent vehicle bombs imposing heavy casualties in and around the Central Terminal Area. Terrorists seeking weak links in the protective systems would have the opportunity to exploit both approaches, e.g. by hijacking, stealing or attaching bombs to vehicles that they know have privileged access. The County requests further review and comment on this issue.

Furthermore, a number of questions arise about the modes of permit, identification (vehicle and driver) and screening of so-called 'controlled vehicles.' Access and special egress road design, emergency diversion contingencies, fully equipped road vehicle inspection checkpoints, chokepoints, and barriers -- all away from the concentrations of people -- come into play here. An efficient system should impose structural constraints on all roadways, with special allowance for those passengers and foreign drivers who will make mistakes or misinterpret airport road signs. This need appears to have been underestimated (in contrast, Appendix I does enter into speculative possibilities on roadway security controls) and we ask for a reassessment of this issue.

It is extremely doubtful that regional expansion of the FlyAway service can satisfactorily and consistently secure a fully screened passenger and baggage load to justify a bus being brought close to the Central Terminal Area, especially given the threat of suicide attack. The description of the proposed passenger screening systems for those passing through the Ground Transportation Center, Intermodal Transportation Center and Rental Car facilities will be discussed later, as there are some contradictions to address. But it is necessary to point out here that a 'level one' screening will not be adequate for passengers at the FlyAway bus stations. The TSA 'level two' screening would be essential, but would have to be repeated in the Central Terminal Area because of the mixing of people from different modes of access at that location. It is unlikely that LAWA can consistently operate fully equipped remote resources (and sterile station-to-bus areas) to accomplish full screening prior to embarking on the FlyAway bus, and then keep that bus closed and secure for its entire journey. Such a system is prone to error and penetration. Moreover, the 'hassle factor' from lengthy duplication of screening operations would to some extent defeat the initial reason for using this service. We request further review of the screening operations, including assessment of the feasibility of operating the remote resource to complete screening in advance of the FlyAway bus.

Still on page i-2, the document briefly describes the Ground Transportation Center as the primary pick-up and drop off for LAX passengers. It states "*The facility would combine a controlled and monitored roadway access system with first level passenger security screening and profiling to further enhance the safety and security of all passengers using LAX.*" The interested observer might wonder what this actually means. Parts of the Draft Addendum on this topic contradict other parts of the same document, creating confusion if not doubt about the ultimate intention for security risk management of the various facilities. LAWA has made an effort in the right direction, but the analysis below shows that the documentation for Alternative D must be significantly expanded before its title as the enhanced safety and security alternative can be justified.

Discussion of the Terminal/Passenger Processing Facilities for Alternative D (Ch. 2.2) includes a statement that, "*The Central Terminal Area reconfiguration would prohibit private and commercial vehicle access to the area, eliminating the threat of vehicular blast at the curb front, which exists today in the Central Terminal Area.*" What vehicles would LAWA permit to enter the area? Would FlyAway buses and 'screened, controlled vehicles' be allowed, as mentioned in the Executive Summary?

Text on page 2-20 mentions a baggage tunnel that connects the new airport terminals with the Ground Transportation Center, and notes that this tunnel would allow passengers to check their baggage at the Ground Transportation Center, with arriving passengers using the system to re-check their baggage back to the Ground Transportation Center from the Central Terminal Area. This statement is somewhat confusing -- does this refer to Skycap check-in service only? What security process would LAWA use for departing passengers? Is the baggage tunnel available for use by departing passengers who will check in at the Central Terminal Area? If so, is there a plan to screen 100% of this baggage? Further, what are the implications for synchronizing transit of passengers and their baggage to the Central Terminal Area?

Ch. 2.2.5 describes an airside secure underground Automated People Mover linking the West Satellite Concourse with the reconfigured Central Terminal Area. Given that a geological fault exists in or close to the area, we request discussion concerning the resulting safety implications as well as contingency plans for emergencies including Automated People Mover breakdown.

**The Ground Transportation Center:** Discussion in Ch. 2.2.8 notes the theoretical role of the Ground Transportation Center in drawing concentrations of people away from the check-in queues by separating curbside pick up, drop off, and parking. Some of the statements in this discussion require further clarification:

*“...limiting large congregations of passengers by moving ticketing, security screening, and baggage claim to the Central Terminal Area would improve passenger safety and security. Passengers would be subjected to a first level security screening process at the Ground Transportation Center. It is anticipated that the process would include a random checking of baggage and passengers using sniffing dogs, video surveillance systems, and other security devices. Second level screening would occur at the Central Terminal Area; however the Ground Transportation Center would be designed to accommodate second level screening at any time.”* (Underlined words relate to later comment in this review).

Eight major functions are proposed to be included in the Ground Transportation Center, including E-Kiosk check in, Skycap baggage check-in and first level ‘passenger security screening.’ We assume that the passenger screening would also apply to visitors and employees (not just passengers), but it is unclear what is meant by ‘random checking.’ The deployment of explosive detection canine units, given their limitations, suggests that far less than 100% of people and bags would be screened at the Ground Transportation Center. Please provide further clarification for this part of the plan.

Discussion of the baggage tunnel (p. 2-36) tends to reinforce the assumption that the baggage transit system between the Ground Transportation Center and the Central Terminal Area will not incorporate EDS screening or, if some check is applied, it will not be to the standard required for aircraft loading. The discussion leaves open the question as to whether passengers not using the Skycap service would be able to send baggage through the tunnel to the Central Terminal Area, but it does say ‘*Passengers that do not use Skycap baggage check-in may carry [note, not ‘must carry’] baggage on the Automated People Mover*’. There are two important qualifying statements about the process: “*Bags carried by passengers on the Automated People Mover would need to be checked by the appropriate airline in the Central Terminal Area. No airline agents are initially anticipated to be located in the Ground Transportation Area.*” The foregoing suggests a confused and difficult process, particularly for passengers who do not use the Skycap service (potentially 60% of all LAX traffic).

There is also risk of a terrorist attack via baggage used to carry a device for detonation on the APM. The terrorist objective in this case would be 3-fold: (1) killing and maiming a maximum number of Automated People Mover passengers; (2) closing a critical part of the system down; and (3) terrorizing the public so that they will not use LAX. In logistical terms an APM journey that involves loading, mixing and unloading of passenger baggage would reduce the potential frequency of Automated People Mover arrivals and departures and the subsequent loop journey time. Please comment on this issue.

**Intermodal Transportation Center (ITC):** The description of random screening in the ITC section (page 2-45) is almost identical to that describing the processes at the Ground Transportation Center. Also mentioned is the intent to monitor all approaching vehicles using video surveillance systems. Please see the discussion of Appendix I for further comment on this subject.

**Consolidated Rental Car Facility (RAC):** This section does not address security issues, and so the review process defers to Appendix I for explanation.

**Ground Access and Parking:** Discussion in Chapter 2.3 emphasizes means to reduce terrorist target density and the County does not dispute the validity of this approach. However, the document lacks data to show that the projected dispersal pattern would justify the expense and disruption of reconfiguration. For example, if an improvised explosive device was detonated at the Ground Transportation Center, curbside, on or near the Automated People Mover, or at the reconfigured Central Terminal Area, what casualty rate would LAWA anticipate at, say, peak travel time? Are the projected measurements of time, distance, people dispersal, response capabilities and resources proportionate to the desired gain? Part of the improved protection evidently comes from proposed blast mitigation measures that combine structural design with open space, but we request more data on the flow of people and vehicles in order to evaluate the plan. For example, if the needed dispersal percentages are achieved by adding 3 outlying facilities, is it necessary to operate an automated train system for a distance of 1.5 miles away from the Central Terminal Area? Could LAWA achieve the same goals closer in, with resultant savings and safety mitigations on Automated People Mover operations? If LAWA holds that there is a logistical and dispersal advantage by having the Automated People Mover further out, thereby staggering the flow of people, we request that an explanation of the basis for this advantage.

In discussion of the Central Terminal (Ch. 2.3.2.1) the document says that *"access points to the Central Terminal Area road system would be controlled to enhance security in the areas immediately surrounding the airport's infrastructure."* It then mentions FlyAway buses and vehicles cleared to drive on the secure airside. This appears to open a security loophole. Would it not be better to provide FlyAway passengers with a dedicated lane or fast track, using the public entrance to the Central Terminal Area while having their baggage processed through the level two TSA screening checkpoint? It appears feasible to screen all FlyAway buses, passengers and baggage with a unit contracted or employed by LAWA with TSA approval. Sufficient user numbers within the FlyAway expansion plan would justify this investment. Moreover, this additional service feature, once given the security planning attention it requires, may offer a more cost effective use of reconfiguration, in addition to its target dispersal contribution. Please comment on this proposal.

Discussion of the Ground Transportation Center (p. 2-60) mentions use of video surveillance to monitor activity, and cites the ability to pre-screen vehicles before they approach the Ground Transportation Center as an integral part of security. Some very simple calculations show this to be an extremely optimistic expectation in terms of prevention. Current, developing and anticipated surveillance technology may offer improved detection and interception, but the distances covered by vehicles at various speeds (whether at normal or excessive traffic flow rates) significantly limit the ability of responding security or law enforcement officers to prevent a determined attack. A number of examples of the speed of attack execution exist, such as terrorist bombings of military installations overseas. A vehicle traveling a linear mile at 20 mph would cover the ground, if unhindered, in 3 minutes; at 40 mph, in 1.5 minutes. Some type of substantial physical obstacle, such as a hydraulic arrest barrier built into a choke point, should therefore be part of the roadway design. Such equipment does need some visibility for deterrent value; in a multi-lane setting, the barrier could be used to moderate traffic volume for other goals. We request that LAWA comment on roadway design from a security perspective, including the concept outlined above.

Security features for access to/from the Intermodal Transportation Center and the Rental Car Facility are not discussed in Chapters 2.3.2.3 and 2.3.2.4. We thus repeat our previous comments on controlled choke points, and request that LAWA provide discussion of security design. The reduction of people and vehicle density is but one layer in the defensive design that will allow the 'protection, detection, assessment, and response' concept to become reality. The fact that a target density at one location is reduced from say, 1000 to 100 people will not in itself deter an attacker. The possibility remains that a back up of people could be orchestrated to deliberately increase congestion, density and target volume. This possibility must be addressed at every airport ground processing facility in order to eliminate weakness in the overall security plan and avoid the need to later retrofit the roadways. The suggested control would also apply to design of exit roads, to prevent reverse flow access by an attacking vehicle. The intermodal and rental car facilities would probably not benefit from as much close-in law enforcement and security personnel coverage as the Ground Transportation Center and Central Terminal Area. This compounds the need for optimum security design features on roadways and building access. Please comment on these points.

Discussion of the Air Cargo Roadway (§2.3.2.5) offers no discussion about security planning, conveying the assumption that there are no security considerations. Is this a correct assumption? Similarly, there is no discussion of security planning for Off-Airport Public Road Access (§ 2.3.3), conveying the assumption that there are no security considerations. Is this a correct assumption?

In §2.3.6 it is noted that the proposed 12,400-stall employee garage (accessed via Pershing Drive) would *"be designed to help diffuse blast impacts from surrounding vehicles. It would be designed with a security-screening checkpoint for all employees using the garage."* Why does LAWA emphasize this point for the employee parking facility but not for public parking facilities at the Ground Transportation Center, the Intermodal Transportation Center, or the rental car facility?

Discussion of the Automated People Mover (§ 2.4 et seq.) touches briefly on security in a reference to video surveillance. We have indicated previously our concern about the vulnerability of the Automated People Mover, but would add that the expected security issues and management plans for the Automated People Mover deserve more public disclosure. Please provide an assessment of this risk and the steps proposed to address it.

In discussing Cargo Facilities, Chapter 2.5 acknowledges that new security requirements are being developed by the TSA and advises that *"LAWA would incorporate any new requirements into the cargo facilities as those standards are developed."* This section does not adequately address LAWA's own 'industry capability' -- i.e. using its own initiative to offer options. The future direction of air cargo security management may not be fully known from a regulatory perspective, but in terms of public safety we believe that it would be responsible for LAWA to pioneer its own air cargo security standard. Alternative D by virtue of its title claims to answer security concerns and to offer innovation in the process. Yet innovation is decidedly absent from the cargo aspect of the plan. The ultimate test may come from an attack on commercial aircraft via air cargo: adequate warnings exist in industry circles to justify a stronger effort in this regard. We request that the SDEIS/EIR provide more detailed discussion of air cargo security measures, and respond to the suggestion that LAWA pioneer its own standards.

Among the measures that could be considered for air cargo facilities is a plan that would allow airline operators to provide, at short notice, an integrated roadway and security system to screen and clear inbound vehicles, and a 'cold' or 'hot' operational facility for dual technology screening of

outbound cargo. In combination, these facilities could routinely earn additional airport revenue and facilitate business continuity during periods of high alert. Please comment on this suggestion.

**Addendum Illustrations:** The various plan drawings and artists impressions found in the Master Plan Alternative D documentation are helpful and informative. There are, however, several considerations for improving public articulation. Residents of the surrounding environs are a valuable part of airport protection. The eyes, ears and voices of local residents can provide superior protection of community assets. This holds true even when compared with trained law enforcement personnel who have access to advanced technologies. Citizens and local residents who perceive that they have a stake in the future of their airport, and who are consulted in the security planning aspects, are most likely to participate constructively. What efforts have been or will be taken by LAWA to provide public education sufficient to harness this resource?

#### **4.1.5 Review of Appendix I: Comparative Security Analysis**

The Master Plan Draft Addendum refers to Appendix I as “*a detailed assessment of the security and safety features of Alternative D.*” This statement, combined with the lack of detail in other Master Plan documents, creates high expectations as to the quality of its articulation. In practice, our review has found the experience to be disappointing. The discussion is inconsistent with other documentation and falls short of the detail that should be available for public scrutiny. We are in a new era of risk management. Traditional or conventional thinking will not successfully address future vulnerabilities unless there is a respectful treatment of the public debate. The physical and operational reach of the defensive concept will extend beyond the footprint of the airport infrastructure. In fact, the security component will have environmental effects that are unprecedented in American commercial airport planning, particularly in urban and suburban settings. The Master Plan Alternative D must offer detailed projection, measurement and quantification of these impacts.

**Discussion of the Concept:** The document states, on page I-2 of the Executive Summary, “*The first level (Level 1) entails screening of all persons and bags prior to entering the Central Terminal Area. Level 1 screening is focused on preventing attacks on the ground and ensuring a safe passenger environment. This level of screening will occur prior to entering the Automated People Mover system or FlyAway shuttle buses and focuses on weapons and explosive.*” This directly contradicts the ‘random screening, sniffing dogs’ explanation in the main Draft Addendum document; clarification is requested.

On page I-4 of the Appendix, under Methodology, reference is made to the Department of Homeland Security and General Accounting Office validation of “concentric rings of security” to bring protection, detection, assessment, and response” capability ‘*to the extended airport perimeter*’. The following statements from that Chapter appears to contradict the approach offered in the prior two documents:

*‘Anyone entering the airport property whether to visit or travel will undergo security inspections. There are at least two levels of personnel and baggage inspection that will take place. Level 1 inspection requires screening for explosives and weapons prior to transport by the Automated People Mover or FlyAway shuttle bus to the Central Terminal Area. Using current technology, Level 1 inspection would include screening of persons and bags similar to checks made upon entering federal buildings today. These checks should be*

*designed to be as unobtrusive and not impede the flow of transportation to the Central Terminal Area and should take advantage of the emerging technology. Level 2 inspections will consist of current security screening criteria as mandated by TSA for departing passengers and baggage which is more intrusive and detailed than level 1'.*

We offer the following observations on the above excerpt, and request that LAWA provide comment and clarification for each point:

- ▶ Level 1 inspection as described here does not match the 'random selection, sniffing dogs' explanation offered in the Draft Addendum.
- ▶ There is no mention of profiling people and baggage for selective screening.
- ▶ The stated similarity to 'checks made upon entering federal buildings today' is meaningless to people who have never seen or experienced the federal security screening process.
- ▶ At federal buildings 100% of those who enter are screened, but these systems rarely (if ever) encounter baggage in size and volume such as will be common to an airport.
- ▶ The statement above contradicts itself: the process for federal buildings is obtrusive and would impede flow if applied literally as a Level 1 screening protocol.
- ▶ The possibility of 2 levels of screening that are both obtrusive, even with Level 1 proving to be selective, implies a need to estimate consequential density effects that might in some circumstances defeat the desire to disperse people rapidly into the airport controlled areas.
- ▶ The reader is left wondering whether there is agreement and/or coordination between the planning entities on security policy and practice.

The same page refers to Figures 4-1 & 4-2 as illustrations of the concentric rings of security and deterrence strategy respectively. These very simplistic figures are of no value in helping the public to understand what the strategies mean for LAX, and no other drawings are included in Appendix I. Why is this not done, given the proliferation of site drawings and artists' impressions in the other parts of the Alternative D documentation? We ask that LAWA superimpose the concentric rings over the airport plan and explain the resulting figure. The following statement from the same page is offered for its relevance to further comment:

*"PDAR facilitates the detection of possible malevolent acts prior to the hostile force coming within range of the target. By increasing the distance between critical areas and the point of detection, law enforcement officers and security personnel have additional time to assess the act as benign, dangerous, or overtly hostile, and respond appropriately."*

We offer the following observations on the above excerpt, and request that LAWA provide comment and clarification for each point:

- ▶ Is it correct to assume from the statements about bomb threat dispersal that 'critical areas' include public areas where concentrations of people can be expected (e.g. the Ground Transportation and Intermodal Transportation Centers, the Central Terminal and perhaps to a lesser extent, the Rental Car Facility)?
- ▶ A rough calculation of available response times (using existing travel distances and transit times) indicates that Alternative D roadway configurations will not significantly increase response time 'prior to the hostile force coming within range of the target.' What does LAWA anticipate in terms of this issue?

- ▶ By inference, the 'protection, detection, assessment, and response' system would prove of value only if the outer concentric circles encompass more distant roadways and areas including commercial and residential areas, beyond the immediate airport environs. Is LAWA contemplating an expansion of the concentric circles to include these areas?
- ▶ Implementation of a multiple concentric ring system defies imagination in its practical application to LAX. The airport has an irregular property boundary that may be poorly suited to this system. There is no logical center point for the concentric rings, apart from the large Air Operations Area, and the critical areas at LAX are disparate and scattered. In this setting, what is the feasibility of developing the concept with a series of overlapping concentric rings?

Discussion in Ch. 5 (Threat) evaluates LAX as a target. This is a complex topic; we understand that evolving trends in terrorist tactics may unexpectedly shift some of the security emphasis and strategy over time. However, we believe that the threat may have been understated and ask for further discussion and comment on this issue.

The discussion of Potential Mitigations (pp. I-12, I-13) describes security measures that will be applied to MTA Green Line connections with the proposed Intermodal Transportation Center. The discussion refers to use of Closed Circuit Television surveillance and related intelligent devices (as yet unidentified), and specifically mentions facial recognition technology. Several security industry reports in 2002 and 2003 have discredited the so-called 'face in the crowd' facial recognition applications. Original hopes for this technology were overly optimistic, and recent experience has shown this application to be flawed. In a number of cases (for example, Ybor City, Tampa, FL) the systems have been withdrawn from use.<sup>22</sup> Further comment will be made later in regard to use of an array of technology and the finite value of detection data inflow.

The final paragraph discussing the MTA Green Line states that "*The Green Line connection enhancements in Alternative D provide for a better security solution because no unscreened people or luggage would be permitted to enter the Central Terminal Area.*" This suggests 100% screening of people and bags, yet there is no reference elsewhere in the Addendum or Supplement to confirm this. Please comment on whether 100% screening will be provided.

There is also no discussion of the planned accommodation for and type of screening equipment, other than a vague mention: "*The MTA Green Line connection facilitates the future employment of security technology allowing a level of initial screening to occur prior to entering the Intermodal Transportation Center or Central Terminal Area.*" What form of screening will actually take place there initially, and to what extent? What increase in screening activity is planned or accommodated in the contingencies for change?

Chapter 6.2 offers a more comprehensive description of the Intermodal Transportation Center. The Comparative Analysis acknowledges that the Intermodal Transportation Center is an integral part of the concentric rings of security and 'protection, detection, assessment, and response' concept. The concentric rings processes are described, with the final stage described thus: "*Prior to boarding the APM, all people and bags will be screened using appropriate technology to identify weapons and explosives.*" Two benefits are cited: one is that it would permit initial screening of passengers and

<sup>22</sup> Note that biometric facial identification systems, which are used to match individuals on a one-on-one basis, are a different form of this technology and continue to show successful results.



vehicles that without the reconfiguration would not occur; and the other is that it adds a measure of protection to passengers using the APM as they move to the Central Terminal Area. This appears to contradict other elements of the Master Plan documentation, raising questions about the consistency between security components. LAWA should define the word 'screening' and use the classification 'Level 1' more consistently. Otherwise this suggests the emergence of different security standards for access to the Automated People Mover and Central Terminal Area.

Pages I-16 and I-17 cover general security matters pertaining to the reconfigured roadways. Again we note that security technology is a valuable adjunct to trained security patrols but it is not a panacea; it is instead a management tool. Please articulate the contingency plan for interception and management of roadway incidents with minimal disruption to airport operations. This is particularly important at the policy setting stage, as large projects are notorious for paring back security expenditures and thereby compromising protection standards. Will LAWA policy identify agreed-upon security standards so that this does not occur?

In practice, the performance of Closed Circuit TV will depend on the ratio of trained personnel to monitoring devices. Although the stated benefits of roadway monitoring are attractive, the increased data will require monitoring, interpretation and action. How much thought has LAWA given to the risk of data saturation? Over-dependence on security technology may lead to higher risk of error and, ironically, diminished protection. Occupied space is projected under this plan to increase from 3.9 to 6.8 msf. In combination with increased separation distances, this increase will impose substantial new constraints and demands on emergency and enforcement response, and also upon patrol/deterrent services.

Mitchell Gray, in a University of British Columbia paper title *Urban Surveillance and Panopticism* (<http://www.surveillance-and-society.org>) explores many of the more complex issues associated with surveillance in the community. It is worthy reading for any elected official attempting to understand the implications and potential unintended consequences of surveillance systems. The basic message to be gained from Gray's treatise is contained in the following extract: "*It is rapidly becoming an urban instinct to grasp at security through surveillance and knowledge, but this, paradoxically, may add to urban insecurity in a fundamental way: by transforming society in unforeseen directions. There is a threshold point in urban surveillance beyond which quantitative change – the addition of devices used and areas watched – becomes qualitative change.*" Please comment on how LAWA has addressed the potential for over-dependence on security technology at LAX as part of the proposed Master Plan improvements.

A review of the Ground Transportation Center in Appendix I (Ch. 6.4) restates the threat and target dispersal philosophy along with the 'protection, detection, assessment, and response' protocols. According to discussion on page I-19, passengers will go through a well-organized Level 1 screening point at the Ground Transportation Center before transport on the Automated People Mover to the Central Terminal Area. The Level 1 screening serves to insure the integrity of the Automated People Mover and common areas of the Central Terminal Area, and represents the first opportunity to check passengers and employees for concealed weapons and explosive devices. Yet again there is a clear contradiction with the main part of the Draft Addendum, reinforced by a listing of measures that makes reference to design and installation of passenger and baggage screening devices; please clarify. Additional comment and questions are provided below:

- ▶ Is it the planned intention to have two levels of screening, to include 100% of pedestrians accessing the APM and Central Terminal Area?
- ▶ How would 100% screening of Level 1 people and baggage affect the risk of congestion and increased people density at the Ground Transportation Center and other remote locations? Has LAWA analyzed this risk? If so, where are the results?
- ▶ What ergonomic design factors will optimize rapid movement of people and bags? Has LAWA considered the impact of Level 1 screening on the elderly, infirm, and people traveling with small children?
- ▶ Has any field market research been conducted to assess the tolerance for earlier arrivals to negotiate two levels of screening and transportation of baggage between those two levels?

Discussion of the Rental Car Facility (Appendix I Ch. 6.5) repeats the intention to screen all personnel from the Rental Car area to the Automated People Mover. However, the same discussion notes: *'should the current Central Terminal Area roadway need to be secured' inspection of an estimated 1 million shuttle bus trips annually would be time consuming and subject to human error even if state-of-the-art security inspection equipment was employed*. If Alternative D removes vehicular traffic, and thereby mitigates vehicle bomb risk, then would not the passenger and baggage security factor shift to the Automated People Mover? The APM system could become an attractive and vulnerable target. We are therefore concerned about the potential need to police and manage a much larger area (including an occupied mix of separate facilities), that may from the outset require equal standards of screening at Levels 1 and 2. Please comment on this concern.

The Rental Car Facility mitigation measures offer a blend of logical and speculative measures, including the discredited facial recognition system. We again raise earlier comments about discredited systems, data saturation and over-dependence on technology. This is particularly pertinent since the assessment does not refer to an equivalent demand for the increased training and numbers of security operatives (ranging from technicians through guards to airport dedicated law enforcement personnel). Please comment on LAWA's plans with respect to the presence and role of security personnel at the Rental Car Facility.

We request that LAWA provide a security deployment projection for Alternative D, together with a security technology and equipment schedule. Please illustrate how 'protection, detection, assessment, and response' can be accomplished using only technology available today, and describe any credible security equipment advances that can be expected over the next 5 years that might justify an investment in this program. It may be unwise to count on as-yet undeveloped technologies, particularly since reliable and proven technology is with us today, sufficient for planning purposes. More problematic may be the use of human resources, including appropriate numbers, competence and strategic locations.

The comparative analysis in Chapter 6.6 indicates that the Automated People Mover will be a key component for dispersal of vehicular traffic from the Central Terminal Area roadway network. This may be true, but could LAWA accomplish the same dispersal by reducing the distance between the remote ground processing points and the Central Terminal Area? Please provide a vulnerability analysis to address this issue. Further comment and questions are provided below:

- ▶ Please provide additional discussion about screening for weapons and explosives at the inbound remote Automated People Mover station access points

- ▶ Please discuss the security logistics and practical challenges of handling heavy baggage, multiple bags, and elderly and disabled passengers and children when loading and unloading the Automated People Mover. It is extremely difficult to imagine how screening, loading and offloading of passengers and baggage could be accommodated at the Ground Transportation and Intermodal Transportation Centers and the Rental Car Facility, with sufficient frequency to achieve the level of service promised in the Plan -- especially with the reconfiguration objective of rapid dispersal of people.
- ▶ The Draft Addendum states (p.2-37) "*It is also assumed that luggage carts would be allowed on the Automated People Mover and highly utilized in the transfer of people and baggage.*" This chaotic image invites questions about safety factors and load capabilities, neither of which is discussed in the Appendix I security assessment. Please address this issue.
- ▶ Please provide an exhibit showing street-to-departure ergonomics, flow and density patterns, and screening equipment layout of the remote people mover access points. Although security screening equipment is implied, space utilization is at odds with this statement from page 2-37: "*it is anticipated that passenger assembly would be limited to the passenger platform.*"
- ▶ The prevention of unscreened vehicular and bomb access to the Central Terminal Area could be offset by the APM: the train could actually carry the device to its target if Level 1 does not screen for explosives carried on the person (as in suicide attacks in Israel). Magnetometers do not detect explosives. Please address this potential security threat.
- ▶ The APM could be attacked via vehicles using Century Blvd. and 98<sup>th</sup> Street, and/or from commercial buildings and hotels overlooking the Automated People Mover guide way system. Please address this potential security threat.
- ▶ The primary vulnerability appears to come from the track distance and elevated nature of the Automated People Mover, and its target worth (i.e., elimination of a critical airport transit link, serious disruption to operations, high casualties, public terror and a prestigious but discredited security program). In effect, the Automated People Mover may serve to reintroduce the target potential that Alternative D was purportedly designed to reduce.
- ▶ If the Automated People Mover concept is to be pursued, we ask that LAWA consider the possibility of building a grade level (surface) operation, with blast diffusion techniques and materials applied to a protective wall and an armored one-way-transparent canopy for the length of the track
- ▶ Overall this part of the Plan is conceptual and idealistic. It lacks data that is essential to show how and when the processes interconnect and will be successfully negotiated while achieving safe dispersal objectives. If the main part of the Addendum (Page 2-35) is correct in its description of the intended screening activity (i.e., "*random checking of baggage and passengers using sniffing dogs, video surveillance systems and other security devices*") then the Automated People Mover will be vulnerable. Acceptance of that risk is a matter for public policy debate, but moving walkway bridges would obviate need for the Automated People Mover. We request comment and discussion on each of the points raised in this item.

Discussion of the Expanded FlyAway (Ch. 6.7.1) attempts to instill confidence in a speculative system to protect buses from becoming unwitting vehicles for terrorist attack. We have already expressed our doubts on this topic, including the considerable physical spread of the security requirement, the attendant cost, and serious questions as to the ability to control bus security within remote stations and in transit. The FlyAway bus operations would come inside the concentric circles, and it is unclear how the protection would be achieved. The technology to address these

concerns (such as under-vehicle inspections) is simplistic and conceptual. Please provide more detail concerning this system, with discussion of the attendant human resource requirements.

In the Chapter 8 Summary, Appendix I uses a subtitle 'Alternative D Advantages and Disadvantages.' It then lists five primary advantages followed immediately by three 'potential enhancements'. We request that LAWA provide more explanation of each, as we believe they merit greater priority. Note that the first suggests the provision of a Vehicle Inspection Center. We have already made reference to the need for this in roadway planning.

We believe that the Remote Delivery Facility will become a reality for many critical government facilities in the United States over the next 5 years, closely followed by other critical infrastructure sectors including commercial airports. It is already operating policy for a variety of private and public sector facilities in different parts of the world, and has seen an increase since the Anthrax mail attacks of late 2001. Accordingly, we ask that LAWA give serious consideration to an extension of this prospective facility to include an Identification and Authorization Processing Center, including some discussion in the response to this comment.

During this review we have established an unquantifiable but extensive (potentially massive) future demand for data input, retrieval, analysis, interpretation and sharing. The data will be diverse, covering audio & visual, electronic signaling, text, numerical, pictorial, computer code, identification systems, people, vehicles, transactions etc. etc. Our understanding of the transactional volume and complexities for a busy international airport shows that a dedicated Identification and Authorization Processing Center is justified to monitor the demand for access to different parts of the airport. This security-controlled service provides identification and clearance for individuals and vehicles, engaging electronic tagging, biometrics, and the administration of airport asset and airside vehicle tracking. Variables allow for individual issue of identification and access control media whether the subject is escorted or unescorted, permanent or temporary, urgent or routine. This facility should be off-airport, based on long established methods employed overseas. The processes will relate directly to the interests of law enforcement agencies and the security resource. This facility should be located close to the planned new police headquarters. Please comment on the possibility of incorporating these suggestions into the Master Plan.

The third enhancement described in Appendix I relates to the Automated People Mover, previously discussed in this review. There is, however, *a distinct and in fact total, absence of listed disadvantages relating to Alternative D security.* Our concerns are deepened by the fact that Appendix I lists 5 disadvantages of the No Action/No Project Alternative and then proceeds to mix conceded points with counter argument on 5 other points, thereby maintaining absolute opposition to the No Action/No Project Alternative. A similarly critical eye needs to be cast upon all alternatives. The current approach significantly weakens the value and integrity of the discussion as a comparative analysis, and echoes the concerns for bias and lack of full disclosure that we have stated elsewhere. We request that LAWA provide a full discussion of the disadvantages associated with the proposed security plans for each of the project Alternatives.

#### **4.1.6 Other Security Considerations**

In a project of this size, with a title of the Safety and Security Alternative, the County of Los Angeles would expect the LAX Master Plan Alternative D to embrace a total security concept. It is

therefore notable that the documentation does not elaborate on plans to secure areas that are known to have major security implications, such as cargo, maintenance hangars and facilities, fuel farm operations, and the perimeter fence lines. During an airport environs tour, the review team saw many security exposures at the west end of LAX and witnessed extreme weaknesses in access control allowing commercial delivery vehicles to enter facilities unchecked (in one instance by simple tailgating). This unauthorized access provided close quarter observation and potential access to parked wide body passenger aircraft in the vicinity. Please comment on this apparent lack of existing security at the west end, and any plans to remedy the situation.

We are aware that in a September 2002 press release, Mayor Hahn announced installation of more than 1,200 video cameras throughout the airport complex. We are unsure whether the word 'complex' refers to all LAWA managed airports, or just LAX; please clarify. We also request discussion of the current status of this project; is it correct that bids have been invited for installation of surveillance technology on the LAX perimeter? With respect to perimeter areas, we offer the following comments, along with a request that LAWA respond to each:

- ▶ The Alternative D Plan provides a substantial, expensive (albeit imperfect) protection system for the 'front door' to LAX. But it leaves the back door wide open.
- ▶ LAWA should give much more effort to security planning for the individual cargo area, the maintenance and fuel farm complex and roadways, and for the entire perimeter. Otherwise there is a danger that the environmental impact will not receive public scrutiny or will consume unacceptable time when that becomes urgent and essential.
- ▶ It is evident that LAX is vulnerable and that security improvements are relatively urgent. LAWA should prioritize the work so that the new security enhancements, when selected, come on stream as early as practicable. Special need exists for a thoughtful security risk management program during construction.
- ▶ Serious consideration should be given to the permanent closure of Pershing Drive to public access, and to introduction of a controlled, partially-automated access and egress system for vehicles with legitimate business in the maintenance, fuel farm and employee parking areas.
- ▶ In 1994 the Irish Republican Army fired four mortar bombs onto the runway at London Heathrow from a pick-up truck parked outside the perimeter fence. Two bombs hit the runway but failed to detonate. Two more recent attempts to attack aircraft with rocket-propelled grenade have occurred in Africa and at a military air base in the Middle East. The vulnerability arising from use of surface-to-air missiles is acute at the western end of the LAX airport environs. The location of the Segundo Blue Butterfly Habitat/Reserve, the topography and rough shrub cover, is almost perfect for the launch of shoulder-fired missiles and offers target range proximity to ascending and descending aircraft. As disturbing as it may be to be so candid, it is necessary to point out that a passenger, cargo and fuel laden wide-body passenger aircraft heading out for a long haul trans-Pacific flight could be attacked without sufficient time to implement successful counter measures. The suicidal nature of modern day terrorist attack reduces the notional response time even further. We recommend that an urgent and intensive review be undertaken to address this vulnerability and to proffer solutions that meet both public safety and environmental review requirements.
- ▶ Security and law enforcement personnel requirements merit discussion, as the number and need for specialized training would increase under Alternative D. For the sake of efficiency and public safety, this review should consider ways to reduce potential for jurisdictional and operational law enforcement conflict. It is our understanding that senior officers of the Los

Angeles Police Dept. in 1991 proposed a merger of policing entities for the airport, but without progress at that time. This may be a good opportunity to revisit that proposal.

#### 4.2 THE ENVIRONMENTAL JUSTICE ASSESSMENT IS DEFICIENT

Presidential Executive Order 12898, issued in February 1994, requires all federal agencies to analyze environmental justice impacts when proposing public projects. The analysis is intended to determine whether minority and low-income communities are unfairly burdened by project impacts, with the goal of using mitigation measures to create a level playing field. In 1999, Senate Bill 115 was passed making environmental justice a requirement of CEQA as well (PRC §.72000-72001).

Despite the importance of this subject, the original Draft EIS/EIR was found to lack even the most elementary NEPA requirements for this topical issue. Review of the Supplement to the Draft EIS/EIR indicates that many of the same deficiencies in the analysis remain. The impacts associated with Environmental Justice demand a far more rigorous analysis than has been provided in the 2001 and 2003 environmental reviews. As discussed below, NEPA requires that information be included in the EIS if costs of obtaining the information are not exorbitant. Where such costs are exorbitant, NEPA requires that the EIS: (1) state that the information is complete or unavailable; (2) state the relevance of the information to the analysis; (3) summarize credible scientific information about the impacts; and/or (4) use other methods of assessing impacts that are generally accepted by the scientific community. CEQA also addresses the issue of analytic detail, requiring that an EIR provide information and analyses with a sufficient level of detail to permit informed decision-making and public participation. LAWA must apply these very basic NEPA and CEQA requirements to the SDEIS/EIR assessment of Environmental Justice.

We are also concerned about the method used to compare alternatives in the environmental justice analysis. In both the 2001 and the 2003 documents, the No Project Alternative incorporates future planned improvements that were not actually being built, and overstates the capacity of existing facilities. Consequently, the No Project Alternative appears to have far more environmental impacts than any of the proposed Build Alternatives.

Further, the 2003 Supplemental Draft EIS/EIR describes Alternative "D" as an option that would limit growth to 78 MAP. However, as described previously in § 3.1, Alternative D provides 153 fully functional, high capacity gates and does not remove concrete areas that can be used for aircraft parking. By parking aircraft, Alternative "D" can function as though it has over 200 gates. In overstating the capacity of the No Project Alternative and minimizing the capacity of the build alternatives, the impacts relating to air emissions, air toxics, noise, and traffic are all underestimated for the build alternatives. *Underestimating these impacts skews the environmental justice assessment.* This is particularly true for Alternative "D," which shifts many of the impacts toward the more economically disadvantaged communities east and northeast of LAX.

Finally, in designing runway extensions and facilities to the east under Alternative D, this plan appears to protect biological resources (especially the El Segundo Blue Butterfly) at the expense of residents in Lennox, Inglewood & Manchester. As part of the Environmental Justice assessment, a revision to the 2003 Supplemental Draft EIS/EIR needs to be made that compares the disproportionately high and adverse human health and environmental effects that will be incurred by

minority and/or low-income communities in order to protect a limited habitat area on the coast (see also our discussion under § 3.4.5). Our concerns are discussed further in the sections below.

#### **4.2.1 Results of Scoping Outreach Must Be Discussed**

Scoping is a public process, required by NEPA, that should be conducted as early as possible after a Lead Agency decides to prepare an EIS. The scoping process is designed to determine the scope of issues to be addressed in an EIS, and should be conducted as early as possible after a Lead Agency decides to prepare an EIS. It is intended to be an open process, incorporating the views of other agencies and the public regarding the scope of an EIS.

Environmental Justice issues are usually a major component of the scoping process, and the 2001 Draft EIS/EIR does list 126 outreach efforts with low-income and minority communities and Appendix S-D of the 2003 Supplemental Draft EIS/EIR includes copies of the material (in both Spanish and English) handed out during these outreach efforts. The 2003 SDEIS/EIR also lists four additional Environmental Justice Workshops conducted in 2001. However, neither the 2001 DEIS/EIR nor the 2003 SDEIS/EIR provides an indication of concerns or issues raised by those that were contacted, or details of what transpired during these meetings. The public is thus unable to assess whether or how LAWA may have used the information developed through these efforts. The County of Los Angeles hereby requests that the 2003 SDEIS/EIR be expanded to include specific descriptions of the efforts made to gather information from low-income and minority communities, with a table that identifies the specific concerns raised by each of these groups and discusses LAWA's steps to address those concerns.

#### **4.2.2 The Level of Analytic Detail is Inadequate**<sup>23</sup>

Many potential Environmental Justice impacts were not fully evaluated, reportedly because LAWA was unable to quantify the impacts. NEPA states that when information is incomplete or unavailable, the Lead Agency must obtain that information unless costs are exorbitant.<sup>24</sup> According to CEQA, the analysis must be specific enough to permit informed decision-making and public participation. The following subsections include some of the impact discussions considered inadequate.

In discussing Air Quality and Health Effects, the 2001 Draft EIS/EIR and the 2003 Supplement both state: "Due to the lack of available background data and limited information on the cumulative effect of multiple air pollutants, the effect of the Master Plan on cumulative health risks among minority and low-income population cannot be quantified or fully analyzed." NEPA regulations do not permit such a deferral of obligation. All available data must be included, consistent with the mandate of NEPA, and the report must document the efforts made to obtain needed data. Where data is found to be unavailable or limited, the report should identify the cost associated with developing original data and indicate why such cost was determined to be exorbitant in the context of overall project costs.

The 2001 Draft EIS/EIR further asserts, "*Due to the lack of available background data, the cumulative or synergistic health effects of [toxic air pollutants (TAP)] emissions associated with the*

<sup>23</sup> 2001 Draft EIS/EIR, Section 4.4.3.

<sup>24</sup> NEPA Guidelines ; 40 C.F.R. § 15022.22.

build Alternatives and other environmental hazards could not be quantitatively analyzed within the scope and timeframe of this Draft EIS/EIR.” The 2003 SDEIS/EIR dropped this discussion and did not provide new information related to cumulative or synergistic health effects. The 2003 Supplemental Draft EIS/EIR could and should have made assumptions in order to determine such impacts. The County asks that LAWA develop and apply these assumptions to a quantitative analysis of the cumulative and synergistic health effects of TAP emissions associated with the build Alternatives and other hazards.

#### **4.2.3 The Relocation Plan and Requirements are Unsubstantiated**<sup>25</sup>

The 2001 Draft EIS/EIR stated that, “*Minority-owned businesses or businesses with a high proportion of minority employees or minority/low-income customers may face special challenges that need to be considered in developing a Business Relocation Plan*” but provided no explanation or definition of “special challenges.” LAWA needs to clarify this term and indicate how these challenges would be considered in developing a business relocation plan.

The 2001 Draft EIS/EIR further stated that, “*Data is currently not available regarding the number of minority owned businesses or minority employees that might be affected by proposed acquisition.*” In fact, the referenced data is generally available and can be obtained with reasonable effort. LAWA must obtain and analyze this data in the SDEIS/EIR.

The 2003 assessment of Alternative D relocation impacts includes this statement: “*While it is possible that certain of these businesses may be minority owned, they are mostly airport related uses or uses that serve the largely non-minority/non-low-income community of Westchester-Playa del Rey.*” This statement is unsubstantiated by any facts presented in the 2001 Draft EIS/EIR or the 2003 SDEIS/EIR. Neither of these documents presents data showing how many businesses are minority owned or serve minority communities. The County requests that LAWA present such information in the SDEIS/EIR.

#### **4.2.4 Noise Impact Mitigations Require Further Discussion**

Both the 2001 and 2003 environmental documents assert that “*Certain areas affected by noise would still be faced with significant impacts due to constraints that apply most directly to minority and/or low-income communities. These include residential areas ineligible for mitigation due to inconsistent zoning or land use designations and substandard housing that may be infeasible to insulate.*”<sup>26</sup> At the very least, the 2003 Supplemental Draft EIS/EIR needs to clearly delineate the location of these impacted areas. A more appropriate solution would be to identify and implement specific mitigation measures to reduce impacts on minority neighborhoods; the document did not contain any noise mitigation measures, as discussed in detail later in this report.

#### **4.2.5 LAWA Must Develop a Build Alternative Based on Community Input**

Scoping is intended to be an open process, incorporating the views of other agencies and the public regarding the scope and focus of the EIS. CEQ regulations require Federal Agencies to identify an environmentally preferable alternative in the record of decision.<sup>27</sup> When the agency has identified a

<sup>25</sup> Discussion in this section is based on 2001 Draft EIS/EIR, §4.4.3 and SDEIS/EIR §4.4.3.

<sup>26</sup> 2001 Draft EIS/EIR, Section 4.4.3, Page 4-423; Supplemental Draft EIS/EIR, Section 4.4.3, Page 4-323.

<sup>27</sup> NEPA Guidelines: 40 C.F.R. § 1505.2(b)



disproportionately high and adverse human health or environmental effect on minority and/or low-income populations, as occurs in the 2001 and 2003 EIS/EIR documents, NEPA requires that the distribution as well as the magnitude of the disproportionate impacts should be a factor in determining the environmentally preferable alternative. This mandate is evidence in the following excerpt from the CEQ Environmental Justice Guidance document:<sup>28</sup>

*"Agencies should encourage the members of the communities that may suffer a disproportionately high and adverse human health or environmental effect from a proposed agency action to help develop and comment on possible alternatives to the proposed agency actions as early as possible in the process."*

To conform to these requirements, LAWA and FHWA must develop an environmentally superior alternative based in part on input from members of minority and/or low-income communities that may suffer a disproportionately high and adverse human health or environmental effect. The 2001 Draft EIS/EIR and the 2003 Supplemental Draft EIS/EIR are void of any evidence indicating that comments or input offered by impacted members of minority or low-income communities were considered in developing an environmentally superior alternative. LAWA must revise the 2003 SDEIS/EIR to incorporate an environmentally superior alternative.

#### **4.2.6 The Area of Analysis is Arbitrarily Limited**

The Environmental Justice analysis of existing conditions and impacts focuses only on census tracts surrounding LAX. LAWA completed no regional analyses, although it was stated that the area of included the region as a whole. The analysis needs to be expanded to incorporate the region that is referenced in § 2 titled the Purpose and Need for the Proposed Action in both the 2001 Draft EIS/EIR and the 2003 Supplemental Draft EIS/EIR.

#### **4.2.7 Environmental Justice Mitigation Measures are Vague and/or Deferred<sup>29</sup>**

The 2003 Supplemental Draft EIS/EIR describes Environmental Justice mitigation in vague terms, deferring some of the mitigation to future studies. For example, aircraft noise mitigation measure MM-LU-1 (2003 SDEIS/EIR) states that LAWA will revise the Aircraft Noise Mitigation Program (ANMP) to include:

*"Aspects that are particularly relevant to addressing the unique issues and conditions in minority and low-income areas include provision by LAWA of additional technical assistance to local jurisdictions to support more rapid and efficient mitigation, and the reduction and elimination of structural and building code compliance constraints to mitigation of substandard housing."*

Although the language suggests that LAWA has addressed this problem, the measure does not in fact commit LAWA to any definable actions that would reduce impacts. The 2003 SDEIS/EIR also describes future studies as mitigation. Of particular concern is mitigation measure MM-LU-3 calling for a study of the relationship between aircraft noise levels and the ability of children to learn:

<sup>28</sup> Environmental Justice Guidance Under NEPA, Section 5, page 15.

<sup>29</sup> Discussion is based on review of 2003 Supplemental Draft EIS/EIR Section 4.2.8.

*"This measure requires that LAWA conduct a comprehensive study to determine the relationship between learning and the disruptions caused by aircraft noise with the intent to set a threshold of significance for classroom disruption due to aircraft noise"*

This description suggests that the children of disadvantaged communities may be subjected to harmful noise levels in order to define thresholds of significance. A more responsible and conservative approach is needed that does not have the potential to do additional harm.

While the 2003 Supplemental Draft EIS/EIR elaborates on mitigation concepts more fully than the 2001 document, in many cases the mitigations still do not commit LAWA to definable actions that meet the CEQA and NEPA requirement to avoid, minimize, rectify, reduce, or compensate for adverse project impacts. All identified adverse impacts need to be accompanied by specific and defined mitigation measures. LAWA must evaluate the efficacy of the proposed measures in reducing identified primary and secondary impacts. The EIS/EIR should clearly identify impacts for which no measures are proposed, and should provide an indication of their severity. LAWA should then offer the amended analysis for public review and comment as part of a revised (or entirely new) Draft EIS/EIR. Only by these means can the EIS/EIR achieve adequacy with respect to the analysis of Environmental Justice.

#### **4.3 TRAFFIC ASSESSMENT**

##### **4.3.1 The LAX Interchange at Lennox Boulevard**

If Alternative D is chosen for the LAX Master Plan, the County of Los Angeles recommends the LAX Interchange be constructed on the 405 Freeway at Lennox Boulevard. The LAX Interchange would provide direct access between the 405 Freeway and LAX and significantly reduce the traffic impact of LAX on the unincorporated Lennox community and surrounding area. The name "LAX Interchange" is recommended, rather than Lennox Interchange, is to avoid the impression that motorists on the 405 Freeway can exit the freeway and travel to Lennox. Additionally, some form of interchange at Lennox Boulevard is recommended regardless of the plan chosen for LAX. Traffic demand at LAX is expected to increase steadily to the 78.9 MAP, even under the no-build scenario. Therefore, intersection or interchange improvements will be needed to mitigate LAX's traffic impact on the Lennox community and nearby area.

County staff has met with Mr. Bruce McDaniel, Superintendent of the Lennox School District, and his staff to consider the School District's input about the LAX Interchange. In response to their concerns, County staff informed the School District that the EIR/EIS for the LAX Interchange would include a noise study of the proposed interchange ramps. County staff also informed Mr. McDaniel the study would consider Lennox School District's new pre-school recently constructed at the west end of 106<sup>th</sup> Street. Mr. McDaniel also expressed concern that the LAX Interchange may affect the visibility of signs to be installed on Lennox School District property adjacent to the LAX Interchange. Public Works referred the School District's concern about the signs to LAWA's representatives for their review and response.

### 4.3.2 Traffic Model Questions

A. C. Lazzaretto retained Mr. Terry Austin of Austin Foust and Associates to review the traffic model used in the LAX traffic study. Public Works staff coordinated its traffic review with Mr. Austin, and agrees with the questions and concerns raised by Mr. Austin in the discussion below.

**Trip Generation:** The trip generation table (Attachment A in Technical Report S2B) gives information by activity component but is hard to follow for the "Airport Miscellaneous" category. For example, what items represent the trip generation for the 12,400 space west employee parking structure and the 1,300 east employee parking structure? With respect to the employee trips, why are 54 percent assigned to the east parking structure with 1,300 spaces and only 46 percent to the 12,400-space west parking structure? (See Page 22 of the Supplemental On-Airport Surface Transportation Technical Report).

**Trip Distribution:** The trip distribution diagram (Figure B-1) is difficult to follow (while not labeled, it appears to be airport peak hour trips). Is there information that can more clearly show the trip distribution? The methodology discussion suggests that employee/other trips have a different trip distribution than air passenger trips. This would certainly be appropriate, but there does not appear to be any elaboration on this or any quantitative description.

**General:** There does not appear to be a reference for a description of the traffic model. There presumably is such a report which describes the model and provides a peak hour intersection level validation. Other questions that are also presumably addressed in that document pertain to the intersection forecasting process. For example, does the traffic model use post-processing for year 2015, and if so, is it 2000-2015 or some other interval? If there is no post-processing, then considerable reliance is being placed on the raw modeled data for 2015. This is particularly critical for peak hour intersection turn movement volumes.

## 4.4 NOISE ASSESSMENT

The County previously submitted to LAWA a lengthy set of comments on the noise analysis contained in the 2001 Draft EIR/EIS for the LAX Master Plan. The prior comments addressed noise impacts associated with the project Alternatives (A, B and C) under review at that time. The 2003 SDEIS/EIR expands on analyses contained in the original EIR/EIS to cover the new preferred project, Alternative D. The SDEIS/EIR also contains an analysis of single event noise impacts on sleep disturbance as well as an expanded analysis of noise impacts on schools. The sleep disturbance and school noise impacts analyses were prepared in response to CEQA litigation on the Oakland International Airport Master Plan commonly known as "Berkeley Jets." The SDEIR/EIS presents Year 2000 noise data for comparison in addition to the Base Year 1996 data.

The comments presented here are ones made specific to the analysis of Alternative D and the sleep and school analyses that are presented in the supplemental EIR/EIS. The comments submitted in 2001 concerning Alternatives A, B and C also apply to Alternative D. Accordingly, we have organized the following review to include all of the comments originally submitted in 2001, as well as the new comments appropriate to Alternative D as described in the SDEIS/EIR.

#### 4.4.1 Restatement of Critical Review Submitted in 2001

It is important to note that the findings of the Draft EIS/EIR include a finding of significant noise impact that cannot be mitigated to a point of insignificance. The issues raised in our analysis do not change this finding of significance. The comments presented here address whether or not the Draft EIS/EIR adequately discloses the extent and magnitude of the impact and whether or not mitigation issues are addressed adequately.

**Determination of Potentially Significant Impacts:** CEQA requires that the Draft EIR identify all impacts that could arise to significant levels and must employ the proper “thresholds of significance” to make that identification. CEQA also requires that the document “challenge” and “update” thresholds that may not be current or protective of the public interest. This notion includes the idea of setting thresholds that will improve the quality of life of residents. As it relates to the impacts identified below, LAWA should seize this opportunity to push the SDEIS/EIR beyond mere minimum standards or code compliance, and assert a more conservative approach to identifying significant impacts. The following identified impacts relate to the use of minimum standards.

CEQA does not mandate, require or endorse a specific decibel standard or noise metric to determine if a project engenders a significant adverse environmental impact with respect to aircraft noise. However, a significant aircraft noise impact is said to have occurred if one or both of the following conditions exist:<sup>30</sup> (a) noise sensitive areas (such as residences, churches, and hospitals) are newly exposed to 65 CNEL or greater; and/or (b) noise sensitive uses in the 65 CNEL contour of a “build” alternative experience an increase of 1.5 CNEL or greater compared with the environmental baseline conditions.

The Airport Noise Compatibility Planning guideline<sup>31</sup> is the primary Federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. It establishes, for most land uses and noise sensitive uses, the standard of < 65 day-night average noise level (DNL or Ldn) as “acceptable,” although it recognizes that local communities may choose to mitigate impacts below the Ldn of 65 dB.

The Federal Interagency Commission of Noise has identified 65 Ldn as the 24-hour day-night average sound level at which most people become highly annoyed by noise. However, FICON has acknowledged that people may and do become highly annoyed by noise levels well below 65 Ldn. Indeed, many commentators and acoustic researchers are seriously questioning the validity of the 65 dB Ldn criteria for planning purposes: research has shown that at this level about 15% of the population remains “highly annoyed” and that the standard is an average sound level, not a measurement of individual sound events that tend to affect people more than average levels.

The SDEIS/EIR should have employed these conservative criteria to allow a survey of a larger area and reveal the true pervasiveness of sound that was not identified in the Draft EIS/EIR. This would be important in the discussion of impacts and mitigation of noise to show that “average” threshold levels were not sufficient to show the chronic and long-term effects within the LAX flight path. It is likely that there will be exacerbated and disproportionate levels of impacts on unincorporated neighborhoods under the flight path approaches to LAX.

<sup>30</sup> California Aircraft Noise Standards, Title 21 of the California Code of Regulations.

<sup>31</sup> Title 14 of the Code of Federal Regulations, Part 150.

**Number of People Impacted by Noise:** There is a significant discrepancy in the number of dwelling units and population impacted between the EIS/EIR baseline year impacts and data published by LAWA. Under California law, the airport must publish a quarterly report that describes the noise impact of the airport. This law has been in effect since the early 1970s and LAWA has published the Quarterly Reports as required. Appendix D of the EIS/EIR states that the base year noise impact is based on data published by LAWA in the 1996 Fourth Quarter Report.<sup>32</sup> Chapter 4, § 4.1.3.1.2 states that the EIS/EIR relies on the Fourth Quarter 1996 operational data but does adjust the EIS/EIR contours to reflect the noise monitoring data that are collected by the airport. The difference between the impacts as defined by the EIS/EIR and the impacts as identified by LAWA in its Quarterly Report is dramatic and significant. The following data compare the number of dwellings and population impacted as defined by LAWA in the 1996 Fourth Quarter Report and as defined in the EIS/EIR for baseline year 1996.

**Table 4**  
**Difference Between Draft EIS/EIR Noise Impact and LAWA 1996 Quarterly Report**

	Dwellings Inside 65 CNEL	Population Inside 65 CNEL
LAWA 1996 Fourth Quarter Report	31,968	85,907
EIS/EIR Table 4.1-2 For 1996	16,900	49,000
<b>Difference</b>	<b>15,068</b>	<b>36,907</b>

The differences shown in Table 4 are not presented, reconciled, or explained in the SDEIS/EIR. The population and dwelling data shown in the LAWA 1996 Quarterly Report are not mentioned in the Supplement to the Draft EIS/EIR even though the Quarterly Report shows noise impacts nearly twice as large as those reported in the SDEIS/EIR. Section 4.1.3.1.2 and Appendix D § 2.2 discuss the LAWA Quarterly Reports and the fact that noise contours in the Quarterly Reports are adjusted to reflect noise monitoring data. Appendix D presents the difference between the noise monitoring results and the EIS/EIR noise model results in the terms of dB CNEL in Table 5. The average difference between the two is presented as an under-prediction in the model of approximately 1.1 dB. Examination of the data shows that the noise monitor sites east of the airport, primarily in Inglewood, consistently show noise levels nearly 3 dB greater than the EIS/EIR noise modeling predicts. While the differences are smaller in other communities, the bulk of the population impacted is in the area where monitors show that the noise model has under-predicted the impact.

LAWA operates a permanent noise monitoring system as required by the California Airport Noise Regulations that has been approved by the State of California Division of Aeronautics. LAWA has been monitoring noise on a continuous basis and submitting Quarterly Reports since the early 1970's and every Quarterly Report includes noise impact data based on noise contours that have been adjusted to match noise monitoring data. Nevertheless, the Draft EIS/EIR relies on a noise computer model output that has not been adjusted to reflect the noise monitoring data even though the noise monitoring data show a consistent 3 dB bias in the east approach corridor to LAX.

<sup>32</sup> Appendix D Section 2.1, Appendix D Section 2.2.

There is no doubt that there is a consistent bias in modeling data in the Inglewood approach corridor; the size of the difference in the Inglewood area compared to the system accuracy is significant. Appendix D, in the paragraph just below Table 6 makes the misleading and inaccurate statement that the SDEIS/EIR noise contours "were generally confirmed by the actual noise measurements." This statement is based on the overall average difference at all sites, and fails to recognize the bias in the Inglewood approach corridor. The Draft EIS/EIR contours under-predict the noise impact as measured by the number of dwellings and population within the 65 CNEL contour by an amount that makes it difficult to establish a credible disclosure statement to the general public.

The SDEIS/EIR does not attempt to examine the reason for the under-prediction of aircraft noise by this noise model. Instead, the SDEIS/EIR rationalizes the lack of contour adjustment by stating, "draft FAA Order 1050.E indicates that measurements should not be used to calibrate noise contours;"<sup>33</sup> the cause of the discrepancy is not identified. The difference may be due to errors in input data to the noise model, not a calibration issue. Failure to adequately account for flight track dispersion could cause the kind of discrepancies the data shows. The model has the capability to report noise levels by aircraft type at each location. Such data should be compared to measurement data for those aircraft and a rational and detailed explanation of the model/measurement differences should be made. At the least, the source of the difference would then be identified (i.e., input data errors, model database differences, or model algorithm shortcomings).

The FAA has a history of being reluctant to adjust noise contours based on measurement data. This policy was based on historical attempts to use short term monitoring data to make adjustments that are not statistically justified. Such a policy is justified, in particular when attempts are made to use a few hours of monitoring data as a basis for moving noise contours. In this case, however, LAWA operates noise-monitoring sites 24 hours a day, measuring every aircraft, and has been doing so for over 20 years. These data do warrant adjustment to the noise contours; either by correcting input errors or modifying model databases (such as noise curves and aircraft profiles). FAA does not prohibit these changes and, in fact, FAA provides a mechanism for user changes to the database. The "INM Users Guide,"<sup>34</sup> contains Appendix B, "FAA Profile Review Checklist." The first paragraph of that appendix contains the following statement,

*"The Office of Environment and Energy (AEE) requires prior written approval for all user changes to the Integrated Noise Model (INM) standard profiles for FAR Part 150 studies. A similar requirement under National Environmental Policy Act (NEPA) will take effect pending FAA Order 1050.1E".*

Following that paragraph is a detailed list of information required for the FAA review of user made changes. It is not known if any attempt was made to seek FAA approval of changes needed to make the model better match measurement data. If there was no attempt, the decision should be explained. This last comment is especially appropriate if input errors have already been eliminated as a possible source of the difference.

**Change in Number of People Impacted by Noise:** The Draft EIS/EIR relies on the noise model to identify relative changes between baseline and future Alternative conditions. The Draft states, "the

<sup>33</sup> Appendix D, Page 17.

<sup>34</sup> For INM Version 6, dated September 1999.

*modeled noise levels associated with environmental baseline conditions will have consistent relative relationships to future noise patterns prepared with the INM.*"<sup>35</sup> This statement, while possibly true for changes in noise level, is not accurate with respect to the area of noise impact, the number of dwelling units, and the population within the noise contours. The implication of the statement quoted above is that the increased number of people identified as impacted will be the same whether or not the noise contours are adjusted to reflect results of noise monitoring. This is not true and fails to reflect that area, dwelling units, and population are second order functions of the size of the contour. The change in the number of people residing inside the 65 CNEL contour will be much larger than reported in the Draft EIS/EIR. The percent change may remain nearly constant, but the absolute magnitude will be larger.

If LAWA does not adjust the Draft EIS/EIR contours to reflect monitoring data then the document should attempt to estimate the correct number of dwellings and people inside the contours by using an adjustment factor based on the differences identified for the baseline conditions. While this is far less satisfactory than adjusting the contours, the impacts identified would be a far better disclosure of the magnitude of the impact than is now included in the document.

**Use of 1996 as Base Year:** There is reason to question the validity of 1996 as the baseline year. Use of the 1996 baseline appears to underestimate the impact of the project (in addition to the contour adjustment issue identified above). To demonstrate this concern, the following table compares 1996, 1999, and Year 2000 noise impacts at LAX:

**Table 5  
LAWA 1996, 1999 and 2000 Quarterly Report Noise Impacts**

	Dwellings Inside 65 CNEL	Population Inside 65 CNEL
1996 Fourth Quarter Report	31,968	85,907
1999 Fourth Quarter Report	26,422	78,026
2000 Fourth Quarter Report	27,312	80,211

The above data show that the use of the 1996 baseline, with its larger impact area, would result in underestimating impacts compared to using 1999 or 2000. The difference in the number of people impacted for the year 1996 and the year 2000 is potentially large enough to change the conclusions as to whether future year contours impact a larger or smaller number of people than baseline conditions. As a result, LAWA should update the noise study to a more current year.

**Project Description/Operational Assumptions:** The noise analysis is a comprehensive analysis that attempts to identify cumulative and single event noise impacts as well as detailed tables of time above specific thresholds. However, in addition to failing to adjust the contours to reflect noise monitoring data, there is substantial uncertainty associated with the future operational assumptions. The operational assumptions are in many cases counterintuitive and lack justification. This makes any analysis of the noise impacts speculative, and potentially under-predicts the impact. The following are examples of areas of concern and point to a need to do a "worst case" analysis in the

<sup>35</sup> Appendix D, Page 17.

event that these assumptions cannot be assured or justified. The following data were taken from the Executive Summary, Pages ES-9 and ES-10.

**Passengers Per Departure:** The baseline passengers per departure are 90.76 while Alternative C assumes 145.09. It is not explained how LAWA expects the project to result in a relocation of short haul operations to some other airport and an increase in average aircraft size. There is no component of Alternative C that results in a nearly 60% increase in passengers per departure. This increase is extraordinarily large given that no part of the project forces commuter or short haul aircraft to move or even includes a design feature that discourages these aircraft. In light of this, the Draft EIS/EIR should contemplate the noise impacts if this assumption proves to be false and commuter and short haul carriers do not move to some other airport. Further, the extent to which the passenger per departure increase is due to increased load factors needs to be addressed and a discussion of whether or not this increase in load factor (expressed as an increase in aircraft weight) was included in the INM input for the future case scenarios needs to be explored.

**Cargo Activity/Cargo Building Space:** The baseline cargo activity is 1.9 million tons of cargo using 1.9 million square feet of space. Alternative C activity is 4.1 million tons using 5 million square feet. The future ratio assumes that new cargo facilities are no more efficient than the old LAX facilities and fails to recognize that modern facilities may handle twice the amount of cargo per square foot. LAWA does not provide the basis for this assumption. The noise analysis should be based on the potential impact of far more cargo traffic than is currently estimated.

**Maximum Airside Capacity:** The Draft EIS/EIR nearly doubles the terminal space but assumes a very modest increase in passengers and operations. This is based on the assumption that future technology will not increase the capacity of existing runways. However, LAWA should also explore the opposite: what would result if improved technology results in increased airside capacity? Given the increase in terminal space, how much air traffic could those terminals handle? LAWA should disclose noise impacts for air traffic estimates based on maximum terminal capacity for the proposed project.

**Peak Hour Operations/Delay:** The All Weather Peak Hour Operations are identified as 150 for the baseline condition and 145 for Alternative C. The All Weather Average Delay is identified as 8.69 minutes while the Alternative C delay is identified as 13.59 minutes. This statement is counterintuitive and, at the very least, challenges the credibility of the aviation forecasts upon which the noise analyses are based. Please explain the basis for these findings.

**Terminal Space/Number of Gates:** Alternative C increases terminal space from 4 to 7.3 msf while gates increase from 165 to 172 (186 to 228 narrow body equivalents). The narrow body equivalent ratio increases from 21,500 sq. ft. per narrow body equivalent gate (baseline) to 32,000 square feet per gate, which is nearly a 50% increase. It appears that the project will have a larger gate capacity than is being reported and, if so, this needs to be accounted for in the noise analysis.

**Regional Issues:** The project is primarily a landside development project (terminals and roads) with no new runways. A major assumption in the document is that some other airport in the region will absorb the unmet aviation demand. The Draft EIS/EIR does not identify which airports will meet this demand or any mechanism to ensure that this assumption is valid. LAWA, as proprietor of multiple airports is lead agency for the EIR and the FAA is a lead agency for the EIS. Both agencies have the ability to commit to or fund airport projects outside of LAX. The document



needs to address the noise issues in the event that future airport capacity is not developed elsewhere in the region. The SDEIS/EIR should include an Alternative that meets aviation demand for the region – either through committing to a regional solution or anticipating additional runways in Alternative C – and discloses the noise impact of that Alternative.

**Health Effects of Noise Technical Report:** Technical Report 14b contains a general discussion of the effects of noise on people. In the last paragraph of §1 the report concludes with the statement, “It is, therefore, assumed that compliance with the compatibility criteria is sufficient to protect human health.” The statement in itself is correct, but is misleading in its implication that LAX complies with the compatibility criteria. The report fails to make a most important conclusion related to health effects of noise: LAX does not comply with the compatibility criteria. Based on this factor, it can then be concluded that noise levels associated with aircraft operations at LAX have adverse health effects on people. This should be addressed in the Technical Report and the DEIS/EIR should identify the health effects associated with high noise levels including the fact that in 1996 over 85,000 people resided in areas that exceeded the compatibility criteria.

**Mitigation of Noise Impacts:** The proposed project includes no noise mitigation recommendations for the proposed project. It should be noted and clearly recognized that LAWA has for many years conducted an ongoing noise mitigation program and has periodically introduced new programs as appropriate. What is not clear is why the proposed project does not address any new noise mitigation programs. Several mitigations are discussed in detail in Appendix D but not recommended for adoption by LAWA. Appendix D includes the following measures that LAWA should consider for inclusion as recommended programs for the proposed project:

- ▶ Shorten the downwind leg approach to reduce the number of overflights to communities well east of the airport.<sup>36</sup>
- ▶ Eliminate early turns over El Segundo.
- ▶ Reevaluate the benefit of restricting outboard runways to arrivals only in terms of number of people and dwellings inside the 65 CNEL contour.

The analysis in Appendix D describes benefits and impacts in only general terms of change in noise level but not in area impacted. Further, the analysis appears to rely on questionable economic data to estimate mitigation costs. Specifically, the analysis assumes that the delay of 2-4 minutes associated with the measure would apply to all flights independent of time of day. It would be more logical to assume that the delay would be longer during peak periods and shorter during off peaks.

An important aspect of the existing LAX noise mitigation program is the preference for west flow departure operations. The project assumptions presented in Appendix D appear to assume some degradation in the amount of time that the airport is in west flow for departures. Figure 10 of Appendix D shows 5.71% of operations in east flow for the proposed project. Table 3 of Appendix D indicates that less than 1% of departures are to the east for baseline conditions. Figure 10 and Table 3 are in different formats, so the above comparison may not be fair; however, the SDEIS/EIR does not provide assurance that the project will not result in an increase in east flow departures.

A final mitigation that should be given consideration is expansion of the sound insulation program to homes within the 60 CNEL contour. Such a program may not qualify for traditional Federal

<sup>36</sup> Exhibit 29 of Appendix D.

funding but there may be an opportunity to use passenger facility charge (PFC) funding for such a program. Because community concerns about the impact of aircraft noise goes so far beyond the boundary of the 65 CNEL contour (particularly when the contour is not adjusted to match noise measurement data), consideration of expanding the program should be given a thorough evaluation in the Draft EIS/EIR. Figure 4.2-5 shows the 1992 65 CNEL contour upon which the insulation program is based. The Draft EIS/EIR should compare this contour with the project 60 CNEL contour and evaluate the cost of expanding the program to include the 60 CNEL contour.

#### **Miscellaneous Noise Comments:**

Data Sources and Assumptions: In §2.1, the third from last sentence, 2<sup>nd</sup> paragraph states, “this EIS/EIR will rely on the results of the Noise Management Bureau’s system in the definition of environmental baseline noise levels (per the 4<sup>th</sup> Quarter 1996 Report).” This statement is categorically wrong and misleading. It implies that the report relies on the calibrated noise contours produced by LAWA. The report relies on uncalibrated noise contours generated by the noise model that are considerably smaller than the contours presented in the 4<sup>th</sup> Quarter 1996 Report.

Environmental Baseline vs. Quarterly Noise Report: Discussion in §2.2 attempts to downplay differences between the Quarterly Report contours and the baseline contours in the SDEIS/EIR. The first paragraph cites a Figure<sup>37</sup> that would help the reader understand that the Draft EIS/EIR baseline is considerably smaller than the Quarterly Report contours, but the figure is missing from the report. The statistical analysis of the noise measurement data and noise model results from Table 6 is completely inadequate and fails to identify the bias in the noise model to under-predict noise levels in the approach corridor over Inglewood. Please address this concern.

Impact on Schools: §3.3 of Technical Report 14b (Health Effects of Noise) has a footnote explaining the 1980 lawsuit settlement with the school district. The analysis appears to assume that because of this settlement there is no impact on schools. Please identify which schools have been insulated, which schools remain to be insulated, and how many more schools will need to be insulated as a result of the project.

Federal Standards: § 4.1.4.1.2 in the last sentence states that the “...FAA has adopted standards and guidance governing airport noise compatibility.” The FAA has only published land use compatibility guidelines and has not adopted noise standards. It is up to the local authorities to adopt noise/land use compatibility standards.

Construction Noise: § 4.1.4.3.1 should reference the City of Los Angeles and the County of Los Angeles Noise Ordinances which contain noise limits and limits on the hours of activity. The County requests that LAWA identify noise limits in the ordinance as a threshold of significance, and provide analyses in accordance with that threshold.

Operations Data: In the discussion on noise patterns,<sup>38</sup> the first bullet point outlines an increase in heavy aircraft and a decrease in small aircraft. There is no explanation as to how Alternative C accomplishes this transition and there are no explicit features of Alternative C that would appear to

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<sup>37</sup> Figure 2.3.

<sup>38</sup> Section 4.1.6.1.2.2, Alternative C, Aircraft Noise Pattern at 2015.

encourage it. If the assumption cannot be justified, the noise analysis should be revised to reflect the trend toward a fleet mix that does not rely on heavy aircraft for achieving the passenger demand.

Construction Scheduling: The City and County of Los Angeles have ordinances that limit the hours of construction activity. § 4.1.8.3, MM-N-9, should reference those ordinances and identify the hours that construction is permitted.

Location Impact Analysis: The last sentence of the last paragraph on Page 87 states that only CNEL and DNL have a regulatory function. This is a very limiting assumption and fails to recognize that for some types of impacts, these metrics may be inadequate. Specifically, FICON identifies these metrics as potentially inadequate for assessing noise impacts on sleep or noise impacts on the classroom environment. FICON recommends use of supplement metrics for analysis of these impacts; the County requests that LAWA use the metrics to analyze these impacts. While the document does present some Sound Exposure Level (SEL) contours and tables of time above data at specific points, the Draft EIS/EIR fails to use these data to assess sleep disturbance or school impacts.

No-Action/No Project Comparisons: The first sentence of § 5.1.3 identifies that 11 grid points will be exposed to increases of 1.5 dB. This comparison of the number of grid points is used throughout the analysis. This type of analysis fails to account for the land use that may occur at the grid points. In effect, the grid points, while regularly spaced, are located on random land uses. It would be more accurate to use INM to construct a different contour that shows all areas exposed to a change of 1.5 dB or more; the County requests that LAWA use this contour to quantify the land use impact. The INM has the ability to construct such a different contour.

Noise Mitigation: The first sentence of §7 identifies the need for mitigation of significant impacts. Since the project is shown to have a significant impact, the County requests that LAWA propose appropriate noise mitigation measures.

Alternative C Figures: Alternative C, Figure 11, does not use flight track dispersion in the noise model; however, LAWA has radar-tracking ability. Please provide a 24-hour period of actual radar tracks as an example of the extent of track dispersion over the affected areas.

Area Wide Flight Paths: Please supplement Alternative C, Figure 17 with one chart for existing conditions so the reader can identify differences. At a minimum, the text should describe how this chart changes paths relative to existing conditions.

Appendix D: Table 7 of Appendix D identifies the forecast year 2005 baseline as 2,107 operations per day and year 2015 as 2,124 operations per day.<sup>39</sup> The Quarterly Report for the 4<sup>th</sup> Quarter of the year 2000 shows that current operation levels are 2,280 operations per day (201,347 quarterly operations). Existing operations are already exceeding the 10 and 20-year projections for the No Action/No Project case. Please revise the noise analyses and comparisons to reflect realistic descriptions of future no project conditions.

Reduced Impact of Approach Overflights: Exhibit 29, Reduced Impact of Approach Overflights, shows (and the accompanying text contains) an analysis of this approach procedure and there

<sup>39</sup> Table 8.

appear to be community benefits to this procedure. Therefore, it is concerning as to why it is not included as a recommended mitigation measure.

#### **4.4.2 New Comments on the Supplemental EIR/EIS for Alternative D**

The following comments are provided based on an analysis of EIR/EIS § 4.1, "Noise," and Appendix S-C1, "Supplemental Aircraft Noise Technical Report:"

**Noise Modeling:** Section 2.1 implies that noise monitoring and flight track system data were used to generate noise contours, but should be revised to state that the noise analysis and noise contours were based entirely on a computer noise model. The noise data presented in the Supplemental EIR/EIS do not use any of the noise data collected by the airports noise monitoring system. The airports noise monitoring and flight track system was used only to obtain operations and runway utilization data. In fact, there is a significant conflict between the noise monitoring data published by the airport and the noise modeling done as part of the EIR/EIS.

**Noise Contour Errors:** § 2.1.7 The noise contours presented in the SDEIR/EIS for the year 2000 are smaller than the noise contours published by the LAWA in its Year 2000 Q4 report. No attempt is made in the SDEIS/EIR to examine the reason for the noise model under-predicting aircraft noise. The Supplemental EIS/EIR rationalizes the lack of contour adjustment by stating, "draft FAA Order 1050.E indicates that measurements should not be used to calibrate noise contours." However, no attempt is made to identify the cause of the discrepancy. The difference could be due to errors in input data to the noise model, not a calibration issue. Failure to adequately account for flight track dispersion could cause the kind of discrepancies the data shows. The model has the capability to report noise levels by aircraft type at each location. LAWA should compare the data to measurement data for those aircraft and offer a rational and detailed explanation of the model/measurement differences. At the least, the source of the difference would then be identified (i.e., input data errors, model database differences, or model algorithm shortcomings).

**Noise Contours Require Adjustment:** The FAA has a history of being reluctant to adjust noise contours based on measurement data. This policy was based on historical attempts to use short term monitoring data to make adjustments that are not statistically justified. Such a policy is justified, in particular when attempts are made to use a few hours of monitoring data to move noise contours; however, in this case LAWA operates noise monitoring sites 24 hours a day, measuring every aircraft and has been doing so for over 20 years. These data do justify adjusting the noise contours either by correcting input errors or modifying model databases, such as noise curves and aircraft profiles. FAA does not prohibit these changes. The FAA provides a mechanism for user changes to the database. The "INM Users Guide"<sup>40</sup>, contains Appendix B, "FAA Profile Review Checklist." The first paragraph of that appendix contains the following statement, "The Office of Environment and Energy (AEE) requires prior written approval for all user changes to the Integrated Noise Model (INM) standard profiles for FAR Part 150 studies. A similar requirement under National Environmental Policy Act (NEPA) will take effect pending FAA Order 1050.1E." Following that paragraph is a detailed list of information required for the FAA review of user made changes. It is not known if any attempt was made to seek FAA approval of changes needed to make the model better match measurement data. If there was no attempt, LAWA should explain the decision—particularly if input errors have already been eliminated as a possible source of the difference.

<sup>40</sup> For INM Version 6, dated September 1999.

**Mitigation Must Reflect Validated Contours:** The Supplemental EIR/EIS should explicitly show the difference in noise contour location and the number of dwellings and population for the Year 2000 noise contours contained in the Quarterly Report published by LAWA and the Year 2000 noise contours contained in the Supplemental EIR/EIS. The Supplemental EIR/EIS further rationalizes the use of the noise modeling information in spite of the differences to the measurement data by stating that future measured contours will be used to adjust mitigation area. If noise mitigation programs will be based on noise measurement validated noise contours, then the mitigation measures should include a specific commitment to use such validated contours.

**Assumptions Concerning Future Noise Contours lack Validation:** The supplemental EIR/EIS further states in § 2.1.7 of S-C1 that using the smaller computer generated contour will result in showing greater noise impacts. This latter statement is based on the erroneous assumption that the noise contours presented for future conditions are accurate and that the noise contours for 1996, 2000 and the future no project case are underestimated. On what basis does the Supplemental EIR/EIS conclude that the future noise contours are more correct than the existing noise contours when the same model and methodology are used for each?

**Inadequate Number of Flight Tracks for Modeling:** Footnote 3 of § 2.1.3 states that the 74 flight tracks were adequate to produce an adequate noise model input. What data did LAWA use to draw this conclusion? Why did LAWA not complete a sensitivity analysis to determine if the discrepancy between measured noise data and modeled result differences was due to inaccurate or insufficient number of flight tracks used in the INM model? In particular, why weren't additional flight tracks used to simulate track dispersion for aircraft approaches? In the absence of supporting data, footnote 3 is misleading and should be eliminated.

**Table S11 is Mislabeled:** The title of this table indicates it is a comparison of single event noise. It is in fact a table of runway utilization data during runway construction. Please revise the title to Table S11 accordingly.

**Sleep Disturbance Data Require Clarification:** In § 6.1.1, the threshold of significance for sleep disturbance is based on the 94 SEL contour which represents a 10% awakening rate for noise events that occur at least once every 10 days. The number of awakenings presented in the data tables is not the total number of people awakened but the number awakened within the 94 SEL contour. In fact, at lower noise levels there is still sleep disturbance, albeit at a lower rate. For example, the FICAN curve shows that for an interior noise level of 45 SEL (58 SEL exterior noise level with windows open) about 1% of the population will be awakened. The awakening rate of 1% is quite low, but when applied to a large population such as that located in a 58 SEL contour, would produce a large number of people awakened. The Supplemental EIR/EIS should make it clear that the sleep disturbance data presented are not total awakenings, but awakenings within a specific contour. The methodology used in the EIR/EIS allows the comparison of alternatives within a contour that can be practically estimated and appears to be a fair basis for comparison.

**Sleep Disturbance Flight Tracks Must be Identified:** Analysis of single event for sleep disturbance does not make it clear whether or not the analysis relied on the same flight tracks as used for developing the CNEL model. Did LAWA use the same flight tracks? If so, then the sleep analysis fails to account for flight track dispersion, and given that the significance threshold is based on an event that occurs at least once every 10 days, the results are misleading. If flight track dispersion is not included in the analysis then the County requests that LAWA describe the results

as comparing the number of awakenings within a specific SEL contour for aircraft flown on the nominal flight tracks and aircraft flight deviations that occur on other tracks would cause further awakenings.

**Sound Insulation Eligibility:** §6.1.3 adds an important criterion to the eligibility program for sound insulation. The sound insulation area is now based on ANMP CNEL contours and this section adds the SEL contour map. Is this a proposed formal policy that is clearly stated in the mitigation measures (including the requirement that the location of the 94 SEL contour be verified by measurements)? Has the cost of insulating the additional homes been included in the reported costs for the Master Plan improvements? If single event contours are underestimated relative to measured noise as is the case with the CNEL contours, how would this affect the study results? How many more homes and schools would be impacted if the SEL noise is underestimated by the same amount that the CNEL contours are underestimated (as measured by comparing baseline model results to baseline year measurement results)?

**Lennox Preschool Mitigation Required:** The Lennox School District operates a preschool at 10417 Felton. The site of this school is affected by both aircraft noise and roadway noise. The SDEIR/EIS addresses only aircraft noise at this site and does not address roadway noise. How does the combined noise from aircraft and motor vehicles affect impact this school? Further, how would roadway improvements in the vicinity of this site affect roadway noise levels and what would be the corresponding impact on the school? The SDEIR/EIS identifies a significant impact for Alternative B, but fails to address noise level changes that may result from roadway improvements that will occur with other alternatives. Similarly, in §6.2.3 the statements on school mitigation contain no commitment to mitigate identified impacts, only a commitment to study further. The County requests affirmative commitment from LAWA for the full mitigation of noise impacts at all affected schools in the project area.

**Soundproofing Homes to Reduce Noise Impacts:** LAWA has outlined a number of important noise attenuation goals in Mitigation Measures MM-LU-1, MM-LU-2, MM-LU-3 and MM-LU-4. However, it is not clear how or when or even if the goals would be achieved because many of the implementation components lack definition. We are particularly concerned about the following:

**MM-LU-1: Implement Revised Aircraft Noise Mitigation Program.**

- ▶ Under the measure calling for 'Accelerated rate of land use mitigation to eliminate noise impact areas in the most timely and efficient manner possible,' LAWA calls for "*Increased annual funding by LAWA for land use mitigation.*" Please specify an annual dollar amount for which LAWA is willing to make a commitment.
- ▶ Under the same measure, LAWA calls for "*Reevaluating requirement for granting of aviation easements with sound insulation mitigation.*" Please specify the performance criteria that LAWA would use in this reevaluation. Under what conditions would LAWA waive the requirement for granting of aviation easements with sound insulation?
- ▶ Under the same measure, LAWA calls for "*Reduction or elimination, to the extent feasible, of structural and building code compliance constraints to mitigation of sub-standard housing.*" Please define the criteria that would justify a reduction of code compliance constraints, and the criteria that would justify the elimination of code compliance constraints. Please also estimate the proportion of currently code-constrained units that would become eligible with application of these criteria, including a specific estimate for the community of Lennox.

MM-LU-2: Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program:

- ▶ Although this measure adds a large number of homes to the insulation program, none of the additional units is located on unincorporated land even though many impacted homes are in Los Angeles County jurisdiction: please explain why this mitigation omits County homes.
- ▶ MM-LU-2 includes the following commitment, "*actual adjustments to the ANMP contour would be based on periodic reevaluation of the 94 dBA SEL noise contour by LAWA.*" The statement implies, but does not actually state that measurements will be used to make the actual adjustments. Please incorporate the word 'measurements' into this commitment.

MM-LU-3: Conduct Study of the Relationship Between Aircraft Noise Levels and Ability of Children to Learn. This measure commits LAWA to a program to reevaluate the single event threshold for schools and using results to select "*an acceptable replacement threshold of significance for classroom disruption.*" What group or groups will provide peer review of these studies and judge the acceptability of proposed significance thresholds?

MM-LU-4: Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise. Please see the comment above concerning a key aspect of this mitigation measure calling for "*acceptance of results by peer review of industry experts.*" Again, the measure does not indicate which agencies will be involved in the selection of the industry experts for the peer review. Please indicate whether and which of the affected cities, county, and school districts will have a role in selecting the experts for the peer review.

#### 4.5 AIR QUALITY ASSESSMENT

##### 4.5.1 Review of Ambient Air Quality Data used in the 2001 Draft EIS/EIR

Ambient air quality data were used for two purposes in the 2001 study. One purpose was to define baseline conditions and the other was to estimate background concentrations. Baseline conditions in this case were defined as the maximum air quality concentrations in the vicinity of the airport for existing conditions (an approximate 1996-98 timeframe). Background concentrations, on the other hand, were defined as the concentrations present in the absence of nearby sources. In other words, the concentrations due to multiple small sources and distant large sources were not directly accounted for in the air quality impact assessment. Estimates of background concentrations were used in the analysis to add to the concentration estimates generated by computer dispersion models for the airport and other nearby sources to arrive at estimates of total ambient concentrations.

Data from two air quality monitoring stations were used to characterize both baseline and background ambient air quality conditions. One station was located onsite and immediately to the east of the airport runways in the South Airfield Complex. LAWA operated this station for approximately 7.5 months, from August 1997 until March 1998, and measured carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>) and particulate matter (PM<sub>10</sub>). The other station was located approximately 0.6 mile south of LAX. This station, located in Hawthorne and designated as Station No. 094, was operated by the South Coast Air Quality Management District (SCAQMD) and measured ozone (O<sub>3</sub>), lead (Pb), sulfates, CO, NO<sub>2</sub>, SO<sub>2</sub> and PM<sub>10</sub>.

The 2001 Draft EIS/EIR did not provide any justification for the location of the onsite ambient air quality monitoring station or any information concerning the primary purpose of the station. Typically, a monitoring station will be located and operated to either measure background concentrations or maximum source impact. Given the location of the station with respect to the prevailing wind direction and the airport runways, the station appears to be situated near the likely maximum source impact area. Data from the station are used to describe "Environmental Baseline" conditions, which apparently refers to maximum source impact for existing conditions. In most cases, computer modeling would be used to identify the locations of maximum concentrations for baseline conditions, and then one or more monitoring stations would be positioned at these locations. If the onsite monitoring station was not positioned at the expected location of maximum concentration, then it is possible that concentrations higher than those reported at the station occurred in the area.

The 2001 DEIS/EIR did not discuss this, but maximum concentrations from the nearby SCAQMD station are comparable to the concentrations reported onsite by LAWA for the same timeframe. This suggests either that maximum concentrations do not vary significantly in the area or that both stations are similarly affected by nearby sources. The document shows that the maximum concentrations from the onsite monitoring station actually occurred when the station was upwind of the airport.<sup>41</sup> Thus, the maximum 1-hour CO concentration shown as the Environmental Baseline value in Table 4.6-11 was apparently due to other sources in the area and not the airport. This needs to be rectified.

LAWA needs to explain the basis for siting of the onsite ambient air quality monitoring station. If it was located at or near the expected location of maximum concentration (for all pollutants), please explain how this location was selected. It is also unclear whether data from the onsite monitoring station characterized true maximum baseline concentrations in the area or only the maximum concentrations at the monitoring site location. If the data did not characterize the maximum concentrations, please identify them. Finally, the Environmental Baseline concentrations shown in the 2001 DEIS/EIR Table 4.6-11 need to identify whether they represented maximum impacts from the airport emissions or if they are due to other sources in the area.

#### **4.5.2 Review of Ambient Air Quality Data used in the 2003 Supplement to the Draft EIS/EIR**

Additional baseline data is provided in the Supplement to the Draft EIS/EIR. Baseline data are taken to include background plus contributions from airport and non-airport sources. This additional baseline data includes measurements by the SCAQMD for the period 1998 through 2000 at a nearby monitoring station. Previously, baseline data were reported for 1996 through 1998 at the same SCAQMD station and also for on-site measurements collected during 1997-98. These data are presented together in Table S4-6.5, so presumably they are reasonably comparable.

Together, these two data sets comprise approximately five years of data. No discussion of the comparison of the two data sets is provided in the Supplement DEIS, but one obvious thing to look for is data trending. In comparing the data reported in Table S4.6-5, it appears that there has been little change or a slight increase in air pollution levels during the five-year period. Elsewhere in the Supplement to the DEIS/EIR future background concentrations of air pollutants are assumed to decrease substantially over time. Although it is possible that future area-wide emission reductions

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<sup>41</sup> Technical Report 4, Attachment Y.



will be greater than achieved during this five-year period, the ambient monitoring data do not appear to support a significant reduction in background concentrations during the next several years. Most of the comments and questions offered previously regarding ambient air quality data are still relevant and applicable.

#### Suggested Questions / Comments for LAWA

- ▶ The trends in baseline ambient air quality data given in Table S4.6-5 do not support the substantial decrease in background concentrations that are assumed to occur in future years. Can LAWA explain this and can the forecast reductions in future background air pollution levels be relied upon?

#### **4.5.3 Review of Emission Data used in the 2003 Supplement**

Baseline emissions data are given in Tables S4.6-6 and S4.6-7 for 1996 and 2000 on-airport emissions sources, respectively. The 1996 data have been updated while the 2000 estimates are new in the Supplemental DEIS. It is worth noting that the estimates for 1996 given in the Supplemental DEIS are all higher than the values given in the DEIS, and in the case of VOC and sulfur dioxide, the increases are very substantial. Compared to the original estimates given in the DEIS, the estimated emissions of VOC and sulfur dioxide are more than two times higher. The revised emission estimates for future scenarios have also increased compared to the original estimates given in the DEIS. Again, this is particularly so for VOC and sulfur dioxide which are now two to three times higher than the previous estimates.

#### Suggested Questions / Comments for LAWA

- ▶ The estimated emissions for on-airport sources given in the SDEIS/EIR have changed substantially from the estimates given in 2001. Can the estimated emissions for on-airport sources given in the Supplemental DEIS be relied upon to be reasonably accurate?

#### **4.5.4 Review of Meteorological Data used in the 2003 SDEIS/EIR**

The Supplemental DEIS indicates that the revised analyses were performed using upper air data from a location near San Diego.

#### Suggested Questions / Comments for LAWA

- ▶ Is the upper air data from the San Diego Miramar Weather Service Contract Meteorological Observatory representative of the LAX area?
- ▶ Other comments offered previously concerning the use of 10-m onsite wind data for modeling off site impacts are still applicable.

#### 4.5.5 Appropriateness of the Analysis Methodology

**General Approach:** As commented in the previous review, the Supplemental DEIS includes the results of computer modeling for future scenarios only. No analysis of the existing/baseline situation is provided, which could provide a benchmark of how well the models were performing.

##### Suggested Questions / Comments for LAWA

- ▶ Why did LAWA not model the existing/baseline situation and compare the results to existing ambient air quality monitoring data to get a benchmark of how well the models were performing?

**Aircraft Operations:** The comments and questions provided previously appear to remain applicable. Perhaps the most important of these is that it remains unclear how aircraft queuing was estimated, which is critical to the accuracy of the analysis. Also, it is not clear whether the reduced airport capacity during IFR conditions has been considered in the evaluation of worst-case air quality conditions.

The Supplement to the DEIS indicates that an updated version (Version 4.11) of the EDMS model has been used to evaluate Alternative D impacts. In so doing, the version used for the previous assessments (Version 3.2) was applied to Alternative D, and a ratio of the resulting estimated emissions for the two versions was computed for each air pollutant. These ratios were then used to estimate impacts for the other alternatives based on the results originally obtained with the older version of EDMS.

The EDMS model performs two major functions for airport sources. It estimates emissions and it calculates atmospheric dispersion. In updating the EDMS model, changes were made to both sections of the model. Hence, simply 'ratioing' the previous results based on the old and new emission estimates will not account for any changes in the dispersion algorithms. Thus, use of the developed ratios to update the previous results may not be appropriate.

##### Suggested Questions / Comments for LAWA

- ▶ How was aircraft queuing estimated? Is this critical to the air quality impact analysis?
- ▶ Did LAWA consider IFR conditions in evaluating air quality impacts and the effect this could have on reduced runway capacity and increased aircraft queuing?
- ▶ Did the 'ratioing' technique that was used to update the previous air quality impact analyses generated by EDMS account for all changes in the model or does it only account for changes in the emission algorithms?

**Off-Airport Motor Vehicles:** In the previous review, it was commented that use of wind data from a height of 10-m at the airport may not be representative of winds at off-airport intersections and that using only four receptors at each intersection may also result in underestimated maximum concentrations. These comments appear to remain applicable for the Supplemental DEIS.

#### **4.5.6 Accuracy of the Analysis**

The accuracy of the air quality analyses will depend to a large extent on the computer models used and the input data for the models. Presumably, the use of the updated EDMS model for the airport sources has resulted in improved accuracy for Alternative D compared to the previous analyses. Simple ratios were developed and applied to the previous analyses in an attempt to update the results for the other alternatives. If the ratios are based on the old and new emission estimates only, which appears to be the case, it is doubtful if the predicted concentrations for the other alternatives will be very accurate. This is because the new version of the model includes changes to both the emissions and the dispersion algorithms, and the 'ratioing' of predicted concentrations based on the emission ratios would account for changes to the emission components only. Some of the resulting concentration estimates for the other with-project alternatives given in Table S4.6-12 are considerably higher than those for Alternative D. It is conceivable that a complete assessment of these other alternatives with the new version of EDMS might yield different results.

As commented before, the accuracy of the predicted impacts from the airport sources will depend to a large extent on the aircraft queuing estimates and the estimated airport runway capacity, especially during IFR conditions. It is not clear from the analysis how these issues were addressed.

The unmitigated off-airport impacts for carbon monoxide given in Table S4.6-13 appear unreasonably low. Presumably, traffic approach volumes at many of these intersections are at least several hundred vehicles per hour and perhaps several thousand during peak hours. Yet, the predicted maximum concentrations are only marginally higher (and in some cases even equal to) the estimated background concentration. Assuming that the background concentration estimates are accurate, then maximum concentrations near congested roadway intersections could be expected to be substantially higher.

The accuracy of the predicted maximum concentrations at both on- and off-airport locations depends to some extent on the validity of the assumed substantial decrease in background concentrations of some air pollutants over the next several years. If the projected decrease in background concentrations turns out to be too optimistic, the projected maximum concentrations will likely be too low.

#### **4.5.7 Gaps in the Analysis**

The lack of an analysis of existing conditions using the same computer models and methodologies that were used to evaluate future scenarios continues to be a shortcoming. Without doing this, it is difficult to judge the accuracy of the predicted future conditions. Further, the 'ratioing' technique that was used to update the analyses of airport sources for Alternatives A, B and C and for the no-project case makes it difficult to fairly compare the alternatives.

#### **4.5.8 Appropriateness and Adequacy of Mitigation Measures**

Tables S4.6-6 and S4.6-7 provide emission estimates by source category for on-airport sources for the years 1996 (baseline) and 2000. Emission estimates are provided later in Table S4.6-9 for future years and project alternatives, but these estimates are not given by source category. Only the totals for the various air pollutants are shown. In Tables S4.6-14 and S4.6-16, it indicates that NO<sub>x</sub> and SO<sub>2</sub> emissions from on-airport sources will be significant. In developing a mitigation plan to

address this, it would be very useful to know what the major sources of on-airport NO<sub>x</sub> and SO<sub>2</sub> are so that mitigation measures could be focused where they will be the most effective. Tables S4.6-6 and S4.6-7 indicate that aircraft emit a substantial portion of the NO<sub>x</sub> and SO<sub>2</sub> emissions for the baseline and year 2000 cases. Thus, it seems probable that this will be true for the future scenarios, too. Table S4.6-18 provides a long list of proposed mitigation measures, but none of these involve measures to reduce aircraft emissions.

#### **4.6 LAND USE ASSESSMENT (Transportation)**

Information within the 2003 Supplemental Draft EIS/EIR on each of the project build alternatives relating to consistency with the 2002 Regional Transportation Plan (RTP) and Regional Aviation Plan (RAP) are too vague to draw meaningful conclusions. Of the four build alternatives in the LAX Master Plan, only Alternative D has any discussion of consistency with the current RAP and this discussion is contradictory. As an example, the 2003 Supplemental Draft EIS/EIR in discussing compatibility with the SCAG Regional Comprehensive Plan and Guide states that: *"Under Alternative D additional job opportunities, infrastructure growth, and indirect housing demand would occur."* However, in discussing compatibility with the SCAG RAP it states that: *"Under Alternative D, the LAX Master Plan would be consistent with the policy of the Regional Aviation Plan, which calls for no expansion of LAX."*<sup>42</sup>

How is it possible that infrastructure growth would occur at LAX without expansion of LAX? The fact of the matter is that massive infrastructure expansion would occur under Alternative "D". The result of the infrastructure expansion provides 153 fully functional, high capacity gates and does not remove concrete areas that can be used for aircraft parking. By parking aircraft, Alternative "D" can function as though it has over 200 gates and the capacity of LAX is greatly expanded. As such, Alternative "D" is incompatible with the SCAG RAP.

Revisions to the LAX Master Plan EIS/EIR need to be made that discuss compatibility of the build alternatives to the SCAG RTP and RAP including a discussion of either how Alternative "D" can be made compatible to the current RAP, or explain why it is not feasible for Alternative "D" to be made compatible. Without these discussions, meaningful analysis of this issue is not possible.

##### **4.6.1 Master Plan Commitments Lack Substance**

The referenced Neighborhood Compatibility Program<sup>43</sup> is vague. The details and "teeth" of this commitment must be clarified in order to allow an assessment of its value. The Program should be linked to the Mitigation Monitoring Program, including identification of a formal role for neighborhood review in the formulation and monitoring of specific development plans at the airport/neighborhood interface.

##### **4.6.2 Other Land Use Inconsistencies**

Discussion on Page 4-189 of the 2001 Draft EIS/EIR asserts that Master Plan Commitments LI-1 and DA-2 will reduce land use impacts of the Ring Road on the apartments on Morley Road to less than significant levels; however, these measures are not described in the 2001 Draft EIS/EIR or

<sup>42</sup> 2003 Supplemental Draft EIS/EIR, Section 4.2.6.5, page 4-169

<sup>43</sup> 2001 Draft EIS/EIR, Section 4.2.5, Page 4-116.

2003 Supplemental Draft EIS/EIR, but only referenced. In fact, throughout the 2001 Draft EIS/EIR text §§-1 through 7, references are made to impacts and mitigation measures described in Appendix K, without any explanation or summary describing such impacts and mitigation measures. The 2003 Supplemental Draft EIS/EIR also provides no discussion of this issue. Since the LAX Expressway and State Route 1 (SR 1) improvements are integral features of the build Alternatives A through C, the 2003 Supplemental Draft EIS/EIR should be revised to incorporate this information in the body of the text.

The 2003 Supplemental Draft EIS/EIR presents additional analysis of single event noise levels as mandated by a recent court ruling by the California Court of Appeal (*Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners*, (2001) 91 Cal. App. 4<sup>th</sup> 1344.). It is commendable that LAWA chose to include this evaluation so critically important in assessing impacts to land uses surrounding airports. Of particular concern are single event noise levels as they relate to school disruptions. However, inconsistencies again appear in this evaluation: Table S4.2-2 in the Land Use Section shows that 29 schools would be affected by single event noise levels, whereas Table S4.1-2 in the Noise Section shows that 50 schools would be affected by single event noise levels. These inconsistencies need to be reconciled.

#### **4.6.3 The Land Use Assurance Letter should be Disclosed**

The contents of the Land Use Assurance Letter<sup>44</sup> should be summarized in the text and the document should describe how conflicts would be avoided. This discussion emphasizes noise compatibility considerations and minimizes the combined effects of noise, safety, air quality, lighting, and aesthetics. After acknowledging that land use compatibility is a function of these types of combined effects, very little discussion of combined effects is included in the 2001 Draft EIS/EIR or the 2003 Supplemental Draft EIS/EIR. Please identify properties that are subject to such combined effects.

#### **4.6.4 Key Mitigation Measures may Not be Implemented**

Substantial reliance is placed on Mitigation Measure MM-LU-1 "Implement Revised Aircraft Noise Mitigation Program." This measure is broad in scope, and depends upon the cooperation and funding of agencies outside of LAWA. Consequently, there is no assurance that LAWA will be able to implement this measure in a timely manner. Moreover, LAWA does not have an outstanding track record, as a number of commitments to properties already included within the current boundaries of the ANMP have not been fulfilled. A discussion of unmet commitments from prior actions should be provided along with an evaluation of the impacts that would result if LAWA were unable to fulfill the new commitments described in the 2001 Draft EIS/EIR and 2003 Supplemental Draft EIS/EIR.

Mitigation Measures MM-LU-3 and MM-LU-4 dealing with single event noise levels disrupting school sessions are of particular concern. Mitigation Measure MM-LU-3 commits LAWA to conduct a study of the relationship between aircraft noise levels and the ability of children to learn that in essence allows single event noise levels to continue and monitors the effects of these impacts on schoolchildren in the affected classrooms. As stated earlier, this approach may harm the

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<sup>44</sup> 2001 Draft EIS/EIR, Appendix E.

children. A more responsible and conservative approach is needed that does not have the potential to do additional harm. Mitigation Measure MM-LU-4 states that:

*"Upon completion of the study required by Mitigation Measure MM-LU-3 and acceptance of its results by peer review of industry experts, any schools found to exceed a newly established threshold of significance for classroom disruption shall be incorporated into the ANMP administered by LAWA. Based on the Master Plan alternative that is ultimately approved and thresholds set forth in § 4.1, Noise, that address single overflight event noise and the ability of children to learn in the classroom, and subject to modification based on the study required by MM-LU-3 those schools listed . . . may be eligible for sound insulation."*

Although the mitigation reads as though it is addressing the problem, it does not commit LAWA to any definable actions that would reduce impacts other than a vague reference that schools may be eligible for sound insulation. LAWA must describe mitigation measures in enough detail to commit the lead agency to an action that reduces the impact. Further, mitigation measures must be defined in enough detail to analyze the potential environmental impacts that may result from the implementation of the mitigation measure.

## **4.7 SOCIOECONOMIC ASSESSMENT**

### **4.7.1 Productivity Variables are based on Flawed Assumptions**

The 2001 assessment of Employment and Socioeconomic Impacts (and therefore the Growth Inducement Analysis as well) was substantially flawed by assumptions made at the outset of the analysis concerning productivity gains. This conclusion is directed largely at the assumption made in 2001 that productivity gains would be the same for all of the build Alternatives. In fact, productivity rates are variable over time and highly sensitive to changes in the economy's overall rate of growth. These cycles are evident in statistics over the past 50 years, which show national annual productivity growth in the range of 2.8% from 1948-1973, compared with 1.2% during the economic slowdown of 1992-1995.<sup>45</sup> When Gross Domestic Product growth is decelerating, productivity slows. Given the repeated emphasis throughout the 2001 Draft and 2003 Supplement to the Draft EIS/EIR that failure to pursue the expansion project would have a negative ripple effect throughout the southern California economy, it would have been more logical to link the No Project Alternative with productivity gains lower than those associated with the build Alternatives. Similarly, to the extent that Alternative D resembles the No Project Alternative it too would be associated with productivity gains lower than those associated with the remaining build. Accordingly, the SDEIS/EIR should reassess Employment and Socioeconomic impacts for Alternative D and the No Project Alternative using a lower estimate of productivity gains.

### **4.7.2 Productivity Forecasts Require Further Justification**

The Socioeconomic Technical Report (provided only in the 2001 Draft EIS/EIR) made note of the labor-intensive nature of many service industries, and identified the tendency toward stable or reduced productivity (and resulting job growth per unit of service) in hotels, restaurants, and numerous high-end personal, household and business services.<sup>46</sup> At the same time, assumptions in

<sup>45</sup> Alejandro Bodipo-Memba, "U.S. Productivity Surged During 1998, Hinting at Escape from 25-Year Slump," Wall Street Journal, February 10, 1999.

<sup>46</sup> Section 3.2.3.

the Draft and 2003 Supplement to the Draft regarding the No Project Alternative show passenger volumes increasing from 71.2 MAP in 2005 and 78.7 MAP in 2015 (about a 10% gain). The Technical Report noted that the services and tourism/entertainment sectors showed the most substantial employment gains between 1972-1992 and again between 1992-1997.<sup>47</sup> Finally, the Report allocated substantial passenger spending on these services, particularly for hotels and dining facilities, through the 2015 horizon.

In combination, these facts would point to positive employment gains in at least those sectors for which productivity is forecast to slow – eating and drinking establishments, hotels, and amusement and recreation facilities at a minimum. Nevertheless, and in apparent contradiction of its own assessment, the Socioeconomic Technical Report forecast losses in direct LAX-related employment for both sectors between 2005 and 2015 under the No Project Alternative. Eating and drinking establishments were forecast to sustain job losses on the order of 1,725 (a 4% drop); hotels were forecast to sustain job losses on the order of 3,467 (a 7.5% drop); and amusement/recreation facilities were forecast to sustain losses on the order of 4,514 (a 14.8% drop).

An explanation is needed to justify the Technical Report forecasts of job losses that conflict with the discussion of anticipated productivity trends for hotels, restaurants, and services. Job growth in the specified service sectors should be projected.

#### **4.7.3 Definition of the No Project Alternative is Artificially Narrow**

The artificially narrow definition of the No Project Analysis weakens the analyses contained in the Socioeconomic Technical Report. As discussed previously, the 2001 Draft EIS/EIR and the 2003 Supplement both assume that under the No Project Alternative there would be no new improvements at LAX beyond those now underway, planned, or programmed. Both CEQA and NEPA favor “worst case” assessment. In this light, it would be more reasonable and informative to anticipate that LAWA would pursue a wide range of additional improvements that would in turn boost direct and indirect employment and spending, with far different socioeconomic impacts than indicated in Technical Report estimates for the No Project Alternative. The analysis of Employment and Socioeconomic impacts should be revised to incorporate the expanded assessment of actions that may in the future be taken by LAWA in the event the project is not approved and the outcomes that could reasonably be expected to result from such actions should be addressed.

The 2003 discussion of socioeconomic effects associated with Alternative D repeats a form of the unsupportable syllogism described in § 3.3.2. In the current section, Alternative D is concluded to have beneficial socioeconomic effects, Alternative D is described as substantially the same as No Action, and No Action is found to have adverse socioeconomic effects. In fact, an increase in construction jobs is the only socioeconomic difference between No Project and Alternative D that is acknowledged in the Supplement to the Draft EIS. Again, we believe that the inconsistency is due to misrepresentation in the description of alternatives – particularly Alternative D and the No Project Alternative.

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<sup>47</sup> Section 4.1.1.

#### **4.7.4 Distribution of Passenger Spending Requires Explanation**

In estimating the distribution of passenger spending, §3.4.3.1 of Technical Report 5 indicated that it was assumed that LAX would represent the sole source for international traffic, based on historical data for the years 1985-1994. Additionally, the Section noted that:

*“As a working assumption, it was assumed that there was no connecting traffic at any of the other 4 major airports in the region...the single exception to this rule results from the fact that Ontario ‘International’ Airport did serve an estimated 50,000 international passengers during late 1993 and early 1994.”*

It is unclear how the “working assumption” and exception were applied in estimating future contributions under the 2005 and 2015 scenarios. Did the analysis treat the 50,000 international passengers as a one-time event, or did it assume that Ontario would continue to serve 50,000 international passengers (per year) through 2015? In either case, the document should have explored the factors that allowed Ontario to successfully enter this competitive market, with the goal of assessing Ontario’s ability to accept future unmet need in the region as a whole. This analysis would have been especially relevant to the socioeconomic analyses of the No Project Alternative, and may have resulted in far different conclusions. If the Socioeconomic Technical Report did base its 2005 and 2015 No Project Alternative scenarios on the assumption that Ontario would serve 0 or 50,000 international passengers (but no more), the analysis should provide a more detailed assessment of the potential role of Ontario in meeting international travel demand.

In general, and although the Technical Report promised such an assessment, the Socioeconomic Technical Report did not make any substantive effort to determine the degree to which the No Project Alternative might result in a redistribution of air services and associated economic activity to other airports in the region. As it stands, the analysis shines a very bright light on variables influencing the LAX growth scenarios, but does little to apply its powerful tools on the potential future role of other facilities in the region. This approach shortchanges the No Project Alternative. It also shortchanges the newly-proposed and preferred Alternative D. As noted above, the only socioeconomic difference between ‘No Project’ and Alternative D, according to the SDEIS/EIR, is construction employment. If true, then Alternative D would also be similar to No Project in its potential to redistribute non-construction air services and economic activity to other airports in the region. LAWA should expand the Supplement to the Draft EIS/EIR to take a closer look at this issue, considering the amount and type of activity that could reasonably be expected to shift within region, and the direct and indirect economic effects that might result.

#### **4.7.5 Distribution of Regional Spending Requires Explanation**

§3.4.3.1 of the 2001 Draft EIS/EIR noted,<sup>48</sup>

*“Parking costs are the only local impacts attributed to Resident passengers in the current analysis...[and to] the extent that such passengers spend money at restaurant and retail establishments during the time they spend in one of the region’s airports, this analysis may, to a small degree, have underestimated the impacts of Resident passengers.”*

<sup>48</sup> In Footnote 32.



The analysis also discounted resident expenditures on transportation to and from the airport:

*"To the extent that such transportation is provided by a private taxicab, limousine or shuttle service will cause some additional impacts on the local economy. This does not apply to connecting and visitor passengers, for whom these impacts have been measured."*

On the surface, these assumptions would be expected to impact regional spending estimates in a neutral manner, because it is applied to all airports in the region. However, since the analysis: (1) assumed that facilities other than LAX will be essentially limited to resident passengers; (2) discounted the retail, restaurant and travel expenditures of these passengers; and (3) measured such expenditures for connecting and visitor passengers, the net effect is to disproportionately minimize the regional spending contributions of airports other than LAX. Once again, the assumptions would cast an artificially unfavorable light on the No Project Alternative (though not, apparently, on Alternative D, though it is presented as equivalent apart from construction impacts).

#### **4.8 REGIONAL TRANSPORTATION**

All of the alternatives, including the No Action Alternative, call for a 41% increase in passenger activity and a 60% increase in air cargo at LAX. Passenger volume would increase from 56 MAP to 79 MAP, and air cargo would increase from 1.95 million tons to 3.2 million tons in only 12 years. Those amounts are greater than 95% of all other national airports and are greater than all the other Los Angeles regional airports combined!

If indeed the LAX Master Plan aims to promote meaningful growth at other regional airports, then realistic growth control measures must be included. The inland airports have abundant capacity and are crying for air service, and the LAX Master Plan must include measures that lead to region wide cooperation to move air service to those areas. The City of Los Angeles has refused to participate in activities of the Southern California Regional Airport Authority, which has generated several proposals to promote such efforts. Without active measures to move air traffic to other airports, the Master Plan serves only to create another incremental step in the unabated growth of LAX. We understand that LAWA has recently hired a consultant to market Ontario International Airport,<sup>49</sup> and would request that LAWA outline the goals of that marketing plan.

#### **4.9 BIOLOGICAL RESOURCES**

##### **4.9.1 Review of Baseline Conditions**

The SDEIS/EIR identifies eight distinctive biotic communities without clearly distinguishing among the following: naturally occurring communities; man-influenced/modified natural communities; man-created biotic situations; or areas under complete development, which no longer have biotic value for sensitive plant and animal species. The acreages of biotic habitats were rates in terms of value for sensitive species, and compared with marginal habitats, non-native habitats, and areas that are developed and no longer supporting habitats. The review indicated that the airport is largely developed, with open areas that are highly disturbed and offers little or no viable

<sup>49</sup> Press Enterprise Newspaper, "Still awaiting takeoff," September 21, 2003.

habitat for sensitive plant and animal species. The Los Angeles/El Segundo Dunes and, to a lesser extent, the non-restructured dunes north of this area stand out as the only areas having high biological value that merits recognition and a conservation effort by LAWA. It is therefore recommended that the Master Plan include a "conservation element" dictating how the Los Angeles/El Segundo Dunes will be managed. This goes beyond the requirements to manage the Habitat Restoration Area for the El Segundo Blue Butterfly.

#### **4.9.2 Review of Mitigation Measures**

Several mitigation measures are listed in § 4.10.8 that would, if successful, reduce potential impacts to sensitive biological resources to a less than significant level. The selection of mitigation measures will depend on which Alternative is chosen. It is expected that a mitigation monitoring program (MMP) will be developed and implemented. However, we recommend that LAWA separate the biological mitigation measures from the larger MMP and create a Conservation Program that focuses on the Los Angeles/El Segundo Dunes and surrounding areas. This would enhance the biological program and provide LAWA with a stronger negotiating position with United States Fish and Wildlife Service on future projects.

Section 4.11.2 mentions that LAWA initiated a formal Section 7 consultation with USFWS on September 5, 2000. The remainder of § 4.11 discusses several mitigation measures that will be implemented to reduce impacts to listed species to below a significant level. It is not clear whether these mitigation measures are the basis for the formal Section 7 or if they have been included in the required Biological Assessment. Although completion of the Section 7 consultation process by the FAA is not required to be a part of the Draft EIS/EIR analysis, the level of analysis and detail presented in this Draft would suggest that it has been included.

Apparently, USFWS and LAWA have not come to terms on the level of mitigation required to mitigate impacts to the Riverside Fairy Shrimp and its habitat. There is a brief mention of this divide at the top of page 4-691. The FAA is rightly concerned that the creation/restoration of fairy shrimp habitat (vernal pools) will create significant safety issues for aircraft by attracting birds (bird air strike hazards). However, the final endangered species mitigation measures and/or conservation management strategies will depend on final resolution of this issue between USFWS and the FAA.

The Draft EIS/EIR does not give an indication whether the present mitigation measures will be satisfactory to USFWS, or whether these measures will allow the FAA to complete its obligations under the Endangered Species Act. If this is the case, it should be clearly stated. If it is not, the reader needs to know that the mitigation measures have not been approved by USFWS and could change significantly before the Section 7 consultation process is completed and a Biological Opinion is issued by the USFWS.

As discussed above under comments for § 4.10.5 Master Plan Commitment, all biological mitigation measures should be integrated into a Conservation Program for LAWA with focus on the Los Angeles/El Segundo Dunes and the Riverside Fairy Shrimp.

#### **4.9.3 Wetlands Concerns Must be Integrated**

Only U.S. Army Corps of Engineers jurisdiction was found to occur within the Air Operation Area or the Los Angeles/El Segundo Dunes; no California Department of Fish and Game (CDFG)

jurisdiction was determined to occur. The permanent conversion/loss of the 1.3 acres of atypical wetlands is a significant impact that will require a 404 permit. It will also require a Section 7 consultation between the Corps and USFWS because of the presence of embedded Riverside Fairy Shrimp cysts in soil samples.

The biological concerns associated with wetlands should also be included in a Conservation Program rather than addressed as a separate biological issue for which no Master Plan commitments are made. Although there is very limited natural habitat at LAX, any loss of these remaining natural habitats will be considered significant by USFWS, CDFG, and local wildlife protection groups. It would seem an opportune time to develop a long-term management plan for biological resources on airport lands. Once in place, this plan/strategy would set policies and procedures (officially approved by the resources regulators) for the next several years. As the Draft EIS/EIR currently reads, LAWA has identified several biological concerns that are being addressed separately and on a one-time basis. This would leave LAWA vulnerable to future challenges as unanticipated development/programs are proposed.

#### **4.9.4 Reference to 2001 Comments from Land Protection Partners**

During 2001, the Land Protection Partners (LPP) submitted a comment letter to LAWA entitled "Review of Biological Resources Analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report" as a review of the 2001 LAX Master Plan Draft EIS/EIR (please see the original comment letter in Attachment I). Based on a preliminary assessment of points made in the LPP letter, the County of Los Angeles has concluded that their comments raise some significant issues regarding incomplete or vague project descriptions of the build alternatives, outdated CEQA analyses, questionable survey methods, questionable El Segundo Blue Butterfly population counts, underestimating impacts, and inadequate mitigation. Many of Land Protection Partners' comments echo concerns raised in this comment letter, but with a particular focus on how the concerns impact the assessment of potential biological impacts. The County endorses the points raised by LPP, which are briefly summarized below, and looks forward to reviewing LAWA's responses:

**Vague and Confusing Descriptions of the Build Alternatives:** LPP noted that the Draft EIR/EIS does not give a complete project description of the build alternatives. Within the extent of the LAX Master Plan boundaries, it is unclear how LAWA proposes to use certain areas of biologically significant property. Designations such as "Airport Related" are useless in evaluating the potential biological impacts associated with that designation.

**Outdated CEQA Analysis:** The Draft EIR/EIS describes the LAX Northside Project as "Collateral Development" that previously was entitled through a 1983 CEQA process. No new or updated analysis is found in the Draft EIR/EIS, even though development of this project appears to be contingent on the project alternative selected for LAX. In this light, reliance on 1983 CEQA documentation that did not consider LAX as a contingent project is problematic at best.

**Questionable Survey Methods:** Land Protection Partners' document raised questions concerning survey results, particularly with respect to the incorrect choice of survey methods. LPP noted that LAWA did not conduct general biological surveys in all habitats within the proposed project site.

LPP also references impacts to 100 acres of the El Segundo Dunes habitat that was not surveyed by LAWA, even though it would be converted to a golf course under the Westchester Southside Project described in the 2001 Draft EIR/EIS.

**Questionable El Segundo Blue Butterfly Population Counts:** Land Protection Partners suggests that the surveys conducted by LAWA did not use the best available scientific methods for calculating population numbers of the Federally-endangered El Segundo Blue Butterfly (ESBB). In overestimating the ESBB population, the Draft EIR/EIS gives the false impression that the ESBB is able to sustain viable populations on limited habitat, and confuses the analysis by downplaying the need for land to be kept as conservation areas.

**Underestimates Impacts of the Proposed Project Alternatives:** The methods used to determine impacts to habitat were misleading and not used accurately. LPP concluded that the combined affect of not surveying all potential habitat, using questionable survey methods, and overestimating ESBB populations resulted in a misleading impact assessment.

**Inadequate Mitigation Measures:** LPP found that use of a point system to rate 'habitat units' resulted in inadequate mitigation for lost habitat. For example, the Draft EIR justifies preserving smaller areas of prime habitat in exchange for the conversion of larger areas of occupied but marginally disturbed habitat. LPP noted that species need both the space and the quality of habitat, concluding that 10 acres of prime habitat may not be adequate to sustain a population that had previously lived on 50 acres of marginally disturbed habitat.

#### **4.9.5 General Comments**

The 2001 Draft EIS/EIR and 2003 Supplemental Draft EIS/EIR do not give complete project descriptions of the build alternatives. Within the extent of the LAX Master Plan boundaries, it is unclear what the disposition of certain areas of biologically significant property will be indicating designations such as "Airport Related" which are useless in evaluating the potential biological impacts associated with that designation.

LAWA did not conduct general biological surveys in all habitats within the proposed project site. As an example, the 2001 Draft EIS/EIR and 2003 Supplemental Draft EIS/EIR describe impacts to 100 acres of the El Segundo Dunes habitat that was not surveyed and would be converted to a golf course under the Westchester Southside Project.

Unfortunately, given the amount of time and effort devoted to assessing baseline biological conditions, the remaining step of integrating and folding this information into a long-term Conservation Program is missing. This may be a conscious choice by LAWA management and the City of Los Angeles; however, this approach may deprive LAWA of the opportunity to gain long-term control of its own biological resources.

## 4.10 ADDITIONAL ISSUES

### 4.10.1 Historical Resources

Illustration of the different impacts associated with the Single v. Split Viaduct LAX Expressway Alternatives should be carried forward from the Appendices to the Historic/Architectural section of the Supplemental Draft EIS/EIR.

The commitment to have a qualified architectural historian supervise noise abatement of historic properties does not assure that the historic values and character of such properties will not be altered or lost. The SDEIS/EIR should discuss this possibility and attach alternate mitigation measures or a revised significance finding, if appropriate.

The 2003 Supplemental Draft EIS/EIR concludes for all the build alternatives that:

*"The demolition of a historic/architectural resource is considered a significant impact at the state level that cannot be mitigated to a less than significant level without abandoning the project. A Statement of Overriding Considerations would be necessary to address unavoidable impacts on the International Airport Industrial District."<sup>50</sup>*

This is insufficient information to support an override. Revisions to the SDEIS/EIR need to explain why demolition of this historic/architectural resource is required to implement the project and what benefits will result from the project that override this significant impact.

### 4.10.2 Human Health

The analyses indicated that aircraft emissions account for about 97% of total emissions and also contribute most to emissions of individual Toxic Air Pollutants,<sup>51</sup> yet none of the mitigation measures address aircraft emissions. Many of the mitigation measures would be expected to occur regardless of what happens with the proposed Master Plan – for example, parking pricing policies to encourage single trips or to minimize idle time at the curb, steps to encourage employee telecommuting, and expanded off-airport intermodal services to other airports. Others would have no air quality benefit – for example, where unmitigated impacts result in payments to a trust fund for unrelated community improvements.

In this context, it is difficult to understand how the HHRA determined that the build Alternatives, with mitigation, would have no significant human health impacts at either horizon year. A clarification of the assumptions that were made in order to reach this conclusion is necessary to validate this conclusion.

The California Office of Environmental Health Hazards Assessment (OEHHA) evaluates non-cancer risks and has established maximum reference exposure levels (REL) for each TAP. No adverse health effects are foreseen for exposures at or below the REL. The exposure of TAP at concentrations equal to the REL represents a non-cancer hazard index level of 1.0. Exposure above

<sup>50</sup> 2003 Supplemental Draft EIS/EIR, Section 4.9.1, page 4-443

<sup>51</sup> Technical Report 14a, Section 3.3.

a hazard index of 1.0 is considered a significant impact by OEHHA. The relationship for non-cancer health effects of Toxic Air Pollutants is shown in the following equation:

$HI = C / REL$ , where:

HI = Hazard Index; an expression of the potential for non-cancer health effects

C = Annual average TAP concentration ( $\mu\text{g}/\text{m}^3$ )

REL = Reference exposure level (REL) for TAP; the TAP concentration at which no adverse health effects are anticipated

The Supplemental HHRA Technical Report provided as Appendix 9a in the 2003 Supplemental Draft EIS/EIR states that the REL for acrolein used in the HHRA is  $0.19 \mu\text{g}/\text{m}^3$ .<sup>52</sup> This same document further states that under Alternative "D", total acrolein concentrations might range between  $14 \mu\text{g}/\text{m}^3$  and  $87 \mu\text{g}/\text{m}^3$  with an overall average of  $23 \mu\text{g}/\text{m}^3$ .<sup>53</sup> Using the OEHHA equation for determining the hazard index as shown above, the resulting hazard index would range between 73.68 and 457.90, well above the OEHHA threshold of significance set at a hazard index of 1.0. Evaluation of all scenarios indicates that the hazard index for acrolein are all above the OEHHA threshold, even in the existing condition and while the Supplemental HHRA indicates that Alternative D has the lowest exposure levels of all these scenarios it is nevertheless above the threshold of significance set by OEHHA. How is it that both the 2003 Supplemental Draft EIS/EIR determined that this impact is less than significant? Revisions to the SDEIS/EIR need to be made that disclose this significant impact and either mitigate to less than significant or provide the evidence that supports a Statement of Overriding Consideration for this significant impact.

#### **4.10.3 Environmental Action Plan**

Many of the key Master Plan Commitments and mitigation measures in the Environmental Action Plan (EAP) are broad and programmatic in nature. Many will require further study, with choices among specific options deferred to the Final EIS/EIR and other stages of the decision making process. The EAP needs to be expanded to identify when and where such subsequent environmental reviews will be required, with discussion as to how these timeframes relate to the improvement phasing plan set forth by LAWA, and to the sequence for FAA and LAWA consideration of required discretionary actions. The EAP, including all Master Plan Commitments and mitigation measures, should be refined and detailed to adequately serve as the CEQA Mitigation Monitoring Program, pursuant to Public Resources Code 21081.6.

#### **4.10.4 Video-Conferencing**

In the § 1.3 discussion of Alternatives to air travel, the 2001 Draft EIS/EIR notes a study by Apogee Research that contains key findings that video-conferencing has potential to satisfy (1) from 5-30% of non-discretionary travel; and (2) less than 5% of discretionary travel. The discussion in § 1.3 concludes with: "Given that 50% of LAX users are leisure travelers, it is projected that less than 5% of air travel demand at LAX could be satisfied by communication technologies in 2015. These amounts were factored into the assumptions of the LAX Master Plan forecasts." The Supplement to the Draft EIS/EIR did not resolve this error. The total amount of air travel demand at LAX that

<sup>52</sup> Technical Report 9a, Section 5.1

<sup>53</sup> Technical Report 9a, Section 6.1.2

could be satisfied by communication technologies should equal the combined amounts for discretionary travel PLUS non-discretionary travel (i.e., [5-30% of demand x 50% of travel = 2.5% to 15%] + [5% of demand x 50% of travel = <2.5%] = ~2.5% - 17.5%). It seems that a higher number should be factored into the assumptions of the LAX Master Plan forecasts.

#### **4.10.5 Sixty-Minute Access Zone**

The Zone Boundaries shown in Figure 1-3 of the 2001 Draft EIS/EIR showing the 60-minute travel time accessibility zones for airports in southern California appear to overstate driving times for at least some of the airports shown. The assumptions used in developing this map need to be discussed and clarified in order to support the map, as drawn.

#### **4.10.6 Weather Conditions**

The 2001 Draft EIS/EIR notes that only one of the four runways is sufficiently long to serve the largest aircraft when fully loaded under adverse weather conditions (hot days with little wind).<sup>54</sup> However, there is no discussion as to how many days of the year, on average, are characterized by these adverse weather conditions. There is also no discussion as to how many runways can accommodate the largest aircraft when fully loaded. Both of these issues require further explanation and investigation by LAWA.

#### **4.10.7 Remote Terminals**

The 2001 Draft EIS/EIR includes discussions of the possibility of remote terminals. However, no analysis is undertaken to determine their location or impacts. Alternative "D" described in the 2003 Supplemental Draft EIS/EIR includes a Ground Transportation Center connected to the main terminal buildings by an Automatic People Mover that appears to fit the descriptions of remote terminals mentioned in the 2001 Draft EIS/EIR. However, it is unclear whether or not the Ground Transportation Center within Alternative "D" is the remote terminal mentioned in the 2001 Draft EIS/EIR. LAWA should clarify this in revisions to the Supplemental Draft EIS/EIR, and if there are other possibilities for remote terminals, then include a full characterization of these other remote terminals as well as a description of the baseline setting for the proposed locations, the impacts of their construction and use, and mitigation measures to address any adverse effects.

#### **4.10.8 Hydrology and Water Quality**

Section 4.7 of the SDEIS/EIR inadequately addresses SUSMP and drainage issues. The environmental document does not provide sufficient information to determine what drainage impacts, if any, the project may have on County facilities (MTD 992, storm drain Project Number 5241, 647, 670, etc.). To properly assess drainage and SUSMP impacts and to determine appropriate mitigation, a Drainage Concept/SUSMP report will be required. We recommend that the applicant prepare a Drainage Concept/SUSMP report showing the extent of drainage and SUSMP quality impacts, and if necessary, provide mitigation acceptable to the County. The analysis should address increases in runoff, any change in drainage patterns, treatment method proposed for SUSMP regulations, and the capacity of storm drain facilities.

<sup>54</sup> 2001 Draft EIS/EIR, Section 2.2.2, Page 2-6.

We also recommend that the Drainage Concept/SUSMP report should be reviewed and approved by the County of Los Angeles Land Development Division - Subdivision Plan-checking Section before the City considers its own approval. Once approved, a copy of the final Drainage Concept/SUSMP report should be included in the environmental document.

#### **4.10.9 Solid Waste Generation and Landfill Capacity**

Chapter 4 of the Master Plan Supplement to the Draft EIS/EIR, identifies the amount of solid waste generation as a result of construction and demolition activities of alternatives No Action/No Project, A, B, C, and D. The tonnage of waste generated from construction and demolition activities alone for Alternative D – the LAWA staff-preferred alternative – is well over 130,000 tons. Although LAWA states that it will require that contractors recycle a “specified” minimum percentage of waste materials generated during construction and demolition, a significant commitment is necessary to insure adequate mitigation of the scale of impact resulting from waste generated by this project. Therefore, the minimum percentage should be specified within the EIR, with a target of at least 50 percent of the waste diverted from disposal. Similarly, the percentage of minimum recycled content for materials used on site, and the specific diversion goals that will be required of lessors, should also be specified in the EIR.

Under heading of Master Plan Commitments (§4.19.5, p. 4-534), the SDEIS/EIR proposes implementation of a more aggressive recycling program, by expansion of the existing terminal recycling program to all terminals; lease provisions requiring that tenants meet specific diversion goals; and preference for recycled materials during procurement. The document should expand the discussion to include the type of material that might be targeted and the overall recycling goal.

The environmental document recognized that due to the uncertainty regarding future landfill capacity, impacts associated with cumulative increases in solid waste generation would be potentially significant (Sections 4.19.7 and 4.19.8, pages 4-537 and 4-538). Augmentation of landfill capacity is listed as a mitigation measure, however, the responsibility for implementing this mitigation measure is left to State, County, and local solid waste planning authorities. This discussion should be revised to indicate what measures the City of Los Angeles will implement to provide for the disposal of residual solid waste generated by this project and future projects within the City of Los Angeles considering the City’s stated interest to close all landfills within the City’s boundaries by 2006.

## **5.0 CONCLUSIONS**

There is no doubt that Los Angeles International Airport is vitally important to the City of Los Angeles, to the County of Los Angeles, to the region, and to California generally. There is an obvious and pressing need for improvements at LAX, most particularly to ensure the safety and security of future air travel. However, the County of Los Angeles believes that LAWA is proposing to implement a flawed project and that the process is further compromised by an inadequate environmental review. As documented throughout this report our concerns include (a) an inadequate security planning effort, (b) misleading statements regarding growth potential, resulting in fundamentally flawed environmental analyses, (c) improper choice of a Supplement to propose and assess an entirely new preferred project, (d) use of an unwieldy and confusing document format, (e) continued reliance on a baseline that is outdated and serves to undermine rather than illuminate understanding of project impacts, (f) wholly inadequate consideration and disclosure of



Environmental Justice issues coupled with a scoping process that considered neither 2001 nor the 2003 preferred project options, (g) language suggestive of bias and advocacy and an absence of full disclosure, (h) incomplete analysis of noise and air quality and the absence of studies to establish baseline or impact-level toxic air emissions, (i) inadequate and misleading assessment of impacts on biological habitat, and (j) the failure to provide an alternative that meets stated goals and also avoids or minimizes significant impacts in the identification and assessment of Alternatives.

The problems with the 2001 and 2003 environmental documents are so serious, pervasive, and universal that the only practical remedy is to start the process over again and prepare a truly comprehensive revised EIS/EIR. The revised document would need to provide comprehensive scoping, an updated and consistent baseline, identify and assess a reasonable range of feasible alternatives, be free of internal inconsistencies, offer proper levels of analysis and explanation, and present an entirely new impact assessment that does not defer critical decisions. Only with these extensive modifications can the LAX Master Plan and associated EIS/EIR be rendered adequate.



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### **Review of Biological Resources Analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report**

**August 8, 2001**

**Travis Longcore, Ph.D.  
Catherine Rich, J.D., M.A.**

## Review of Biological Resources Analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report

This review pertains to the Federal Aviation Administration and Los Angeles World Airports Joint Draft Environmental Impact Statement/Environmental Impact Report ("EIS/R"). It addresses Sections 4.10 (Biotic Communities), 4.11 (Endangered and Threatened Species of Flora and Fauna), 4.12 (Wetlands), 4.14 (Coastal Zone), and 4.18 (Light Emissions). The review was prepared by Dr. Travis Longcore and Catherine Rich, who are experts in the ecology and history of the natural communities that would be affected by the proposed airport expansion. Dr. Longcore has co-authored several peer-reviewed scientific articles on the El Segundo Dunes and the Los Angeles Coastal Prairie (including its vernal pools),<sup>1</sup> which both would be adversely affected by the proposed project.

The presentation of information in the EIS/R about biological resources is segmented into several sections. For the purpose of this review, however, all biological resource issues are treated together, because mitigation measures for biological impacts are largely the same.

### 1.0 Project Description

For the purpose of discussing the impacts to biological resources, the EIS/R does not provide a complete project description. Within the extent of the Master Plan boundaries, it is unclear what the disposition of certain areas of biologically significant property will be. In maps of the various project alternatives, the legend indicates useless designations such as "Airport Related."<sup>2</sup> There is no way to ascertain with certainty what the use of such land will be under the various alternatives.

### 1.1 Failure To Analyze Northside/Southside Project

The EIS/R describes the LAX Northside Project as "Collateral Development" that previously has been entitled through the CEQA process.<sup>3</sup> Reliance on old CEQA documentation is problematic, and development of this project would seem to require a reopening of the environmental review, especially given the changed conditions since the approval in 1983. However, the real difficulty is that the EIS/R replaces the LAX Northside Project with the Westchester Southside Project in each of the three build alternatives for the Master Plan. These projects are not the same, and even if the CEQA documentation for the Northside Project is deemed adequate, the Southside Project must be fully analyzed under CEQA. The EIS/R does not completely describe or analyze the biological impacts of the Southside Project.

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1. Mattoni, R., T. Longcore, C. Zonneveld, and V. Novotny. 2001. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197-206. Longcore, T., R. Mattoni, G. Pratt, and C. Rich. 2000. On the perils of ecological restoration: lessons from the El Segundo blue butterfly. Pp. 281-286 in J.E. Keeley, M. Baer-Keeley, and C.J. Fotheringham (eds.) *2nd Interface Between Ecology and Land Development in California*. U.S. Geological Survey, Sacramento, CA. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102.
  2. EIS/R, Figures 3-6, 3-11, 3-15.
  3. EIS/R, pp. 3-20, 3-29.

The Westchester Southside Project, as depicted in the EIS/R,<sup>4</sup> would include the conversion of 100 acres of the El Segundo Dunes to a golf course. (Several figures in the EIS/R appendices map this area at the northern portion of the dunes as “golf course/open space” and include “Resort Hotels” within the same color designation. At a minimum the maps indicate some level of development of the dunes as part of the Westchester Southside Project.) The dunes golf course/open space development was not included in the CEQA analysis for the LAX Northside Project, and remains unanalyzed for compliance with any environmental laws (CEQA, NEPA, California Coastal Act). It is inappropriate for the EIS/R to rely on the Westchester Southside Project — which is a site for relocation of displaced businesses<sup>5</sup> — for mitigation, and not to evaluate the full impacts of the development. While all of the El Segundo Dunes are within the Master Plan area, and the alternatives themselves show no development on the 100 acres at the northern end of the dunes, the result of adopting any of the three project alternatives is to develop 100 acres of dunes in association with “Resort Hotels” and “golf course/open space.”<sup>6</sup> The resource value of this area is discussed later, but the analysis of the Westchester Southside Project should not be piecemealed. Currently, the biological impacts of the Westchester Southside Project do not seem to be analyzed fully, nor are they included in the discussion of cumulative impacts for the project. Even if one accepts the premise of the EIS/R that the project will proceed absent approval of the Master Plan, the Westchester Southside Project is “reasonably foreseeable” — in fact relied upon for mitigation — and all of its impacts must be disclosed and mitigated as part of the Master Plan EIS/R.

The decision not to address the biological impacts of the Westchester Southside Project can be interpreted as a strategic choice to avoid disclosure of the full impacts of the airport expansion project. From a biological standpoint, the Westchester Southside Project, even though it would involve fewer square feet of built space than the LAX Northside Project (2.6 million square feet vs. 4.5 million square feet), it has a larger geographic footprint and greater biological impact. Any of the three build alternatives plus the Westchester Southside Project would be a catastrophe for the biological resources found at LAX.

## **1.2 Previous Failure To Disclose Impacts of Development on El Segundo Dunes**

Los Angeles World Airports (“LAWA”) has previously failed to disclose impacts of development on the El Segundo Dunes. In 1999, a newspaper story announced that LAWA was planning to install landscaping on the northern end of the El Segundo Dunes, along Waterview, Rindge, and Napoleon streets. The Urban Wildlands Group, a Los Angeles-based nonprofit whose board includes the authors of this letter, contacted LAWA to inform project managers of the sensitive resources present and request that the project not include invasive plants that would degrade the dunes. LAWA promised, but then failed to provide, the plant list for the project. LAWA proceeded to implement the project, but failed to secure the proper permits from the City of Los Angeles as required under the California Coastal Act. After installing a new walkway and over 90 mature, non-native palm trees in a sensitive habitat area,<sup>7</sup>

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4. EIS/R, Appendix J1. Biological Assessment Technical Report, Figures 8, 11, 14.

5. EIS/R, pp. 3-33, 3-47, 3-56.

6. City of Los Angeles Ordinance 169,767 restricts use of the northern 100 acres of the El Segundo Dunes at LAX to “nature preserve and accessory uses only.” This ordinance was passed unanimously by the City Council on April 6, 1994 as part of the General Plan/Zoning Consistency Program. Given this unequivocal direction from the City, it is unclear why the Master Plan is ambiguous about the disposition of this area, unless the intention is to attempt to remove the development conditions from the property and seek another use as part of the Westchester Southside Project.

7. Installation of palm trees is damaging ecologically, and also provides sites for birds to perch, potentially increasing bird strikes with aircraft. Consultants for the airport report that “[t]he El Segundo Dunes provides relatively few attractants

(cont’d)

LAWA was instructed to stop work by the California Coastal Commission, told that it must obtain a permit, and subsequently applied for a permit from the City. The Urban Wildlands Group opposed the permit application for the partially implemented project because it would significantly disrupt habitat values of an environmentally sensitive habitat area ("ESHA"), as defined under the California Coastal Act.<sup>8</sup> The City analysis of the project also agreed that the site was an ESHA.<sup>9</sup> The appeal of the permit was denied by the City of Los Angeles Board of Public Works with the stipulation that LAWA resolve the issue in consultation with The Urban Wildlands Group and those residents opposed to the palm trees. This has not yet happened.

LAWA steadfastly maintains that the 100 acres outside of the El Segundo Blue Butterfly Preserve is not part of the El Segundo Dunes and that it will be developed as a golf course.<sup>10</sup> The area, however, is within the jurisdiction of the California Coastal Commission, and no approved Local Coastal Plan has been produced that would allow for a golf course. The EIS/R provides even more information to join previously published sources<sup>11</sup> showing that the area is an environmentally sensitive habitat area and therefore protected by Section 30240(a) of the California Coastal Act. For example, the EIS/R itself discloses that El Segundo blue butterflies (*Euphilotes bernardino allyni*) occupy one subsite,<sup>12</sup> sensitive Lewis' evening primrose (*Camissonia lewisii*) occupies seven subsites,<sup>13</sup> and the area is occupied by sensitive species such as silvery legless lizard (*Anniella pulchra*), San Diego horned lizard (*Phrynosoma coronatum blainvillei*),<sup>14</sup> loggerhead shrike (*Lanius ludovicianus*; breeding),<sup>15</sup> and Dorothy's sand dune weevil (*Trigonoscuta dorothea dorothea*).<sup>16</sup> The golf course or other development on the dunes should either be analyzed as part of the Master Plan EIS/R for conformance with applicable laws, including the California Coastal Act, or be explicitly deleted from the plans for the area. The EIS/R should offer some certainty about what development will take place within the Master Plan boundaries and disclose the impacts of that development.

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to birds which may partially account for the significantly lower percentage of strikes occurring over this area than over the approach area. The El Segundo Dunes naturally supports very few trees — the only trees present are non-native trees that have been planted...." (EIS/R, Technical Report 7: Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 341). Without complete environmental review, LAWA planted more attractants for birds in the form of palm trees. The EIS/R also reports that the native birds of the dunes are not involved in bird strikes, while species promoted by urban development, such as pigeons and gulls, are involved in the most strikes.

8. California Public Resources Code §§ 30107.5, 30240.
9. City of Los Angeles. 2001. Coastal Development Permit Application No. 00-05 Final Staff Report, p. 5, "Consequently, for Coastal Act analysis purposes, the Project site is within an environmentally sensitive habitat area...."
10. Personal communication with Steve Crowther, LAWA Environmental Management Bureau, March 9, 2000, by telephone with Dr. Travis Longcore. City of Los Angeles 2001. Coastal Development Permit Application No. 00-05 Final Staff Report, p. 3, "The Project, a narrow, landscaped area along the streets, would provide a buffer between the golf course and residential areas...."
11. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452.
12. EIS/R, Appendix J1. Biological Assessment Technical Report, Figure 20.
13. EIS/R, Figure 4.10-2.
14. EIS/R, Figure 4.10-4.
15. EIS/R, Figure 4.10-5. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 244.
16. EIS/R, Appendix J1. Biological Assessment Technical Report, p. 214.

## 2.0 Current Conditions

The description of current conditions of the biological resources within the Master Plan boundaries is biased toward underestimating the value of the habitats that will be impacted.

### 2.1 Surveys

A great deal of effort was expended surveying the insects of the El Segundo Dunes, especially within the El Segundo Blue Butterfly Preserve, even though this area is not targeted for direct development. Surveys for areas that would be subject to significant direct impacts were inadequate. It appears that only one type of survey — sweep netting — was conducted east of Pershing Drive in the areas that would be most affected by development. This single method would not detect all of the sensitive species that might occur in the area. For example, the El Segundo Jerusalem cricket (*Stenopelmatus* sp.), a burrowing insect, would not be detected with sweep netting. Pitfall trapping would be required to ascertain its presence, and should be performed in the areas of project impacts east of Pershing Drive. Other survey methods, including black lighting and malaise trapping, were conducted only west of Pershing Drive on the El Segundo Dunes, not in the areas of direct project impacts.

While the extensive surveys conducted on the El Segundo Dunes may be useful for evaluating the impacts of the Westchester Southside Project, which the EIS/R does not do, they offer little information to understand the biological communities supported in the open spaces that would be developed under the three development alternatives. For example, the EIS/R provides no summary of the bird surveys conducted at the ephemeral wetlands and open spaces found in the western area of the airport, and provides only handwritten notes buried in the appendices.<sup>17</sup> A summary would be useful to understand the character of the biotic communities in these areas. Species of local conservation concern such as Costa's hummingbird (*Calypte costae*), western meadowlark (*Sturnella neglecta*), and common yellowthroat (*Geothlypis trichas*) were recorded in these areas, yet no complete description of the communities is provided in the text of the document. The biological consultants for the EIS/R report that the ephemeral wetland area at the west end of the airport "provides resting and foraging habitat for numerous resident and migratory bird species,"<sup>18</sup> but the EIS/R provides no summary of these observations or description of the impact of development on these species.

For the El Segundo Dunes, an extensive list of birds is found, complete with species that are almost certainly not present at all. The "Floral Compendium" and "Faunal Compendium" include "species observed or expected to occur on or in the immediate vicinity of the site."<sup>19</sup> On this list are found species that are highly unlikely to be present on the dunes or even near the dunes. For example, acorn woodpecker (*Melanerpes formicivorus*) is not likely to be found on the El Segundo Dunes now or in recent history. Acorn woodpeckers in Los Angeles would be associated with coast live oaks, which are found nowhere on the El Segundo Dunes or the Los Angeles Coastal Prairie. The rather excessive bird list in the Faunal Compendium is made ever more curious by the statement elsewhere by the biological

17. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, pp. 224 (Memo-Results of Directed Surveys for American Peregrine Falcon, et al., 1998), 292 (Memo-Results of Spring Directed Surveys for Burrowing Owl, 1998), 311 (Memo-Results of Winter Directed Surveys for Burrowing Owl, 1998), 416 (Memo-Wildlife Survey of the Argo Ditch, 1997).

18. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 340 (Memo-Aircraft Bird Strike Literature Review).

19. EIS/R, Appendix J1. Biological Assessment Technical Report, Appendix A, pp. 1-5.

consultants for the EIS/R that “the Dunes does not support a large resident bird population.”<sup>20</sup> It is odd to include these ambitious lists, because the biological analysis does not evaluate the impacts of the three alternatives on the species of wildlife in them.

## 2.2 “Determined Absent”

The summary table for sensitive species provided in Section 4.10 of the EIS/R is misleading. For many species, the table indicates that they have been “determined absent” from the Master Plan boundaries based on directed surveys. When dealing with small arthropods that are difficult to capture, persist at low numbers, and may have large annual variation in numbers, one cannot conclude that a species is “determined absent.” All that can be done is to state that the species was not found during a certain duration and intensity of searching. It is likely that the survey methodology did not possess sufficient statistical power to detect the species.<sup>21</sup> Presence may be determined conclusively, but absence cannot, especially for cryptic (i.e., small or camouflaged) species. Some degree of certainty about absence could be derived if one had knowledge of the population size, yearly variation in population size of the species, and the trapping efficiency of the survey methods. This information is not available, and therefore no statistically defensible declaration of absence can be made about the sensitive arthropod species.

In other instances, the declaration of absence is contradicted by the reports upon which the section is based. For example, Table 4.10-2 claims that the following species are absent from the Master Plan boundaries: Henne’s ecosman moth (*Eucosa hennei*), Rivers’ dune moth (*Euxoa riversii*), Ford’s sand dune moth (*Psammobotrys fordii*), El Segundo scythrid moth (*Scythris new sp.*), lesser dunes scythrid moth (*Scythris new sp.*), El Segundo goat moth (*Comadia intrusa*), and Santa Monica dunes moth (*Copeblepharon sanctamonicae*). However, in the underlying report, Frank Hovore, the surveyor, writes:

Sensitive moth species (general *Comadia*, *Copeblepharon*, *Euxoa*, *Psammobotrys* [sic], *Scythris*) — A wide variety of moth specimens, including some possibly representing all of these species except *Psammobotrys* [sic], were taken in light traps, but moths in the traps were rendered unidentifiable by the combination of alcohol and churning actions of other species. All of the moth species previously known to occur on the dunes probably persist, because all of the known larval hosts are present. For most moth species, focused light collecting would be necessary to determine presence and distribution, using dry traps or light sheets. Very large numbers of *Psammobotrys* [sic] were collected on the dunes historically (LACM collection), and it is assumed that this species is present, but is highly seasonal and difficult to collect without sustained and focused field efforts.<sup>22</sup>

The text presented in Table 4.10-2 of the EIS/R contradicts the surveys that were conducted. Far from being absent, as maintained in Table 4.10-2, a qualified surveyor determined that the methodology was insufficient to determine presence of these moth species, but that the species were indeed probably

20. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 342 (Memo-Aircraft Bird Strike Literature Review).

21. Gibbs, J.P., S. Droege, and P. Eagle. 1998. Monitoring populations of plants and animals. *Bioscience* 48(1):935-940.

22. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 214 (Memo-Results of Spring Surveys for Gastropods and Arthropods, 1998).

present. Mischaracterization such as this undermines the credibility of the description of current conditions presented in the EIS/R.

### 2.3 Terminology

The EIS/R is inconsistent in its use of terminology describing the 100 acres north of the El Segundo Blue Butterfly Preserve. This area, along with the preserve, is part of the El Segundo Dunes.<sup>23</sup> It has been degraded through residential construction and intrusion of exotic plant species, but it remains of significant biological value and is itself a sensitive habitat (see above, Section 1.2). In various places in the EIS/R, this area is referred to as “dunes and adjacent landforms,” “non-restructured dunes,”<sup>24</sup> “100 acres north of Sandpiper Street,”<sup>25</sup> and “the 100-acre open space north of the preserve.”<sup>26</sup> Implicit in the choice of terminology for this area is perhaps the intention to construct a golf course upon it. The Los Angeles Airport/El Segundo Dunes Specific Plan, adopted in 1992, incorrectly claims that “approximately 100 acres of the Dunes ... do not contain significant habitat resources.”<sup>27</sup> The Specific Plan requires the proposed golf course to provide revenue for the upkeep of the dunes habitat preserve,<sup>28</sup> thereby lifting that burden from LAWA, which perhaps partially explains LAWA’s enthusiasm for the idea. However, existing zoning for the area — established more recently than the Specific Plan — is as a nature preserve. EIS/R maps should be consistent with the existing “nature preserve” zoning and should consistently acknowledge this area as part of the El Segundo Dunes.

The EIS/R also exhibits some difficulty with terminology to describe the habitat that formerly was found throughout the entire project area inland of the El Segundo Dunes. In a published article, Mattoni and Longcore describe this area as the Los Angeles Coastal Prairie, and document the historic plant diversity and the presence of extensive vernal pools.<sup>29</sup> The article has been commended as an exemplar of the practice of historical ecology in *The Historical Ecology Handbook: A Restorationist’s Guide to Reference Ecosystems*.<sup>30</sup> For some reason, the EIS/R avoids using the Mattoni and Longcore article where it could be useful. For example, Mattoni and Longcore provide documentation of many sensitive species historically present within the study area from herbarium label texts. This includes a full list of vernal pool species historically found in the area, as well as upland forbs, grasses, and shrubs. Instead, the EIS/R chooses to classify the site as Valley Needlegrass Grassland. The historic evidence does not support the assumption that this area was dominated by perennial grasses; rather it was dominated by forbs. This is an important conclusion of Mattoni and Longcore’s research that the EIS/R neither accepts nor attempts to dispute.

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23. Mattoni, R.H.T. 1992. The endangered El Segundo blue butterfly. *Journal of Research on the Lepidoptera* 29(4):277–304. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71–102. U.S. Fish and Wildlife Service. 1998. *Recovery plan for the El Segundo blue butterfly (Euphilotes battoides allyni)*. U.S. Fish and Wildlife Service, Portland, Oregon, 67 pp.
  24. EIS/R, p. 4-619.
  25. EIS/R, p. 4-614 (this is listed separately from “the Los Angeles/El Segundo Dunes”).
  26. EIS/R, p. 3-20.
  27. City of Los Angeles General Plan, Los Angeles Airport/El Segundo Dunes Specific Plan. Ordinance No. 167,940. June 28, 1992.
  28. *Id.* at 6.
  29. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71–102.
  30. Egan, D., and A. Howell. 2001. Introduction. Pp. 1–23 in D. Egan and A. Howell (eds.) *The Historical Ecology handbook: a restorationist’s guide to reference ecosystems*. Washington, D.C.: Island Press.



## 2.4 Disturbed Dune Scrub/Foredune

Concurrent with the changing terminology about the portion of the El Segundo Dunes not found within the habitat preserve is the decision to classify all dune scrub/foredune outside of the preserve area as disturbed dune scrub. While it is true that the dunes area outside the habitat preserve has a heavier exotic species load, and does not support coast buckwheat (*Eriogonum parvifolium*), it nevertheless has more biological value than is implied by the description. For example, this area supports sensitive plants (Lewis' evening primrose, *Camissonia lewisii*), birds (loggerhead shrike, *Lanius ludovicianus*), and arthropods (see above, Section 1.2). Mattoni et al. describe the ex-residential area in their 2000 article:

Removal of the residences in the 1970s was superficial, leaving some foundations, substantial rubble, foreign soil, roads, and other infrastructure. Vegetation regenerated without assistance, producing a cover of predominately iceplant (*Carpobrotus edulis*) and acacia (*Acacia cyclops*) with patches of a few highly dispersive dune shrub species.<sup>31</sup>

However, not all ex-residential sites supported the same arthropod communities. Some sites within the ex-residential area supported terrestrial arthropod communities (including rare and sensitive species) that were similar to those found on undisturbed foredune and undisturbed backdune sites.<sup>32</sup> This variation in the vegetation and associated wildlife across the 100 acres should be reflected in the EIS/R. The wholesale characterization of the area as "disturbed dune scrub/foredune" is misleading in terms of its value to the dune system and proper statutory designation as an ESHA.

## 2.5 El Segundo Blue Butterfly

Much ado is made over the population size of the El Segundo blue butterfly ("ESB"). However, the methodology used to calculate population size by LAWA is flawed and overestimates population size by at least 400%. While many methods to track trends in butterfly population size exist in the scientific literature,<sup>33</sup> when LAWA hired consultants in 1994 to prepare the EIS/R, they inexplicably used none of the established methods. While consultants continued walking a transect to count butterflies established by Mattoni in 1984, they stopped conducting surveys throughout the entire season. It is absolutely

31. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452, at 446.
32. *Id.* at Table 1, Figure 2.
33. Pollard, E., D.O. Elias, M.J. Skelton, and H.A. Thomas. 1975. A method of assessing the abundance of butterflies in Monks Wood National Nature Reserve in 1973. *Entomologist's Gazette* 26:79-88. Pollard, E. 1977. A method for assessing change in the abundance of butterflies. *Biological Conservation* 12:115-132. Pollard, E. 1984. Synoptic studies of butterfly abundance. Pages 59-61 in R.I. Vane-Wright and P.R. Ackery (eds.) *The biology of butterflies*. Academic Press, London. Pollard, E. 1988. Temperature, rainfall and butterfly numbers. *Journal of Applied Ecology* 25(3):819-828. Zonneveld, C. 1991. Estimating death rates from transect counts. *Ecological Entomology* 16:115-121. Moss, D., and E. Pollard. 1993. Calculation of collated indices of abundance of butterflies based on monitored sites. *Ecological Entomology* 18(1):77-83. Pollard, E., D. Moss, and T.J. Yates. 1995. Population trends of common British butterflies at monitored sites. *Journal of Applied Ecology* 32(1):9-16. Van Strien, A.J., R. Van De Pavert, D. Moss, T.J. Yates, C.A.M. Van Swaay, and P. Vos. 1997. The statistical power of two butterfly monitoring schemes to detect trends. *Journal of Applied Ecology* 34(3):817-828. Brown, J.A., and M.S. Boyce. 1998. Line transect sampling of Karner blue butterflies (*Lycaeides melissa samuelis*). *Environmental and Ecological Statistics* 5(1):81-91. Royer, R.A., J.E. Austin, and W.E. Newton. 1998. Checklist and "Pollard walk" butterfly survey methods on public lands. *American Midland Naturalist* 140(2):358-371. King, R.S. 2000. Evaluation of survey methods for the Karner blue butterfly on the Necedah wildlife management area. *Transactions of the Wisconsin Academy of Sciences Arts and Letters* 88:67-75.

essential to survey throughout the flight season of the butterfly to obtain an estimate of total population size. Furthermore, rather than using an established method to analyze transect counts, Dr. Andrew Huang, an engineer at LAWA, constructed his own method to estimate population size. This method is flawed, and these flaws were explained by Dr. Travis Longcore to Dr. Huang in an email earlier this year, portions of which bear repeating here. The message describes methods used to estimate population size of the ESB by Longcore and others in a scientific article that was at that time in review and has subsequently been accepted for publication in an international scientific journal, the *Journal of Insect Conservation*.

The first method [of calculating population size] was the Pollard Index, which is quite straightforward and about which there can be no argument. There is not a lot of latitude in summing the average weekly count over the course of the season.

The second method is essentially the same as your numerical approximation. This method is first used, albeit with different data sources, by Watt et al in 1977 (Watt, Ward B., Frances S. Chew, Lee R. G. Snyder, Alice G. Watt, and David E. Rothschild. 1977. Population structures of Pierid butterflies I. Numbers and movements of some montane *Colias* species. *Oecologia* 27:1-22.) Watt et al. estimated "total animals [butterflies] present in the brood" by estimating daily butterfly numbers through MRR and extrapolation, summing them to calculate total animal-days, and multiplying this number by the death rate (determined by MRR). Dividing by the longevity (or residence time) would yield the same result. This is what we did, using Arnold's 1979 residence time estimates (ave 6.1 days). Your model does not divide by average longevity, but rather another figure. This is what I don't understand. What is wrong with the logic (used by Watt et al. as well) that the total brood size is equal to the total number of butterfly-days divided by the average butterfly longevity?

$$\frac{\text{butterfly-days}}{\text{longevity (days)}} = \text{butterflies}$$

Your model does something similar, calculating total butterfly days by integrating under the curve (gaussian or not) and dividing by a figure. The question, and the crux of the differences in our results, is the number that you divide by, which is 1.59. You get your number by parameterizing based on the recapture rates. I think the difficulty with this is that you do not know the age of the butterflies that were initially captured. Your method would work if all of the butterflies captured by Arnold on the first day were freshly eclosed adults. However, they cannot be. Some of them will be one, two, or more days old. Failure to account for this will skew your estimate of longevity downwards, and your total population estimate upwards. Now, I am going to guess that you will say that 1.59 days is not the longevity. But if it is not, what is it? Can you see a flaw in the logic of the Watt et al. method or otherwise reconcile it with your method?

One last thing on this method. Our application of it gave a population estimate for 1984 at LAX of 432, while Arnold's MRR estimate was 664, and the Zonneveld model estimated 910. Application of your method would give an estimate of 1,658. (Note: in case you want to calculate these numbers, with the exception of Arnold's estimate, they include an adjustment for the number of flowerheads) (Arnold, R.A. (1986) Studies of the El Segundo blue butterfly - 1984. Inland Fisheries Administrative Report 86-4.)

The third method that we used was the Zonneveld model. What is interesting is that our estimates of death rate (3.3-5.9 days), which vary from year to year, are similar to those given by Arnold (2.3-7.3 days) from MRR. We followed the model as set out by Zonneveld in the 1991 paper. We did not doubt the magnitude of the results because of the correspondence with the Watt et al method, the Pollard index, and the reasonableness of the longevity estimates.<sup>34</sup>

34. Longcore, T. 6 March 2001. Email to Dr. A. Huang.

Dr. Huang did not defend his method, stating in a response to Dr. Longcore, "You have raised many outstanding issues. ... I am very busy with a number of projects. I won't be able to respond to your questions for awhile."<sup>35</sup> To date, he has not provided a substantive response. The EIS/R should therefore be adjusted to reflect El Segundo blue butterfly population numbers that are calculated using the best available scientific methods. Three methods of evaluating the transect counts are given in the *Journal of Insect Conservation* paper, the proofs of which are appended to this report.<sup>36</sup>

As is evident from the literature about butterfly population size estimation,<sup>37</sup> the block counts promoted in the EIS/R are useful only to determine presence of the butterfly, not to estimate population size. The most perplexing part of the discussion of ESB population size by LAWA, both in reports by its consultants and in the EIS/R, is that none of the relevant scientific literature is referenced. Butterflies are conspicuous organisms, and schemes were developed in the 1970s to track population size, yet these are ignored. Sometimes remaking the wheel can lead to innovation, but in this instance it has led to confusion and the propagation of the myth that there are 40,000–80,000 El Segundo blue butterflies on the LAWA property. For example, LAWA claims that in 1998 there were roughly 12,000 ESB along the transect,<sup>38</sup> while proper analysis of the data indicates a population of  $3,356 \pm 805$  s.d.<sup>39</sup> Similarly extravagant claims for the period 1996–2000<sup>40</sup> should be revised.

The EIS/R discussion of the ESB population size provides a diversion from the real issues at hand. Recovery of the species and downlisting from endangered to threatened status requires securing all of the El Segundo Dunes, including that area not currently in the habitat preserve.<sup>41</sup> The 200-acre preserve is still vulnerable to disease, adverse weather, fire, and other accidents. Long-term extinction risk for the butterfly can be minimized through increasing habitat area, not simply by relying on existing areas to provide spectacular numbers. Furthermore, concentration on the El Segundo blue butterfly draws attention away from the ten other endemic invertebrates found on the dunes whose continued persistence depends on habitat values beyond those needed to maintain the butterfly.<sup>42</sup>

LAWA's persistent strategy has been to focus on the butterfly and the 200-acre preserve to the exclusion of all else. For example, in the above-described Waterview Street Landscaping Project, LAWA's main claim in support of the project was that it did not affect the butterfly preserve or the butterfly. None of the appellants had argued that the project directly affected the butterfly, and pointed instead to the other sensitive species and habitats found on the project site. This notwithstanding, there are legitimate impacts to the El Segundo blue butterfly that would result from the alternatives in the EIS/R.

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35. Huang, A. 7 March 2001. Email to Dr. T. Longcore.

36. Mattoni, R., T. Longcore, C. Zonneveld, and V. Novotny. 2001. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197–206.

37. *Id.*

38. Huang, A. November 25, 1998. Estimate of LAX El Segundo Blue Butterfly (ESB) Population (unpublished report).

39. Mattoni, R., T. Longcore, C. Zonneveld, and V. Novotny. 2001. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197–206, at Table 2.

40. EIS/R, Appendix JI. Biological Assessment Technical Report, Table 4.

41. U.S. Fish and Wildlife Service. 1998. *Recovery plan for the El Segundo blue butterfly (Euphilotes battoides allyni)*. U.S. Fish and Wildlife Service, Portland, Oregon, 67 pp.

42. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445–452, at 450.

### 3.0 Assessment of Impacts

While the EIS/R identifies impacts to biological resources, its improper quantification of those impacts results in an underestimation of the actual biological consequences of the build alternatives and ultimately the incorrect conclusion that those impacts can be mitigated to a less than significant level.

#### 3.1 Direct Impacts

The EIS/R uses what it calls a “modified Habitat Evaluation Procedure” to determine impacts on sensitive vegetation types and to quantify impacts to habitats of sensitive species.<sup>43</sup> This procedure is supposedly based on “Habitat Evaluation Procedures” (“HEP”)<sup>44</sup> previously developed by the U.S. Fish and Wildlife Service that have some degree of scientific validity and history of usage.<sup>45</sup> However, the methodology employed in the EIS/R uses the name of this procedure without incorporating any of the essential elements of the analysis. By comparing existing habitat for sensitive species against an abstracted, ideal habitat type, the EIS/R argues that loss of up to 500 acres of habitat for sensitive species can be mitigated by “improving” 100 acres of land already in a nature preserve. This conclusion is not supported by any accepted methodology of impact assessment and seems to have been specifically designed to underestimate the actual impacts to sensitive species at LAX.

HEP was designed for use with target species by the U.S. Fish and Wildlife Service in the 1970s to provide a form of standardization and comparability for environmental analysis. In HEP implementation, the term “habitat” is defined as the biophysical requirements of an individual species (e.g., bald eagle habitat), not as a general term synonymous with vegetation type (e.g., grassland habitat). The U.S. Fish and Wildlife Service states this in the guiding policies for HEP implementation:

HEP is a species-habitat approach to impact assessment; and habitat quality for selected evaluation species is documented with an index, the Habitat Suitability Index (HSI). This value is derived from an evaluation of the ability of key habitat components to supply the life requisites of selected species of fish and wildlife.<sup>46</sup>

The explicit species-based approach of the HEP is apparent in the manual describing the procedure:

HEP is a species-based assessment methodology. It is applicable only for the species evaluated and does not directly relate that species with other ecosystem components. HEP conceptually addresses only the issues of species populations and habitats.<sup>47</sup>

The “modified” HEP in the EIS/R does not establish which species will be used to evaluate the value of the reference sites, nor does it create HSIs for them. Rather, it sets habitat evaluation standards based on an “optimal” site with “a multitude of floral and faunal species.”<sup>48</sup>

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43. EIS/R, p. 4-615.

44. The EIS/R refers to a “Habitat Evaluation Procedure” in the singular form, while the U.S. Fish and Wildlife Service manual calls the method “Habitat Evaluation Procedures” in the plural form. We abbreviate both as “HEP” and treat the acronym as a singular noun indicating a methodology.

45. For example, see Johnson, T.L., and D.M. Swift. 2000. A test of a habitat evaluation procedure for Rocky Mountain bighorn sheep. *Restoration Ecology* 8(4S):47-56.

46. U.S. Fish and Wildlife Service. 1996. Fish and Wildlife Service manual, 870 FW 1, Habitat Evaluation Procedures. [online at <http://policy.fws.gov/870fw1.html>].

47. U.S. Fish and Wildlife Service. 1980. Habitat as the Basis for Environmental Assessment, 101 ESM.

The "modified" HEP does not provide information about the value of habitats within the subject site for several of the sensitive species found there. For example, it does not consider the habitat requirements of loggerhead shrike (*Lanius ludovicianus*) or black-tailed jackrabbit (*Lepus californicus bennettii*). It assigns values of 0.25 for vegetation types that are occupied by these species (Non-Native Grassland/Ruderal). By definition under a true HEP, occupied sites would score much higher. By "modifying" the HEP to address an abstract ideal habitat, actual habitat values to sensitive species are ignored (see below, Table 1).

In fact, the "modified" HEP resembles actual HEP implementation only superficially, in that values between 0 and 1 are assigned to certain arbitrary standards for vegetation types within the study area. None of the essential features of HEP are present in the modified method; the "modified" HEP therefore does not provide the basis for impact assessment in the project area.<sup>49</sup>

Not only is the "modified" HEP quite different from the actual procedure, the standards used to evaluate habitats do not reflect ecological value. This problem derives from the physical and biologic criteria used to evaluate habitat and the so-called "ecosystem functional integrity" components of the analysis. Rather than using target species and HSIs to characterize vegetation types as required in HEP, the EIS/R evaluates whether each of the vegetation types in the project area meets the characteristics found in a "reference site." The habitat type chosen for this standard is that of Valley Needlegrass Grassland/Vernal Pool complex<sup>50</sup> (i.e., Los Angeles Coastal Prairie). For some inexplicable reason, all habitats are measured against this standard, including Southern Foredune, Southern Dune Scrub, and Disturbed Dune Scrub/Foredune. Of course these dune habitats do not have features found in a needlegrass grassland/vernal pool complex. Therefore, because of their failure to have vernal pools and associated species, these vegetation classifications are assigned lower habitat values, 0.35 for both Southern Dune Scrub and Disturbed Dune Scrub/Foredune, and 0.45 for Southern Foredune. These values are ludicrous, first because habitat values and "Habitat Units" are supposed to be relevant to individual species, and second because one vegetation type is measured by the features of another. *The analysis succeeds only in illustrating that dune habitats are not the same as vernal pool/grassland complexes.*

The portion of habitat value deriving from "ecosystem functional integrity" is another wholesale creation of the EIS/R. These standards are not part of HEP, and the choice of standards is arbitrary, with little to do with the sensitive species and vegetation types under analysis. Whether a site is "under regulatory conservation" does not necessarily have anything do with the ecological value of its vegetation type to sensitive species. Similarly, "contiguity with state-designated habitat" is not an ecological criterion. "Variety of pollinator/dispersal mechanisms present" is oriented toward vernal pool habitats, and the choice of "contiguous native habitat >40 acres" is arbitrary. Throughout, the analysis avoids recognition that sensitive plants and wildlife utilize habitats that are not dominated by native species. Loggerhead shrikes forage in ruderal and non-native grasslands as well as in dune scrub. Jackrabbits are thriving in an area with little native plant component. A true HEP would calculate the value of the areas being utilized by carefully selected individual species and use those values to quantify impacts. The EIS/R's "modified" HEP is fatally flawed and must either be revised to follow established procedure, or be abandoned.

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48. EIS/R, p. 4-616.

49. U.S. Fish and Wildlife Service. 1980. Habitat Evaluation Procedures (HEP), 102 ESM.

50. EIS/R, p. 4-615.

### 3.1.1 Sensitive Vegetation Types

With the exception of the ambiguous treatment of the 100 acres on the northern portion of the El Segundo Dunes, the EIS/R claims not to be proposing direct impacts to sensitive vegetation types. The vegetation types to be removed by the three build alternatives are 306–404 acres of Non-Native Grassland/Ruderal and 60–96 acres of Disturbed/Bare Ground. Although these are not sensitive vegetation types, they are used extensively by sensitive species. Whereas the impacts of removal are to sensitive species, the EIS/R proposes mitigation of abstract “Habitat Units” using the “modified” HEP. The result of the use of the “modified” HEP is to underestimate the effects on the species that use these habitats. The “modified” HEP does not evaluate the value of non-native grassland and disturbed areas to each of the species involved, but rather compares those habitats against an idealized habitat. This allows the EIS/R to state losses and to mitigate in “Habitat Units” instead of acres. *“Habitat Units” calculated in the HEP do not reflect the value of the habitats to the sensitive species.* The EIS/R considers these “Habitat Units” as fungible entities, and thereby proposes to mitigate effects to one vegetation type by enhancing another habitat type. Also, by ranking vegetation types on the dunes by comparing them with Valley Needlegrass Grassland/Vernal Pool complex, the EIS/R creates an artificial deficit of “Habitat Units” within the dunes area. The EIS/R then proposes to mitigate for the loss of Non-Native Grassland (occupied by sensitive species) by enhancing the habitat within the already-preserved and restored area of the El Segundo Dunes. If one accepts the logic of the EIS/R’s HEP and mitigation scheme, the loss of Non-Native Grassland can be mitigated by making the El Segundo Dunes more like a Valley Needlegrass Grassland/Vernal Pool complex. (The EIS/R actually claims to restore these areas to Southern Dune Scrub, but does not reconcile that the “deficit” in habitat values on the dunes was caused by the “failure” of dune scrub to have vernal pool/grassland characteristics.) So by the twisted logic of the “modified” HEP, the loss of 366–500 acres of vegetation types occupied by sensitive species putatively can be mitigated by “improving” roughly 100 acres already protected as a nature reserve or zoned as such.<sup>51</sup> Because the “modified” HEP does not measure habitat values for the sensitive species involved, the description of impacts in terms of “Habitat Units” will drastically underestimate the impacts to those vegetation types. Again, it must be noted that the procedure used in the EIS/R *has no basis in scientific literature* and resembles the actual HEP in name only.

All alternatives propose the removal of sensitive habitats within the El Segundo Dunes to allow construction of navigational aids. These impacts range from 640–1,344 square feet. While this does constitute a significant impact, it is dwarfed in comparison to the other direct and indirect impacts proposed under the three build alternatives.

The discussion of acreage and “Habitat Units” lost under each alternative is not clear with respect to the Westchester Southside Project. Some impacts from the Westchester Southside Project are included (e.g., loss of mature trees), but the effects of the “Resort Hotels” and golf course/open space development are not discussed. The No Action/No Project Alternative explicitly includes the loss of habitat from the LAX Northside and Continental City projects. As mentioned above, this improperly assumes completion of the LAX Northside Project even though changed conditions should result in reopening of the environmental analysis. Inclusion of these speculative developments as part of the No Project alternative serves only to make the impacts of the Master Plan alternatives appear smaller.

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51. While there are certainly adequate opportunities to enhance the habitat on the El Segundo Dunes through road/infrastructure removal and revegetation, the area available is simply inadequate to compensate for the loss of sensitive species habitat under the three build alternatives.

The EIS/R mentions but does not discuss adequately one impact of the Westchester Southside development: the removal of 300 mature trees that are used as "nursery" sites for raptors.<sup>52</sup> The biological appendix contains no reference to this impact, or the abundance and species of raptors involved.<sup>53</sup> Neither is a description immediately apparent in the "Biological Resources Memoranda for the Record on Floral and Faunal Surveys."<sup>54</sup> The EIS/R should contain a full description of the species of raptors involved, their relative abundance, the location of the trees, and behaviors observed to allow a full evaluation of the impacts.

### 3.1.2 Sensitive Species

The faulty "modified" HEP results in the underestimation of impacts on sensitive species in the EIS/R. The statement of the impacts to populations are low, which results in improper conclusions about mitigation (see below, Section 4.0).

**Lewis' evening primrose (*Camissonia lewisii*).** All alternatives acknowledge direct impacts to Lewis' evening primrose. This is expressed in terms of the number of individuals that would be affected. While the number of individuals is important, the area that these individuals occupy is as important to the conservation of the species. However, the map showing the distribution of the species indicates locations only on the El Segundo Dunes west of Pershing Drive. No indication is given of the location of areas occupied east of Pershing Drive, which total 2.5 acres.<sup>55</sup> Populations separated from one another offer some degree of insurance against catastrophic losses at individual sites. The complete geographic distribution of the species at LAX should be provided in the EIS/R.

**Belkin's tabanid dune fly (*Brennania belkini*).** The EIS/R does not acknowledge the loss of habitat for the Belkin's tabanid dune fly, which is a sensitive species.<sup>56</sup> This species was recorded as present in the "north runway expansion area."<sup>57</sup> The report indicates that the species may disperse into suitable habitat areas. The presence of this dune-associated species and the sensitive Lewis' evening primrose in the north runway expansion area suggests that this area has a substrate suitable for dune obligate species. This may be the result of previous grading, but the value of this site to these and other sensitive species (e.g., potentially El Segundo crab spider, *Ebo* new sp.<sup>58</sup>) should be noted.

**San Diego black-tailed jackrabbit (*Lepus californicus bennettii*).** The EIS/R acknowledges direct impacts to the habitat of this species, west of the southern runway, east of Pershing Drive. Each of the alternatives would result in the loss of 118.75 acres of occupied area, consisting of the entire population at LAX. The EIS/R maintains that these 118.75 acres equal 14.91 "Habitat Units," or roughly 15 acres of ideal vernal pool/grassland complex. As discussed above, this conversion to "Habitat Units" is misguided and wrong. Only two of the sixteen standards for calculating "Habitat Units" are even remotely related to the value of these areas to black-tailed jackrabbit.

52. EIS/R, pp. 4-657, 4-658, 4-663.

53. EIS/R, Appendix J1. Biological Assessment Technical Report.

54. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys.

55. EIS/R, p. 4-664.

56. California Department of Fish and Game Natural Diversity Database. 1999. Special Status Plants, Animals and Natural Communities of Los Angeles County. U.S. Fish and Wildlife Service. 1998. *Recovery plan for the El Segundo blue butterfly (*Euphilotes battoides allyni*)*. U.S. Fish and Wildlife Service, Portland, Oregon, 67 pp.

57. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 213.

58. *Id.* at 209.

**Table 1. Relevance of “Modified” Habitat Evaluation Procedure Standards to Two Sensitive Species**

HEP Standards	Relevance to value of area as black-tailed jackrabbit habitat	Relevance to value of area as loggerhead shrike habitat
<b>TOPOGRAPHY</b>		
Mound-depression microrelief	None. Species occurs in a variety of topographic conditions.	None
Native soils w/ slope <10%	None	None
Areas w/ period of inundation ≥ 30 days	None. Can serve as vectors for seed dispersal between vernal pools, but not necessary for habitat. <sup>59</sup>	None
Summer desiccation	None	None
<b>FLORA</b>		
>10% vegetative cover	Some. Forage and cover must be present.	Some. Vegetation must support prey populations.
Native grasses >10%	None. Will forage on all manner of grasses, forbs, and shrubs. <sup>60</sup>	None
Vernal pool associated species	None	None
Listed vernal pool associated species	None	None
<b>FAUNA</b>		
Domination of native fauna (reproducing)	None	None
Grassland associated species (reproducing)	None	None
Sensitive vernal pool associated species	None	None
Listed vernal pool associated species	None	None
<b>ECOSYSTEM FUNCTIONAL INTEGRITY</b>		
Contiguity w/ wetland and State-designated sensitive terrestrial habitat	None	None
Designated sensitive terrestrial habitat	None	None
Under regulatory conservation	None	None
Variety of pollinator/dispersal mechanisms present (wind, wildlife)	None. Is itself a dispersal agent.	None
Contiguous native habitat > 40 acres	Potentially important. Size of habitat, whether native or not, is important.	Potentially important. Size of habitat, whether native or not, is important.

The conversion of occupied area to “Habitat Units,” based on the standards listed here, is a misapplication of HEP. The extent of habitat loss to the species is on the order of 119 acres. The use of improperly-defined “Habitat Units” to quantify this loss implies that 15 acres of ideal vernal pool/grassland could support as many black-tailed jackrabbits as 119 acres of non-native grassland.

59. Zedler, P.H., and C. Black. 1992. Seed dispersal by a generalized herbivore: rabbits as dispersal vectors in a semiarid California vernal pool landscape. *The American Midland Naturalist* 128(1):1–10. (Jackrabbits play a similar role in the vernal pool landscape.)  
 60. Johnson, R.D., and J.E. Anderson. 1984. Diets of black-tailed jack rabbits in relation to population density and vegetation. *Journal of Range Management* 37(1):79–83. MacCracken, J.G., and R.M. Hansen. 1982. Herbaceous vegetation of habitat used by blacktail jackrabbits and Nuttall cottontails in southeastern Idaho. *American Midland Naturalist* 107(1):180–184. Jameson, E.W., Jr., and H.J. Peeters. *California mammals*. Berkeley: University of California Press.



This is not possible; 15 acres is substantially smaller than the smallest recorded home range for the species (256 acres).<sup>61</sup>

Surveys determining the area occupied by black-tailed jackrabbit may underestimate the area currently occupied. Research indicates that jackrabbits may move from 2 to 10 miles during a day, from shrub cover where the species conceals itself during the day, to foraging habitat in the late afternoon and evening.<sup>62</sup> The EIS/R does not provide sufficient survey information to establish if the grasslands and disturbed areas to the west of the southern runways provide only foraging habitat, and whether other locations (e.g., El Segundo Dunes) are already occupied at different times of the day. This is also suggested by studies of home range. In a study of big sagebrush and black greasewood, black-tailed jackrabbit ranges were larger (256–768 acres)<sup>63</sup> than the presumed occupied area at LAX (119 acres). This raises the question whether the species actually occupies a greater area at LAX, especially during the night and crepuscular periods when no surveys were undertaken.

**Loggerhead shrike (*Lanius ludovicianus*).** The same difficulties found quantifying habitat of black-tailed jackrabbit are found with description of impacts to loggerhead shrike. According to the EIS/R, the species currently occupies 171.86 acres that would be unusable following implementation of any of the project alternatives. (Such precision in habitat quantification is illusory; the EIS/R extrapolates occupied area by vegetation type, providing an *estimate* of habitat area that may differ from the area actually utilized.) Similarly, the EIS/R claims that this impact equals 22.88 “Habitat Units,” suggesting that roughly 23 acres of optimum habitat could mitigate for the loss of 172 acres of occupied habitat. This is false, and grossly underestimates the impacts to the species. No data are provided that link vegetation type to shrike density, as would be necessary to support this claim. The HEP standards are no more relevant to loggerhead shrike than they are to black-tailed jackrabbit. Unless an actual Habitat Suitability Index is developed for loggerhead shrike, all discussion of direct impacts should refer to the area of occupied habitat destroyed, not to the hypothetical “Habitat Units.” It is furthermore unclear whether the area of the Westchester Southside Project was surveyed, and whether these impacts are included.

**Burrowing owl (*Athene cunicularia*).** Surveys located burrowing owls within the project boundaries, though found no direct evidence of breeding. The EIS/R claims that the species “was determined not to breed within the Master Plan boundaries.”<sup>64</sup> This contradicts the previous assessment made by EIS/R consultant Jim Jennings, who concluded that “there is the potential that they may still breed in the project area.”<sup>65</sup> Because burrowing owl densities fluctuate from year to year, burrowing owls were observed in the project area, and potential burrow sites were found, the conservative approach would be to implement measures to ensure the conservation of the species. This species has recently lost much of its local habitat and if extirpated from the project site will disappear from west Los Angeles as a whole.

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61. Smith, G.W. 1990. Home range and activity patterns of black-tailed jackrabbits. *Great Basin Naturalist* 50(3):249–256. This study found home ranges of 0.4–1.2 square miles for big sagebrush and black greasewood communities in northern Utah. Many factors may allow higher densities at LAX, such as more forage provided by dense non-native grasses and forbs, but there is no evidence that 15 acres of even the best habitats could compensate for the loss of 119 acres.
  62. Dunn, J.P., J.A. Chapman, and R.E. Marsh. 1982. Jackrabbits: *Lepus californicus* and allies. Pp. 124–125 in J.A. Chapman, and G.A. Feldhamer (eds.). *Wild mammals of North America: biology, management and economics*. Baltimore: The Johns Hopkins University Press.
  63. Smith, G.W. 1990. Home range and activity patterns of black-tailed jackrabbits. *Great Basin Naturalist* 50(3):249–256.
  64. EIS/R, Tables 4.10-2, 4-630.
  65. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 463.

**Western spadefoot toad (*Spea hammondi*).** The EIS/R reports that the proposed project alternatives will destroy four seasonal ponds occupied by western spadefoot toads on the south airfield.<sup>66</sup> These populations number at least several hundred adults and all would be destroyed by the various project alternatives. The EIS/R estimates occupied area as 8.97 acres of ephemerally wetted areas and adjacent upland habitats. Spadefoot toads require upland habitats surrounding their aquatic habitat.<sup>67</sup> It is unclear how this area was determined for the EIS/R. Critically important in the analysis is that the species is found in four separate areas. Even though the areas are close to each other, the existing configuration of habitat patches is important to reduce risk to the species from a catastrophic event (e.g., chemical spill, disease). Depending on the separation of the pools, there may still be genetic exchange among the populations in each. These risk dynamics should be considered when evaluating the impact on the species and potential mitigation measures. Loss of the LAX population of western spadefoot toad would cause a significant restriction of the range of the species.

**Riverside fairy shrimp (*Branchinecta sandiegoensis*).** LAX represents the only known coastal population of Riverside fairy shrimp in Los Angeles County. Loss of this population, which is spread among nine sites on the western portion of the property, would be a significant impact. The EIS/R asserts that because the sites where fairy shrimp cysts were found do not have characteristic vernal pool plants, no suitable habitat is found for the species. This conclusion is false — fairy shrimp require vernal pool hydrology, not vernal pool plants, for their existence. This condition would exist, were the management practices at LAX to remove standing water in these pools. It is indeed LAWA's own management scheme that prevents Riverside fairy shrimp from completing its life cycle; LAWA, therefore, should incur liability for "take" of the species under the Endangered Species Act. LAWA fails to recognize that once the presence of fairy shrimp cysts was detected in the vernal pools at LAX, the airport should have ceased its activities that inhibited the life cycle of the species. Instead, the proposal is to destroy all of the areas currently occupied.

The description of acreage for this species does not seem to include the size of the cachements necessary to fill the "ephemerally wetted areas." These areas are necessary to formulate appropriate mitigation measures and evaluate impacts.

The EIS/R is insistent that "there are no extant vernal pools within the [Airport Operations Area]."<sup>68</sup> This statement is meant within the definition of vernal pools as a vegetation type. However, the term "vernal pool" may be used to refer to pools with standing water during the winter and spring, regardless of the presence of certain plant species. As defined by the U.S. Fish and Wildlife Service, "a vernal pool is a natural habitat of the Mediterranean climate region of the Pacific coast covered by shallow water for extended periods during the cool season but completely dry for most of the warm season drought."<sup>69</sup> The definition of the term is hydrological, not botanical. The EIS/R should therefore explicitly disclose that the statement "no vernal pools" refers to a botanical definition. Given the near complete destruction of vernal pools in Los Angeles County,<sup>70</sup> even loss of sites with vernal pool

66. *Id.* at 248.

67. Ruibal, R., L. Trevis, and V. Roig. 1969. The terrestrial ecology of the spadefoot toad *Scaphiopus hammondi*. *Copeia* 572-584.

68. EIS/R, p. 4-691.

69. Zedler, P.H. 1987. *The ecology of southern California vernal pools: a community profile*. U.S. Fish and Wildlife Service Biological Report 85(7.11), p 1.

70. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102.

hydrology and any remnant species (plant or invertebrate) represents a significant impact. The EIS/R emphasizes that Riverside fairy shrimp habitat is degraded through the presence of exotic plant species, presumably to suggest how much better mitigation sites will be than current conditions. However, the degradation of the habitat by exotic plant species is irrelevant to the quality of the pool as habitat for Riverside fairy shrimp. Other degradation to the habitat results directly from LAWA's management,<sup>71</sup> this degradation is avoidable.

### 3.2 Indirect Impacts

As a whole, indirect impacts are not well described in the EIS/R. Those that are described are dismissed with little or no data offered in support, leaving the probability of much greater indirect impacts from the project alternatives than those disclosed.

#### 3.2.1 Light

Night lighting has an effect on bird species composition in an area. A study in Sacramento showed that American crows (*Corvus brachyrhynchos*) roost in areas with high nighttime lighting levels.<sup>72</sup> It is hypothesized that artificial lighting allows them to reduce predation from owls.<sup>73</sup> Crows are native, but they are also aggressive, and artificially increased population levels can be detrimental to other native bird species, including such sensitive species as loggerhead shrike. Artificial night lighting has also been shown to affect the behavior of nocturnal frogs, reducing their visual acuity and ability to consume prey, an impact that may befall those amphibians found within Master Plan boundaries.<sup>74</sup> Many larval forms of arthropods are positively phototactic (e.g., attracted to light, even artificial light), which poses a threat to the many sensitive insect species found on the El Segundo Dunes.<sup>75</sup> Artificial lighting results in increased mortality of moths and other nocturnal insects.<sup>76</sup> Night lighting can also affect kestrels as seen from observation of lesser kestrel (*Falco naumanni*), but also applicable to American kestrel (*Falco sparverius*), found on the El Segundo Dunes.<sup>77</sup> In fact, artificial night lighting affects singing and foraging time of many bird species.<sup>78</sup> Increased lighting even affects gastropods, which would include the sensitive Trask's snail (*Helminthoglypta traskii*).<sup>79</sup>

71. EIS/R, p. 4-699.

72. Gorenzel, W.P., and T.P. Salmon. 1995. Characteristics of American Crow urban roosts in California. *Journal of Wildlife Management* 59(4):638-645.

73. Brody, J.E. 1997. The too-common crow is getting too close for comfort. *New York Times*, May 27.

74. Buchanan, B.W. 1993. Effects of enhanced lighting on the behaviour of nocturnal frogs. *Animal Behaviour* 45(5):893-899.

75. Summers, C.G. 1997. Phototactic behavior of *Bemisia argentifolii* (Homoptera: Aleyrodidae) crawlers. *Annals of the Entomological Society of America* 90(3):372-379.

76. Frank, K.D. 1988. Impact of outdoor lighting on moths: an assessment. *Journal of the Lepidopterists' Society* 42(2):63-93. Kolligs, D. 2000. Ecological effects of artificial light sources on nocturnally active insects, in particular on butterflies (Lepidoptera). *Faunistisch-Oekologische Mitteilungen Supplement*(28):1-136.

77. Negro, J.J., J. Bustamante, C. Melguizo, J.L. Ruiz, and J.M. Grande. 2000. Nocturnal activity of Lesser Kestrels under artificial lighting conditions in Seville, Spain. *Journal of Raptor Research* 34(4):327-329.

78. Outen, A. 1998. *The possible ecological implication of artificial lighting*. Hertfordshire, UK: Hertfordshire Biological Records Centre. Bergen, F., and M. Abs. 1997. Etho-ecological study of the singing activity of the blue tit (*Parus caeruleus*), great tit (*Parus major*) and chaffinch (*Fringilla coelebs*). *Journal fuer Ornithologie* 138(4):451-467.

Derrickson, K.C. 1988. Variation in repertoire presentation in northern mockingbirds. *Condor* 90(3):592-606. Hoetker, H. 1999. What determines the time-activity budgets of avocets (*Recurvirostra avosetta*)? *Journal fuer Ornithologie* 140(1):57-71. Frey, J.K. 1993. Nocturnal foraging by Scissor-Tailed Flycatchers under artificial light. *Western Birds*

These effects may seem to be relatively innocuous, except that species that extend their activity periods into nighttime are often exposed to drastically increased predation threats. In a study of butterfly larvae, a higher growth rate associated with longer photoperiod (as would be caused by artificial light) resulted in significantly higher predation on the butterfly larvae from the primary parasitoid species.<sup>80</sup> Similar tradeoffs will likely occur for the El Segundo blue butterfly with increased lighting on the El Segundo Dunes. While the increased light may increase larval development, the time of activity may also increase predation and parasitism.

The conclusion in the EIS/R that the increased levels of night lighting will have no effect on the El Segundo blue butterfly is completely unsupported by current scientific knowledge of the mechanisms of such effects on ecological systems. The EIS/R concentrates on the adult form of the El Segundo blue butterfly, which only constitutes a minute fraction of the lifecycle of the organism, and ignores published scientific literature documenting the tradeoffs of increased lighting on larval forms of butterflies. Furthermore, the EIS/R includes no discussion of bat species that may forage on the El Segundo Dunes. Many bat species found in Los Angeles County are considered sensitive species, and their foraging patterns are affected by lighting levels. Some faster-flying species congregate at streetlights, while slower-flying species avoid them.<sup>81</sup> The EIS/R should document the bat species foraging within the project site and evaluate the impacts of lighting and other development on them.

The increased nighttime light levels on the El Segundo Dunes constitute a significant adverse impact, and should be avoided. One method to decrease the impacts of nighttime lighting is to use low pressure sodium lamps in place of other lighting types. Yellow light from these sources has less ecological impact. Other possible mitigation measures include using full cut-off lighting fixtures and mandating operational controls.

### 3.2.2 Noise

The effects of airport noise on the fauna of the project area are not considered at all. Perhaps this results from the noise analysis, which improperly chooses 1996 — prior to the introduction of quieter airplanes — as the baseline for noise impacts, rather than what noise conditions would be in the absence of the proposed project. Through this careful choice of baseline, the EIS/R argues that there would be virtually no change in the noise levels on the El Segundo Dunes. However, this is not the case. Noise would be more constant under increased passenger capacity — more planes would be traveling in and out of the airport. Increased noise levels on the El Segundo Dunes will have significant adverse effects on the wildlife found there, effects that are evident from the available scientific literature.

The use of a weighted average to describe noise levels (CNEL) precludes and obfuscates analysis of actual noise impacts. From the standpoint of wildlife, and indeed human physiological responses, it is relevant to know what maximum noise levels are experienced, and at what duration. While the average noise levels described in the EIS/R offer some indication of which areas are louder than others,

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24(3):200. Hill, D. 1992. *The impact of noise and artificial light on waterfowl behavior: a review and synthesis of available literature*. British Trust for Ornithology Research Report No. 61.

79. Lamiot, F. 1998. Impacts écologiques de l'éclairage nocturne. Premier Congrès européen sur la protection du ciel nocturne, June 30–May 1, Paris.

80. Gotthard, K. 2000. Increased risk of predation as a cost of high growth rate: an experimental test in a butterfly. *Journal of Animal Ecology* 69(5):896–902.

81. Rydell, J., and H.J. Baagoe. 1996. Bats & streetlamps. *Bats* 14(4):10–13.

maximum noise levels are necessary to evaluate potential hearing loss, startle reactions in animals, barriers to vocal communication, and other significant impacts to the fauna of the El Segundo Dunes.

The body of research on the effects of noise on vertebrates shows that chronic noise, even at low levels, is associated with elevated stress hormone levels, higher blood pressure, faster heart rates, and other physiological effects.<sup>82</sup> As a result, birds, mammals and other vertebrates may show anatomical differences (smaller body size, enlarged adrenal glands) from prolonged exposure to noise. Species that use vocalizations to communicate may be excluded altogether from noisy areas. The effects of noise on birds and mammals in particular are relevant to the EIS/R.

**Birds.** Of 45 bird species investigated in woodlands in The Netherlands, 33 showed significantly depressed breeding density in response to increased noise levels near roads. All species in the small passerine families Sylviidae, Fringillidae, and Emberizidae were affected by noise.<sup>83</sup> This research also showed that noise effects followed a threshold model.<sup>84</sup> This means that up to a certain noise level, no decrease in density is observed. When noise increases beyond that threshold level, bird density decreases dramatically in the area between the location at which that threshold is met and the road. The decreased density over the area with noise greater than the threshold level ranges from 30% to 100% and is known as the "decrease factor."<sup>85</sup>

These two variables, the threshold value and the decrease factor, describe the impact of noise on breeding birds. Empirical measurement of the threshold value in woodlands shows that for all bird species combined the threshold value is 42–52 dB(A), with individual species exhibiting thresholds as low as 36 dB(A) and as high as 58 dB(A).<sup>86</sup> Furthermore, years with overall low population densities showed lower threshold levels.

Similar research has been conducted for grasslands. Overall, this research shows that breeding bird habitat is degraded at noise levels as low as 36 dB(A). Minimum noise levels on the El Segundo Dunes are 70 dB(A) CNEL,<sup>87</sup> a quantification that does not even provide maximum noise levels. There is no question therefore that noise from LAX operations affects breeding bird densities on the El Segundo Dunes.

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82. Mancini, K.M., D.N. Gladwin, R. Vilella, and M.G. Cavendish. 1988. Effects of aircraft noise and sonic booms on domestic animals and wildlife: a literature synthesis. U.S. Fish and Wildlife Service National Ecology Research Center, Ft. Collins, Colorado. NERC-88/29. 88 pp. Such effects are found in humans too; children exposed to chronic noise greater than 60 dB "experienced marginally higher resting systolic blood pressure, greater heart rate reactivity to test, and higher overnight cortisol levels, which are signs of modestly elevated physiological stress" (Environmental News Network. 24 May 2001. Noisy neighborhoods harmful to children's health).
83. Reijnen, R., R. Foppen, and G. Veenbaas. 1997. Disturbance by traffic of breeding birds: evaluation of the effect and considerations in planning and managing road corridors. *Biodiversity and Conservation* 6:567–581.
84. Reijnen, R., R. Foppen, C. ter Braak, and J. Thissen. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32:187–202.
85. *Id.* at 192.
86. Reijnen, R., R. Foppen, C. ter Braak, and J. Thissen. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32:187–202. Reijnen, R., and R. Foppen. 1995. The effects of car traffic on breeding bird populations in woodland. IV. Influence of population size on the reduction of density close to a highway. *Journal of Applied Ecology* 32:481–491. Reijnen, R., R. Foppen, and H. Meeuwssen. 1996. The effects of traffic on the density of breeding birds in Dutch agricultural grasslands. *Biological Conservation* 75:255–260.
87. EIS/R, Figures 4.2-15, 4.2-19, 4.2-23.

**Mammals.** Chronic noise is a problem for native mammals on the El Segundo Dunes, as it is for humans in surrounding neighborhoods. The description of one study on the effect of airport noise on a small mammal illustrates one example of this problem:

Only a few studies of the physiological effects of noise on rodents have involved wild animals. A field study by Chesser et al. (1975) involved two populations of house mice near the end of a runway at Memphis International Airport. Adult mice also were collected from a rural field 2.0 km from the airport field. Background noise levels at both fields were 80–85 dB. Noise levels of incoming and outgoing aircraft at the airport field averaged 110 dB, with the highest reading reaching 120 dB. Total body weights and adrenal gland weights of mice from the fields were measured. Additional mice were captured from the rural field, placed in the laboratory, and exposed to 1 minute of 105-dB recorded jet aircraft noise every 6 minutes to determine if noise was the causative factor. Control mice were not subjected to noise. After 2 weeks, the adrenals were removed and weighed. Adrenal gland weights of male and female mice from the airport field were significantly greater than those of mice from the rural field. The noise-exposed mice in the laboratory study had significantly greater adrenal gland weights than the control mice. After ruling out stress factors, such as population density, Chesser et al. (1975) concluded that noise was the dominant stressful factor causing the adrenal weight differences between the two feral populations.<sup>88</sup>

While house mice are of no regulatory concern, native mammals on the El Segundo Dunes include some native small mammals (harvest mouse, *Reithrodontomys megalotis*, desert wood rat, *Neotoma lepida*) which are locally significant. Impacts of noise to the habitat quality of the El Segundo Dunes for native mammals should be evaluated.

**Reptiles and Amphibians.** Spadefoot toads may be induced to emerge from their burrows in response to loud noises (95 dB(A) recordings of motorcycle noise in one experiment).<sup>89</sup> Fringe-toed lizards are rendered deaf after 9 minutes exposure to 95 dB(A) noise in the same study. Some snakes will show alert behavior in response to airplanes flying overhead.<sup>90</sup>

The EIS/R should evaluate the effects of noise on the biota of the El Segundo Dunes. It is likely that if the noise baseline were set at current conditions rather than before the implementation of quieter planes, this analysis would reveal significant impacts on the ability of the El Segundo Dunes to support populations of some species of birds, mammals, and other vertebrates. Such significant impacts should be identified and mitigated.

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88. Mancini, K.M., D.N. Gladwin, R. Vilella, and M.G. Cavendish. 1988. Effects of aircraft noise and sonic booms on domestic animals and wildlife: a literature synthesis. U.S. Fish and Wildlife Service National Ecology Research Center, Ft. Collins, Colorado. NERC-88/29. 88 pp.
89. Brattstrom, B.H., and M.C. Bondello. 1983. Effects of off-road vehicle noise on desert vertebrates. Pp. 167–206 in R.H. Webb and H.G. Wilshire, eds. *Environmental effects of off-road vehicles. Impacts and management in arid regions*. New York: Springer-Verlag.
90. Yahya, S.A. 1978. Hearing ability of brown tree snake (*Oendrelaphis tristis*). *Journal of the Bombay Natural History Society* 75:930–931.

### 3.2.3 Pollution

The discussion in the EIS/R about pollution effects on the El Segundo blue butterfly deserves comment. The EIS/R makes the statement, "Monitoring results indicate that current levels of vanadium are not adversely affecting the El Segundo blue butterfly population at the Habitat Restoration Area since counts for the year 2000 showed a significant increase in the population when compared to 1999."<sup>91</sup> Many factors influence butterfly abundance from year to year; changes from 1999 to 2000 provide no information about the effect of pollution on the butterfly. This statement is indicative of a fundamental misunderstanding of the process of deductive reasoning. The reality is that we have no idea what effect pollution has on the populations of sensitive species on the El Segundo Dunes, including the El Segundo blue butterfly. Population trends cannot be derived from two years of data, and are even difficult with ten years of measurements.<sup>92</sup>

### 3.2.4 Landscaping

The EIS/R does not assess the detrimental impacts of landscaping adjacent to the El Segundo Dunes. LAWA has planted invasive exotic species as landscape plants in the past, resulting in a greater load of exotic seed rain on the El Segundo Dunes.<sup>93</sup> Exotic landscaping material, and associated irrigation, can cause significant adverse effects on the biological resources of the El Segundo Dunes.

Installation of permanent irrigation in new areas along Pershing Drive would result in an expansion of the invasive exotic arthropod community on the El Segundo Dunes. Water sources promote population increases of non-native Argentine ants (*Linepithema humile*), European earwigs (*Forficula auricularia*), and other exotic species, which displace native insect species, an effect that has recently been documented to extend 200 m into native habitats.<sup>94</sup> Argentine ants are found on the El Segundo Dunes already, but the explosion in numbers associated with permanent irrigation will wreak havoc on native arthropod communities. This is shown by consistent decreases in native arthropod diversity in response to increased Argentine ant abundance.<sup>95</sup> Argentine ants would displace native ants surrounding the project site. This extirpation reverberates up the food chain, as some native reptiles (e.g., coast horned

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91. EIS/R, Appendix J1. Biological Assessment Technical Report, p. 91.
  92. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452.
  93. Kowsky, K. 24 April 1995. Plant-life dispute blooms at airport; environmentalist sees exotic plants at LAX as threat to survival of endangered butterfly. *Los Angeles Times*, B-1. Gregor, I. 1 April 2000. Seeds of trouble: airport landscaping project has environmental groups up in arms. *Daily Breeze*, B-1.
  94. Holway, D.A. 1998. Factors governing rate of invasion: a natural experiment using Argentine ants. *Oecologia* 115(1-2):206-212. Suarez, A.V., D.T. Bogler, and T.J. Case. 1998. Effects of fragmentation and invasion on native ant communities in coastal southern California. *Ecology* 79(6):2041-2056.
  95. Erickson, J.M. 1971. The displacement of native ant species by the introduced Argentine ant *Iridomyrmex humilis* (Mayr). *Psyche* 78:257-266. Cole, B.J. 1983. Assembly of mangrove ant communities: patterns of geographic distribution. *Journal of Animal Ecology* 52:339-348. Human, K.G., and D.M. Gordon. 1996. Exploitation and interference competition between the invasive Argentine ant, *Linepithema humile*, and native ant species. *Oecologia* 105(3):405-412. Human, K.G., and D.M. Gordon. 1997. Effects of Argentine ants on invertebrate biodiversity in Northern California. *Conservation Biology* 11(5):1242-1248. Holway, D.A. 1998. Effect of Argentine ant invasions on ground-dwelling arthropods in northern California riparian woodlands. *Oecologia* 116(1-2):252-258. Kennedy, T.A. 1998. Patterns of an invasion by Argentine ants (*Linepithema humile*) in a riparian corridor and its effects on ant diversity. *American Midland Naturalist* 140(2):343-350. Longcore, T.R. 1999. Terrestrial arthropods as indicators of restoration success in coastal sage scrub. Ph.D. Thesis, Department of Geography, University of California, Los Angeles.

lizard, *Phrynosoma coronatum*, found on the El Segundo Dunes) preferentially feed on native ants and decline in their absence.<sup>96</sup>

The EIS/R should require as a mitigation measure that in areas adjacent to the El Segundo Dunes, all landscaping plants be limited to locally native species, and that irrigation be limited to winter only.

### 3.3 Cumulative Impacts

The analysis of cumulative impacts is woefully inadequate and is inconsistent with previous conclusions reached by the City of Los Angeles in environmental impact reports. The discussion of cumulative impacts in Sections 4.10 and 4.11 of the EIS/R consists of a description of the Master Plan area and the following statement:

Areas surrounding the study area consist largely of developed areas with little or no habitat value. However, two biologically significant open spaces, the Ballona Wetlands and the Ballona Bluffs, remain extant within the vicinity of the study area.<sup>97</sup>

However, in the Final Environmental Impact Report for the West Bluffs Project — a project to build residences on the last open space on the Ballona Bluffs — the City of Los Angeles found:

The contribution of the proposed project to impacts on plant and animal life from ongoing development in the region is not considered to be significant, due to the disturbed nature and correspondingly low resource value of the project site.<sup>98</sup>

The current EIS/R is inconsistent with the above statement. To the contrary, the current EIS/R states that:

The cumulative impacts on biotic communities from development of the LAX Master Plan Improvements, and other proposed projects in the area, most notably the Playa Vista Master Plan Project and the Catellus residential proposal on the Ballona Bluffs, are considered significant due to the limited amount of extant natural habitat in the vicinity of the study area, particularly wetlands.<sup>99</sup>

The EIS/R then argues that implementation of the LAX Master Plan will not contribute to these cumulative impacts. The City of Los Angeles seems to claim that whichever project is under review does not contribute to cumulative impacts, yet once approved, the City's subsequent environmental review documents acknowledge that projects did contribute to cumulative impacts. The reality is that both the Catellus West Bluffs Project and the LAX Master Plan will contribute to significant cumulative impacts on natural resources.

Upland foraging habitat for grassland songbirds and raptors will be nearly eliminated by the combination of the LAX Master Plan, the West Bluffs Project, Playa Vista Phase I, and the potential

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96. Suarez, A.V., J.Q. Richmond, and T.J. Case. 2000. Prey selection in horned lizards following the invasion of Argentine ants in southern California. *Ecological Applications* 10:711-725.

97. EIS/R, pp. 4-663, 4-706.

98. City of Los Angeles. October 1998. EIR No. 91-0675. West Bluffs Project Section IV.D.3.

99. EIS/R, p. 4-664.



Playa Vista Phase II. The Ballona Creek watershed (with the exception of the Baldwin Hills) will no longer support many bird species as a result of the cumulative impacts of these developments. Western meadowlark, white-tailed kite, California horned lark, loggerhead shrike, sharp-shinned hawk, northern harrier, Cooper's hawk, and American kestrel will experience significant declines in suitable habitat as a result of these cumulative impacts. Peregrine falcon will experience significant losses of foraging habitat. Many birds associated with the Ballona Wetlands forage in upland habitats, especially during the winter and spring rains. For example, great blue heron and snowy egret forage in the ephemeral wetlands at LAX and the West Bluffs site. If all of these projects are completed, all remnants of vernal pools in the northern portion of the former Los Angeles Coastal Prairie will be obliterated. Vernal pool hydrology at the West Bluffs site and at LAX would be destroyed, yet the EIS/R claims that no significant cumulative impacts will result from the project.

This is the end of the line for open space in west Los Angeles. The City of Los Angeles must recognize that the current project, plus the others previously approved by the City, have significant, irreversible, cumulative impacts on biological resources.

#### **4.0 Mitigation Measures**

The mitigation measures that rely on the "modified Habitat Evaluation Procedure" are insufficient to offset the significant impacts that would result from the build alternatives. The use of "Habitat Units" in mitigation measures MM-BC-2, MM-BC-4, MM-BC-5, MM-BC-6, and MM-BC-7 is fundamentally flawed.

The all-purpose mitigation measure "Conservation of Faunal Resources" (MM-BC-4) is completely inadequate to address impacts to sensitive species from the project alternatives. The conversion to "Habitat Units" is spurious; all mitigation must replace lost habitat with an equal or greater area.

##### **4.1 Lewis' Evening Primrose**

Mitigation for Lewis' evening primrose does not ensure that a replacement population of the species will be created, only that more individuals will be grown on the El Segundo Dunes, where the species is already found. In addition to establishing a numerical goal for the number of individuals to be replaced, mitigation should ensure the area occupied by the species will increase by at least the 2.5 acres that would be lost. Because there is a risk-spreading benefit in the disjunct configuration of the impacted population, the mitigation site should be geographically distinct from currently occupied sites.

##### **4.2 Western Spadefoot Toad**

Mitigation for the western spadefoot toad ignores the geographic configuration of the impacted population(s). These toads are found in four distinct ephemeral wet areas on the LAX property, all of which would be destroyed by the build alternatives. Division of the population into separate, hydrologically distinct pools with different cachements is a benefit to the population. Mitigation for these losses cannot be achieved through creation of 1.24 acres of ideal habitat (the "Habitat Units"), but rather must consist of four separate pools and associated cachements of at least 9 acres.

The choice of mitigation location is important as well. The top choice would be on the areas of the former Los Angeles Coastal Prairie west of Pershing Drive. However, the EIS/R claims that allowing a vernal pool in this area would encourage bird life as well, and would therefore pose a hazard to aircraft.

If off-site mitigation is necessary, the first choice should be the West Bluffs property, currently subject to development by the Catellus Corporation. The West Bluffs site has vernal pool hydrology and is the only candidate site within a reasonable distance of LAX. Distant sites such as Madrona Marsh and potentially California State University Dominguez Hills (where spadefoot toads possibly persist in a vernal pool but are subject to imminent extirpation from construction), should be utilized only in addition to a more proximate site. If no proximate sites are secured (e.g., the West Bluffs property is unobtainable), then the conclusion of the EIS/R must be that the impacts to the species cannot be mitigated to a less than significant level. Without the LAX population, or a possible West Bluffs replacement, the range of the species in the region will be significantly diminished, even with more distant offsite mitigation.

#### 4.3 Riverside Fairy Shrimp

A similar analysis applies to the proposed mitigation for the loss of habitat for the Riverside fairy shrimp. The species is currently found in at least nine areas affected by the build alternatives. The proposed mitigation is for "no more" than 1.3 acres of replacement habitat.<sup>100</sup> To the contrary, loss of this occupied habitat should be mitigated by provision of nine pools with associated upland cachement areas to support vernal pool hydrology. While the mitigation measure suggests one location with 0.75 habitat value (i.e. restoration of vernal pool plants and other vernal pool characteristics), it is more important to the fairy shrimp that multiple locations be acquired. Population models for species found in habitat patches (e.g., metapopulations) show that persistence is enhanced not by density at a single site — although patch size is important — but by maximizing the number of occupied patches.<sup>101</sup> To trade occupied sites for other biological values such as presence of sensitive plant species decreases the long-term persistence possibilities for the fairy shrimp. Certainly full vernal pool restoration would be a noble conservation goal, but it does not mitigate the impacts to the Riverside fairy shrimp. The potential mitigation sites should be chosen by proximity to LAX. The West Bluffs site could provide one, possibly two pools. Additional pools should be identified to mitigate fully the impacts to the species.

#### 4.4 San Diego Black-tailed Jackrabbit

As discussed above, the proposed mitigation for the San Diego black-tailed jackrabbit is insufficient to offset the losses to the species. The loss of 119 acres of occupied habitat must be offset by the provision of at least 119 acres of additional habitat. The EIS/R provides no evidence to show that the species can be supported at similar densities in the Habitat Restoration Area on the dunes, nor that the "Habitat Units" of restoration on the dunes will make the area more suitable for jackrabbits. Black-tailed jackrabbits require mixed grasses, forbs, and shrubs for food; dune scrub may provide less preferred forage than exotic grassland. The Habitat Restoration Area therefore may support lower densities of the species than currently occupy the 119 acres of exotic grassland. Furthermore, the EIS/R provides no estimate of the size of the population to be impacted, or the diel<sup>102</sup> patterns of movement exhibited by the species, information that is necessary to formulate an effective mitigation measure. Any release program on the El Segundo Dunes must be accompanied by a humane control program for the exotic red fox (*Vulpes vulpes*).

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100. EIS/R, p. 4-708.

101. Hanski, I. 2000. *Metapopulation ecology*. London: Oxford University Press.

102. "Diel" refers to a 24-hour period, a full day and night.

#### 4.5 Loggerhead Shrike

The EIS/R proposes to mitigate for loss of occupied loggerhead shrike habitat (172 acres) with restoration on the El Segundo Dunes in the form of 22.88 "Habitat Units." Implicit in this proposal is the assumption that the density of loggerhead shrikes on the El Segundo Dunes can be increased to accommodate those displaced by the loss of 172 acres of occupied habitat. The EIS/R provides no information about densities of loggerhead shrike to support this implicit assumption. To the contrary, because the El Segundo Dunes are already occupied with breeding loggerhead shrikes, and the shrike's use of habitat is not tied to whether the vegetation is native or not (or to the arbitrary habitat standards of the HEP), restoration on the El Segundo Dunes is not likely to appreciably increase the density of shrikes found there. Mitigation for this impact must be found elsewhere, in the form of 172 acres of shrike habitat. Loggerhead shrike are found at the West Bluffs site, but the site is only 44 acres and so could only offer partial mitigation for impacts at LAX. Other additional mitigation sites include properties covered under the Playa Vista master plan, or in the Baldwin Hills. However, if 172 acres of shrike habitat in addition to the El Segundo Dunes cannot be identified and acquired as mitigation, then the significant impact to this species cannot be mitigated to a less than significant level. The impacts are certainly not mitigated by the proposal to provide 23 extra "Habitat Units" in currently occupied habitat.

#### 4.6 Los Angeles Coastal Prairie

Prescriptions for restoration of Valley Needlegrass Grassland described in MM-BC-5, MM-BC-6, and MM-BC-7 are not consistent with evidence of the historic vegetation in the area, which Mattoni and Longcore have described as Los Angeles Coastal Prairie. The prescription is for a needlegrass dominated habitat, with four common subshrubs. First, five plant species are insufficient to restore this habitat type; the actual plant diversity of the habitat was significantly higher. Second, the relative abundance of species is nothing approaching historical conditions. A transect along a historic photograph of the Coastal Prairie (or "meadow" as described by Pierce<sup>103</sup>), shows the following coverage: *Lupinus bicolor* (39%), *Camissonia bistorta* (18%), *Phacelia stellaris* (14%), *Lotus strigosus* (8%), *Festuca megalura* (4%), *Cryptantha intermedia* (1%), and open (16%).<sup>104</sup> A mitigation measure should bear at least some resemblance to the vegetation type that it proposes to emulate. Furthermore, the standard of 10% native cover for successful restoration is outrageous. The claim that this is defensible because 10% is deemed significant for the identification of a native grassland by the California Department of Fish and Game is equally stunning. Ten percent cover represents the most degraded grasslands, not a standard to achieve in restoration. If the success criterion for grassland mitigation were followed, the vegetation created would score very low on the "modified" HEP touted in the EIS/R.

#### 4.7 Restoration Performance Criteria

The performance criteria for the restoration efforts are all exceedingly weak. The only quantifiable standard for revegetation performance is attainment of native cover, the highest of which is 45%. Ecologists have developed many measures of habitat quality that are available to define performance

103. Pierce, W.D. 1938. The fauna and flora of the El Segundo sand dunes: 1. General ecology of the dunes. *Bulletin of the Southern California Academy of Sciences* 37(3):93-97.

104. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102, at 87.

standards for revegetation, including many measures of plant diversity and plant structure.<sup>105</sup> Wetland mitigation must meet stringent standards quantifying wetland functions and values.<sup>106</sup> Terrestrial arthropods have been used to assess the performance of revegetation in re-creating native habitats.<sup>107</sup> The performance criteria for restoration should provide more ecological information than simply percent native cover, especially when so many measures are readily available. Without true ecological assessment of restored areas, the success of the mitigation will be forever unknown.

#### 4.8 Raptor “Nursery Sites”

Insufficient information about the impact to raptors using mature trees is provided to allow assessment of whether the mitigation measure (MM-BC-3) would be effective for replacement of mature trees. The location of this mitigation would be important, and the destruction of nearly all of the open space used for foraging by raptors may render “nursery sites” extraneous, with no raptors to use them.

#### 5.0 California Coastal Act

None of the build alternatives in the Master Plan would be consistent with the California Coastal Act. First, there would be many impacts to the environmentally sensitive habitat area on the El Segundo Dunes through the indirect effects of increased construction, light, landscaping, pollution, and road construction. The mitigation measures proposed are insufficient to mitigate for these significant disruptions of habitat values. Even though the development is designed to occur outside the coastal zone boundary, Section 30240(b) of the Coastal Act provides that:

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.<sup>108</sup>

Second, the EIS/R does not discuss impacts to marine biological resources, which could occur as a result of runoff into and jet fuel dumping over the ocean. Impacts to marine biological resources should be described and appropriate changes implemented before preparation of a final EIS/R.

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105. Magurran, A.E. 1988. *Biological diversity and its measurement*. Princeton: Princeton University Press, 179 pp.

106. Rheinhardt, R.D., M.M. Brinson, and P.M. Farley. 1997. Applying wetland reference data to functional assessment, mitigation, and restoration. *Wetlands* 17(2):195–215.

107. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445–452. Bisevac, L., and J.D. Majer. 1999. Comparative study of ant communities of rehabilitated mineral sand mines and heathland, Western Australia. *Restoration Ecology* 7(2):117–126. Holl, K.D. 1996. The effect of coal surface mine reclamation on diurnal lepidopteran conservation. *Journal of Applied Ecology* 33(2):225–236. Longcore, T.R. 1999. Terrestrial arthropods as indicators of restoration success in coastal sage scrub. Ph.D. Thesis, Department of Geography, University of California, Los Angeles. Parmenter, R.R., and J.A. Macmahon. 1987. Early successional patterns of arthropod recolonization on reclaimed strip mines in southwestern Wyoming [USA]: the ground-dwelling beetle fauna (Coleoptera). *Environmental Entomology* 16(1):168–177. Wheeler, C.P., W.R. Cullen, and J.R. Bell. 2000. Spider communities as tools in monitoring reclaimed limestone quarry landforms. *Landscape Ecology* 15(5):401–406. Williams, K.S. 1993. Use of terrestrial arthropods to evaluate restored riparian woodlands. *Restoration Ecology* 1:107–116. Williams, K.S. 1997. Terrestrial arthropods as ecological indicators of habitat restoration in southwestern North America. Pp. 238–258 in K.M.N.R.W. Urbanska and P.J. Edwards (eds.). *Restoration ecology and sustainable development; First International Conference, Zurich, Switzerland*. Cambridge: Cambridge University Press.

108. California Public Resources Code § 30240(b).

## **6.0 Conclusion**

The EIS/R treatment of biological resources represents the result of significant effort and expenditure on the part of the preparers. Unfortunately, the resulting analysis is deeply flawed, unscientific, and improperly reaches the conclusion that the mitigation measures would reduce impacts to a less than significant level. To the contrary, implementation of any of the three build alternatives would be catastrophic for the biological resources on the project site and result in a significant local and cumulative impact on sensitive species. If approved and implemented, the Master Plan will permanently degrade the diversity and abundance of native wildlife in west Los Angeles. The last refuges of birds and mammals depending on large open spaces will be erased from the landscape.



County of Los Angeles  
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DAVID E. JANSSEN  
Chief Administrative Officer

November 3, 2003

David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009-2007

Dear Mr. Kessler:

**COUNTY OF LOS ANGELES BOARD OF SUPERVISORS  
FINAL COMMENTS ON LAX MASTER PLAN DRAFT SUPPLEMENTAL EIS/EIR**

On behalf of the Los Angeles County Board of Supervisors, I am submitting final comments on the Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (Supplemental Draft EIS/EIR) for the Los Angeles International Airport Master Plan. The Board of Supervisors approved these comments for submission at their meeting of October 28, 2003.

The Board of Supervisors looks forward to receiving a written response to the comments.

Sincerely,

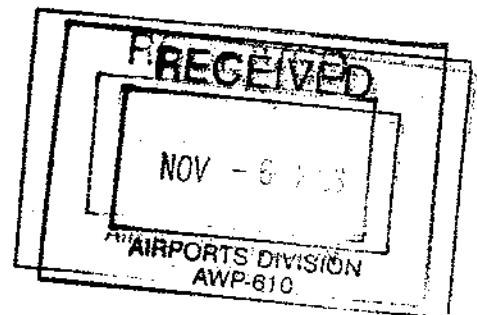


DAVID E. JANSSEN  
Chief Administrative Officer

DEJ:LS  
MKZ:JR:os

Enclosures

- c: Jim Ritchie, Los Angeles World Airports  
Each Supervisors  
Executive Officer, Board of Supervisors  
County Counsel  
Director of Public Works  
Director of Planning  
A.C. Lazzaretto and Associates





## **Land Protection Partners**

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### **Review of Biological Resources Analysis in Supplement to Draft Environmental Impact Statement/Environmental Impact Report for LAX Master Plan**

**Travis Longcore, Ph.D.**  
**Catherine Rich, J.D., M.A.**

**October 20, 2003**

## Review of Biological Resources Analysis in Supplement to Draft Environmental Impact Statement/Environmental Impact Report for LAX Master Plan

This review pertains to the Federal Aviation Administration/Los Angeles World Airports Supplement to Draft Environmental Impact Statement/Environmental Impact Report ("SDEIS/EIR") for the LAX Master Plan. The scope of this review is limited to biological resources, and consequently addresses Sections 4.10 (Biotic Communities), 4.11 (Endangered and Threatened Species of Flora and Fauna), 4.12 (Wetlands), 4.14 (Coastal Zone Management and Coastal Barriers), and 4.18 (Light Emissions). The review was prepared by Dr. Travis Longcore and Catherine Rich, who are experts in the ecology and history of the natural communities that would be affected by the proposed airport expansion and in the assessment of environmental impacts under the California Environmental Quality Act, National Environmental Policy Act, and California Coastal Act. Dr. Longcore has co-authored several peer-reviewed scientific articles on the El Segundo dunes and the Los Angeles coastal prairie (including its vernal pools),<sup>1</sup> which both would be adversely affected by the proposed project.

The SDEIS/EIR complements, but does not replace, the original Draft Environmental Impact Statement/Environmental Impact Report ("DEIS/EIR") for the LAX Master Plan. The SDEIS/EIR does nothing to improve the fatally flawed assessment methodology for direct impacts to sensitive biological resources that was presented in the DEIS/EIR. Rather, the SDEIS/EIR provides only a trivial and meaningless change in the name of the methodology from "modified Habitat Evaluation Procedure" to "Mitigation Land Evaluation Procedure" ("MLEP"). The SDEIS/EIR attempts to improve the analysis of indirect impacts on biological resources, including the effects of light, noise, and air pollution, but the analysis is illogical and unsupported by the literature. Finally, the SDEIS/EIR presents impact analysis for the newly-formulated Alternative D.

With the exception of the analysis of Alternative D, which triggered the preparation of a Supplement, the new biological resources analysis appears to consist primarily of responses to comments on the DEIS/EIR, including those of the resources agencies and perhaps our own.<sup>2</sup> In our 2001 review, we noted the failure of the DEIS/EIR to provide an adequate assessment of the effects of light and noise on biological resources, illustrated the gross inadequacy of the "modified Habitat Evaluation Procedure," and identified contradictions in the project description. Because many of the problems that we identified in our 2001 review have not been addressed in the SDEIS/EIR, we incorporate our earlier comments by reference (see attached without appendices). This review evaluates the updated analysis of biological impacts and associated mitigation measures presented in the SDEIS/EIR.

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1. Mattoni, R., T. Longcore, C. Zonneveld, and V. Novotny. 2001. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197-206. Longcore, T., R. Mattoni, G. Pratt, and C. Rich. 2000. On the perils of ecological restoration: lessons from the El Segundo blue butterfly. Pp. 281-286 in J.E. Keeley, M. Baer-Keeley, and C.J. Fotheringham (eds.) *2nd Interface Between Ecology and Land Development in California*. U.S. Geological Survey, Sacramento, California. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles coastal prairie, a vanished community. *Crossosoma* 26(2):71-102.
  2. Longcore, T., and C. Rich. 2001. Review of biological resources analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report. Land Protection Partners, Los Angeles. 27 pp. + appendices.



## 1.0 Project Description

The maps of land use for the airport properties are updated in the Supplement to depict the four Alternatives. These maps are somewhat clearer than those in the DEIS/EIR about the land use of the ~100 acres of El Segundo dunes not included in the Habitat Restoration Area. While the DEIS/EIR included maps depicting this area as a golf course or resort hotels,<sup>3</sup> the SDEIS/EIR identifies that area as "Airfield/Airport Open Space."<sup>4</sup> The description of Alternatives does not, however, provide conclusive details about the long-term disposition of this biologically important area.<sup>5</sup> The long-term plans for this property are important to the analysis of mitigation measures because the SDEIS/EIR contemplates that some habitat mitigation activities will occur in this area, outside of the ~200-acre Habitat Restoration Area.<sup>6</sup>

We note that the depiction of the 100 acres of El Segundo dunes north of the Habitat Restoration Area as "Airfield/Airport Open Space" diverges from the previous positions articulated by the City of Los Angeles. In the staff report for issuance of a Coastal Development Permit for landscaping along Waterview Street at the northern end of this area, the City in 2001 wrote, "The Project, a narrow, landscaped area along the streets, would provide a buffer between the golf course and residential areas...."<sup>7</sup> As we noted in our previous comments, the zoning for the parcels in the dunes was set at [QJOS-1-XL in 1994, which disallows development in the dunes habitat preserve and restricts use of the remainder of the property to "a nature preserve and accessory uses only."<sup>8</sup> In the Land Use section of the SDEIS/EIR, while the entire 300 acres of the El Segundo dunes are designated as "Open Space," the map refers to the "Los Angeles Airport/El Segundo Dunes Specific Plan" as the descriptor.<sup>9</sup> This Specific Plan has been superseded by the 1994 zoning update, but this fact is not reflected in the various maps in the SDEIS/EIR. The restriction of the northern 100 acres of the dunes to "nature preserve and accessory uses" should be clarified in the Final EIS/EIR.

## 2.0 Direct Impacts

### 2.1 Mitigation Land Evaluation Procedure (formerly "modified Habitat Evaluation Procedure")

The modified Habitat Evaluation Procedure presented in the DEIS/EIR has been renamed the Mitigation Land Evaluation Procedure in the SDEIS/EIR.<sup>10</sup> This methodology was rejected outright by the U.S. Fish and Wildlife Service ("USFWS") and the California Department of Fish and Game ("CDFG") in comments on the DEIS/EIR, but the SDEIS/EIR retains the methodology while simply changing the name, "to eliminate confusion associated with a similarity in the designation to an unrelated methodology developed by the USFWS."<sup>11</sup> This change in terminology does not correct the faulty

3. DEIS/EIR, Appendix J1. Biological Assessment Technical Report, Figures 8, 11, 14.

4. SDEIS/EIR, Figures S3-2, S3-4, S3-5, S3-6, S3-7, S3-8.

5. SDEIS/EIR, Section 3. Alternatives (Including Proposed Action).

6. SDEIS/EIR, MM-BC-4 through MM-BC-8, MM-BC-10 through MM-BC-13.

7. City of Los Angeles 2001. Coastal Development Permit Application No. 00-05 Final Staff Report, p. 3.

8. City of Los Angeles. Ordinance No. 169,767, effective June 12, 1994.

9. SDEIS/EIR, Figures 4.2-6, 4.2-9, 4.2-12, 4.2-15.

10. SDEIS/EIR, p. 4-449.

11. *Id.*

assumptions of the underlying method, and does nothing to correct the deficiencies in this method that were identified by the USFWS, CDFG, and our previous review.

The SDEIS/EIR uses the Mitigation Land Evaluation Procedure to determine impacts to sensitive vegetation types and to quantify impacts to habitats of sensitive species.<sup>12</sup> The name change is a *de facto* confirmation that the “methodology” is not based on an accepted technique, the “Habitat Evaluation Procedures” (“HEP”)<sup>13</sup> developed by the U.S. Fish and Wildlife Service, but rather was invented for this analysis. While the HEP is an established method with a history of usage,<sup>14</sup> the MLEP is not a recognized method for the evaluation of impacts to sensitive species or vegetation types, or the determination of mitigation ratios for such impacts. Because the SDEIS/EIR does not reprint the methodology it has renamed MLEP, further discussion of the MLEP must refer to the DEIS/EIR.

The MLEP sets habitat evaluation standards based on an “optimal” site with “a multitude of floral and faunal species.”<sup>15</sup> One would expect that each vegetation type would be compared against an optimal site of that same vegetation type, but this is not the case. Rather, the MLEP inexplicably compares all vegetation types against a valley needlegrass grassland/vernal pool complex. One might also expect that the habitat evaluation for each species would incorporate features relevant to that species’ survival. This is not true either, because the habitat evaluation standards bear no relation to species requirements. For example, we compared the habitat evaluation standards in the MLEP to the habitat requirements of loggethead shrike (*Lanius ludovicianus*) and black-tailed jackrabbit (*Lepus californicus bennettii*) (Table 1),<sup>16</sup> and found no nexus. The MLEP assigns low values of 0.25 for vegetation types that are occupied by these species (non-native grassland/ruderal), even though this vegetation is quite good habitat for both species. Furthermore, because the MLEP compares all vegetation types against one vegetation type, the MLEP results in the false conclusion that habitat values lost by destruction of one vegetation type can be mitigated by enhancing a completely different vegetation type.

This critical failure bears repeating. The single set of standards used to evaluate all vegetation types does not reflect ecological value, either to sensitive species or as vegetation communities. This problem derives from the physical and biological criteria used to evaluate habitat and the so-called “ecosystem functional integrity” components of the analysis. Rather than developing criteria for each vegetation type, the MLEP evaluates all vegetation types against the characteristics found in a “reference site.” The vegetation type chosen for this standard is that of valley needlegrass grassland/vernal pool complex.<sup>17</sup> For some inexplicable reason, all vegetation types are measured against this standard, including southern foredune, southern dune scrub, and disturbed dune scrub/foredune. Dune vegetation does not exhibit many features found in a valley needlegrass grassland/vernal pool complex. Because dune vegetation does not have vernal pools and associated species, these vegetation dune types are assigned lower

12. DEIS/EIR, p. 4-615, SDEIS/EIR, p. 4-449.

13. U.S. Fish and Wildlife Service. 1996. Fish and Wildlife Service manual, 870 FW 1, Habitat Evaluation Procedures. [online at <http://policy.fws.gov/870fw1.html>]. U.S. Fish and Wildlife Service. 1980. Habitat as the basis for environmental assessment, 101 ESM. U.S. Fish and Wildlife Service. 1980. Habitat Evaluation Procedures (HEP), 102 ESM.

14. Johnson, T.L., and D.M. Swift. 2000. A test of a habitat evaluation procedure for Rocky Mountain bighorn sheep. *Restoration Ecology* 8(4S):47-56.

15. DEIS/EIR, p. 4-616.

16. Because the MLEP is the “modified HEP” with a different name, our analysis is the same as provided in our 2001 comments.

17. DEIS/EIR, p. 4-615.

“habitat” values — 0.35 for both southern dune scrub and disturbed dune scrub/foredune, and 0.45 for southern foredune. This ranking merely illustrates that dune scrub is not good valley needlegrass grassland/vernal pool complex, but it says nothing about whether it is good dune scrub.

**Table 1. Relevance of Mitigation Land Evaluation Procedure Standards to Two Sensitive Species**

MLEP Standards	Relevance to value of area as black-tailed jackrabbit habitat	Relevance to value of area as loggerhead shrike habitat
<b>TOPOGRAPHY</b>		
Mound-depression microrelief	None. Species occurs in a variety of topographic conditions.	None
Native soils w/ slope <10%	None	None
Areas w/ period of inundation ≥ 30 days	None. Can serve as vectors for seed dispersal between vernal pools, but not necessary for habitat. <sup>18</sup>	None
Summer desiccation	None	None
<b>FLORA</b>		
>10% vegetative cover	Some. Forage and cover must be present.	Some. Vegetation must support prey populations.
Native grasses >10%	None. Will forage on all manner of grasses, forbs, and shrubs. <sup>19</sup>	None
Vernal pool associated species	None	None
Listed vernal pool associated species	None	None
<b>FAUNA</b>		
Domination of native fauna (reproducing)	None	None
Grassland associated species (reproducing)	None	None
Sensitive vernal pool associated species	None	None
Listed vernal pool associated species	None	None
<b>ECOSYSTEM FUNCTIONAL INTEGRITY</b>		
Contiguity w/ wetland and State-designated sensitive terrestrial habitat	None	None
Designated sensitive terrestrial habitat	None	None
Under regulatory conservation	None	None
Variety of pollinator/dispersal mechanisms present (wind, wildlife)	None. Is itself a dispersal agent.	None
Contiguous native habitat > 40 acres	Potentially important. Size of habitat, whether native or not, is important.	Potentially important. Size of habitat, whether native or not, is important.

18. Zedler, P.H., and C. Black. 1992. Seed dispersal by a generalized herbivore: rabbits as dispersal vectors in a semiarid California vernal pool landscape. *The American Midland Naturalist* 128(1):1–10. (Jackrabbits play a similar role in the vernal pool landscape.)

19. Johnson, R.D., and J.E. Anderson. 1984. Diets of black-tailed jack rabbits in relation to population density and vegetation. *Journal of Range Management* 37(1):79–83. MacCracken, J.G., and R.M. Hansen. 1982. Herbaceous vegetation of habitat used by blacktail jackrabbits and Nuttall cottontails in southeastern Idaho. *American Midland Naturalist* 107(1):180–184. Jameson, E.W., Jr., and H.J. Peeters. 1988. *California mammals*. University of California Press, Berkeley.

The portion of habitat value deriving from “ecosystem functional integrity” is another wholesale creation of the DEIS/EIR, and by extension the SDEIS/EIR. The choice of standards is arbitrary, with little to do with the sensitive species and vegetation types under analysis. Whether a site is “under regulatory conservation” does not necessarily have anything do with the ecological value of its vegetation type for sensitive species. Similarly, “contiguity with state-designated habitat” is not an ecological criterion. “Variety of pollinator/dispersal mechanisms present” is oriented toward vernal pool vegetation, and the choice of “contiguous native habitat >40 acres” is arbitrary.

The MLEP fundamentally obscures the reality that sensitive plants and wildlife utilize vegetation that is not dominated by native species. Loggerhead shrikes forage in ruderal and non-native grasslands as well as in dune scrub. Jackrabbits are thriving in an area with little native plant component. Furthermore, the MLEP asserts that landscaped areas within the airport grounds contain “habitat units,” even though these areas support neither sensitive vegetation communities nor sensitive species. The MLEP is therefore of no use in evaluating the impacts to native wildlife, or in devising mitigation schemes for those impacts. The MLEP is so flawed that it completely fails to establish the nexus for mitigation of impacts.

We are not saying that it would be impossible to develop a scheme to assess vegetation communities that assigns lower area equivalence to degraded vegetation. Indeed, the suggestion by CDFG that non-native grasslands be mitigated at a 0.5:1 ratio is implicit recognition of such an approach. A preliminary effort to develop a “habitat hectares” scheme has been published in the scientific literature, but it is fundamentally different from the MLEP.<sup>20</sup> A valid “habitat area” approach should include the following features: 1) incremental values of habitat areas are assigned strictly on biological criteria, 2) these criteria are developed separately for each vegetation type, and 3) the results are not applied as proxies for the habitat requirements of individual wildlife species.<sup>21</sup> The MLEP violates all three of these conditions. (Technically, this type of approach should not be called a “habitat area” approach, because “habitat” is a specific term that is defined relative to an individual species.<sup>22</sup>)

## 2.2 Alternative D

The SDEIS/EIR discloses that the new, preferred Alternative D would result in direct destruction of 1.53 acres of sensitive habitat for the construction of navigational aids and associated service roads within the El Segundo dunes, both inside and outside the Habitat Restoration Area. This would include removal of 0.8 acres of disturbed foredune, 0.5 acres of disturbed grassland, and 0.2 acres of foredune.<sup>23</sup> The acreage may sound minimal to the casual reader, but the raw acreage does not reveal the true extent of project impacts because it conceals the spatial configuration of the development. The Biotic Communities analysis fails to reveal the geographic arrangement of the proposed construction, and does not consider this critical information in the assessment of impacts. This information about configuration is important because if the navigational aids are scattered, a greater area will be subjected to “edge effects” from adjacency to the new infrastructure and the construction. If they are clustered, then

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20. Parkes, D., G. Newell, and D. Cheal. 2003. Assessing the quality of native vegetation: the “habitat hectares” approach. *Ecological Management and Restoration* 4:S29–S38.

21. *Id.*

22. Hall, L.S., P.R. Krausman, and M.L. Morrison. 1997. The habitat concept and a plea for standard terminology. *Wildlife Society Bulletin* 25:173–182.

23. SDEIS/EIR, Table S4.10-4.

impacts will be lessened. Clustering of development is one of the basic tenets of conservation planning. Every site of disturbance within the dunes habitat is an area that is more easily invaded by exotic plants and arthropods. It is therefore troubling that the SDEIS/EIR contains no assessment of the configuration of this development footprint.

Configuration of the navigational aids on the dunes is found only in the Coastal Zone Management and Coastal Barriers section. A figure in that section reveals that the navigational aids will be installed at no fewer than 23 separate locations in two lines extending two thirds of the way across the dunes from east to west.<sup>24</sup> In addition, existing navigational aids will be removed from 12 other locations both in and out of the Habitat Restoration Area. Each new navigational aid will be 9 feet square, within a 15-foot service buffer. The total area of the new navigational aids is 0.2 acres, so the remaining 1.4 acres of identified disruption must be from new roads or other construction impacts. Therefore, from the new navigational aids alone, nearly 1,300 feet of new habitat edges will be introduced into the El Segundo dunes. It is furthermore unclear if habitat disruption from removal of existing navigational aids has been evaluated.

The impact analysis for Alternative D uses the flawed MLEP to calculate "habitat units" that will be lost for various sensitive species. These habitat units are essentially meaningless; the actual acres of lost habitat should be the basis for impact assessment. According to the SDEIS/EIR the following sensitive species will experience habitat loss in the following amounts: black-tailed jackrabbit, 23.76 acres; western spadefoot toad (*Spea hammondi*), 8.97 acres; loggerhead shrike, 83.25 acres.

The area of impacts to black-tailed jackrabbit is actually much larger than 23.76 acres. The area currently occupied by this species will be used as a construction staging area, which will eliminate far more habitat than the parking garage.<sup>25</sup> In addition, the mitigation measure for this species proposes relocating all of the jackrabbits to the El Segundo dunes. The resulting total loss of habitat is therefore closer to the 118.75 acres described for the other Alternatives.

Loss of habitat for jackrabbits, loggerhead shrikes, and western spadefoot toads constitutes a significant impact because the losses would appreciably diminish the ranges of these rare species. LAX supports the only population of jackrabbits in west Los Angeles and indeed, in most of the Los Angeles basin. LAX also supports one of the last western spadefoot toad populations in the Los Angeles basin. Surveys in 2003 for breeding loggerhead shrikes recorded fewer than six pairs within the Los Angeles basin (Kimball Garrett, Los Angeles County Museum of Natural History, pers. comm.), and the species has disappeared in recent years from regularly surveyed sites at Holy Cross Cemetery, Madroña Marsh, and other Los Angeles locations (Professor Hartmut Walter, UCLA Department of Geography, pers. comm.). All three of these species are on the verge of extirpation within a large cismontane geographic area, making any impacts to the populations at LAX highly significant. Cumulative impacts to these species, from the proposed project and other projects in the area, including the Catellus West Bluffs development, are highly significant.

The impact analysis for Alternative D (and the other Alternatives) does not address the "bomb disposal site" located within the Habitat Restoration Area. Consultants to LAX previously recommended that

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24. SDEIS/EIR, Figure S4.14-1.

25. SDEIS/EIR, Figure S4.20-1.

this site be moved as part of the Master Plan process so that the ongoing adverse impacts to sensitive habitats (including scraping of restored areas, and disposal of debris within restored areas) could be avoided.<sup>26</sup>

The impact analysis does not provide a sufficient discussion of chemicals that would be used for dust suppression. The SDEIS/EIR suggests the use of "nontoxic" soil binders to reduce dust, but the compatibility of these chemicals with habitat restoration and biological communities is unknown or not reported, and so cannot be evaluated.

### 3.0 Indirect Impacts

The SDEIS/EIR provides additional discussion of the effects of light and noise on biological resources. While presenting marginally more information, the analysis and conclusions on both these topics are lacking in logic and scientific support.

#### 3.1 Artificial Night Lighting and Wildlife

Discussion of the impacts of artificial night lighting on wildlife is hampered by the confusing use of terminology in the SDEIS/EIR. The issue is routinely described as an analysis of "light emissions," and the magnitude of lighting is described in foot-candles ("fc"). The difficulty with this is that foot-candles (or the SI equivalent lux) are measures of illumination within an area, not the emission of light from a source. Light emissions should be described in terms of luminance. Both illumination and luminance are relevant to assessment of the biological impacts of artificial lighting. Luminance is primarily associated with attraction and repulsion of animals, while illumination primarily results in orientation and disorientation.<sup>27</sup> Analysis of lighting should therefore clearly distinguish between illumination and luminance in considering impacts to wildlife.

The analysis of lighting impacts from all Alternatives lacks relevant spatial information to reach meaningful conclusions. For example, the baseline conditions within the dunes Habitat Restoration Area are described as ranging from 0.004 fc to 0.26 fc.<sup>28</sup> For all build scenarios, the SDEIS/EIR predicts that illumination will increase by 0.34 fc. The spatial distribution of this increase is not described, which makes it difficult to discern how large an area will be subjected to increased lighting from the project.

The SDEIS/EIR tries to reach the conclusion that current lighting levels have no adverse influence on wildlife. This conclusion is not supported by the facts. First, all lighting levels within the dunes were recorded during a night with a clear sky. Light reflected by clouds or fog is at a minimum on clear nights; ambient illumination may increase substantially on overcast or foggy nights.<sup>29</sup> The

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26. DEIS/EIR, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 509.

27. Health Council of the Netherlands. 2000. *Impact of outdoor lighting on man and nature*. Health Council of the Netherlands, The Hague.

28. SDEIS/EIR, p. 4-452.

29. Moore, M.V., S.M. Pierce, H.M. Walsh, S.K. Kvalvik, and J.D. Lim. 2000. Urban light pollution alters the diel vertical migration of *Daphnia*. *Verhandlungen der Internationale Vereinigung für Theoretische und Angewandte Limnologie* 27:779-782.

characterization of the baseline conditions does not therefore adequately represent lighting impacts, given the frequency of these meteorological conditions along the coast.

Second, the biological analysis asserts that only nocturnal and crepuscular species could be affected by artificial night lighting. This conclusion reveals a failure to understand basic ecology and an ignorance of the scientific literature. One of the common effects of artificial night lighting is to extend the activity period of a diurnal species into the nighttime hours. This has been well documented for birds,<sup>30</sup> and is so notable in reptiles that animals exhibiting such behavior have been characterized as using the "night light niche."<sup>31</sup> In another example, seals extended foraging time on salmon by using the lights from a bridge overhead.<sup>32</sup> Extended activity times for diurnal species results in disruption of interactions with other species. Species with extended activity periods may 1) subject other species to increased predation, 2) increase competition with nocturnal and crepuscular species, and 3) be subject to additional predation. The outcome of these altered species interactions will be positive, neutral, and negative for different members of the community, be they diurnal, crepuscular, or nocturnal. One experimental investigation reports the outcome of increased foraging time allowed by artificial lighting for butterfly larvae. The higher growth rate associated with longer photoperiod was offset by significantly higher predation on the butterfly larvae from the primary parasitoid species.<sup>33</sup> The SDEIS/EIR errs dramatically in claiming that diurnal species would not be affected by artificial night lighting.

Third, the SDEIS/EIR does not discuss the relevant literature to develop thresholds to determine adverse impacts from lighting. Rather, it draws on the rather illogical statement that because sensitive species are present in the dunes area with existing light levels, the light does not adversely affect these species.<sup>34</sup> Presence of a species in a degraded habitat does not mean that the habitat is not degraded. The conclusion of no impact from existing lighting cannot be drawn without knowing the density of sensitive species in the absence of artificial night lighting. Even using the measurements taken on a clear night for the SDEIS/EIR, artificial illumination on the dunes reaches 0.26 fc (2.8 lux), which is an order of magnitude greater than that provided by a full moon (~0.1 lux). The claim that illumination of this magnitude does not affect wildlife is untenable, given the known influences of lunar cycles on wildlife behavior. For example, scorpions stay closer to their burrows during the full moon.<sup>35</sup> Other animals,

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30. Goertz, J.W., A.S. Morris, and S.M. Morris. 1980. Ruby-throated hummingbirds feed at night with the aid of artificial light. *Wilson Bulletin* 92:398-399. Freeman, H.J. 1981. Alpine swifts feeding by artificial-light at night. *British Birds* 74(3):149. Hill, D. 1990. The impact of noise and artificial light on waterfowl behaviour: a review and synthesis of the available literature. British Trust for Ornithology Report No. 61, Norfolk, United Kingdom. Frey, J.K. 1993. Nocturnal foraging by scissor-tailed flycatchers under artificial light. *Western Birds* 24(3):200. Negro, J.J., J. Bustamante, C. Melguizo, J.L. Ruiz, and J.M. Grande. 2000. Nocturnal activity of lesser kestrels under artificial lighting conditions in Seville, Spain. *Journal of Raptor Research* 34(4):327-329. Thurber, W.A., and O. Komar. 2002. Turquoise-browed motmot (*Eumomota superciliosa*) feeds by artificial light. *Wilson Bulletin* 114(4):525-526.
  31. Schwartz, A., and R.W. Henderson. 1991. *Amphibians and reptiles of the West Indies: descriptions, distributions, and natural history*. University of Florida Press, Gainesville.
  32. Yurk, H., and A.W. Trites. 2000. Experimental attempts to reduce predation by harbor seals on out-migrating juvenile salmonids. *Transactions of the American Fisheries Society* 129(6):1360-1366.
  33. Gotthard, K. 2000. Increased risk of predation as a cost of high growth rate: an experimental test in a butterfly. *Journal of Animal Ecology* 69(5):896-902.
  34. SDEIS/EIR, p. 4-453.
  35. Skutelsky, O. 1996. Predation risk and state-dependent foraging in scorpions: effects of moonlight on foraging in the scorpion *Buthus occitanus*. *Animal Behaviour* 52(1):49-57.

including snakes,<sup>36</sup> small mammals,<sup>37</sup> lagomorphs,<sup>38</sup> and bats,<sup>39</sup> similarly avoid foraging during the full moon to avoid the increased predation risk. With areas of the dunes subjected permanently to illumination brighter than that of a full moon, the conclusion that this baseline condition causes no impacts is not supported by scientific evidence. Even the dimmest illumination found in the baseline conditions at the dunes (0.004 fc = 0.043 lux) is still greater than the light of a quarter moon (0.01 lux), let alone a moonless clear night (i.e., starlight only with no light pollution; 0.001 lux), or a moonless overcast night (i.e., no starlight with no light pollution; 0.0001 lux).

With these natural illumination levels in mind, it becomes evident that impacts from additional light created by the project will be significant to wildlife: All project Alternatives would increase illumination within the Habitat Restoration Area so that illumination would range from 0.344–0.6 fc (3.7–6.5 lux). This illumination is 37 to 65 times brighter than that of a full moon. Given that the wildlife species of the dunes evolved for hundreds of thousands of years with, and are adapted to, a natural light regime with a maximum illumination of the full moon, and some wildlife species may detect and respond to illuminations below 0.01 or even 0.0001 lux,<sup>40</sup> an increase of 0.34 fc (3.6 lux) constitutes a significant adverse impact.

### 3.2 Noise and Wildlife

In our 2001 comments on the DEIS/EIR, we requested that the impact of noise on wildlife be analyzed. The SDEIS/EIR presents an analysis, but it is lacking in scope and logic.

The scope of the analysis of noise impacts is limited in the SDEIS/EIR to sensitive species only. While these impacts are important, this scope is unduly narrow, because it ignores impacts to wildlife species not designated as “sensitive” that are found in rare natural communities (also called “sensitive habitats”). Rare natural communities, such as southern foredune, dune scrub, and valley needlegrass grassland, are important for both their flora and fauna. It would defeat the purpose of protecting such sensitive habitats if impacts to the wildlife in those habitats are not analyzed. The noise analysis should therefore be expanded to consider impacts to the wide range of wildlife found in the sensitive habitats at LAX, and not limited to only those individual species designated as sensitive.

The logic of the noise analysis is also flawed. This is exemplified by the conclusion that, “Based on the analysis of existing noise levels at locations occupied by sensitive species, and the presence of sensitive species within these areas, it appears that current noise conditions do not adversely affect sensitive species at LAX.”<sup>41</sup> Again, as is the case with the analysis of artificial night lighting, insufficient information is available in the SDEIS/EIR to draw this conclusion. If the density of sensitive species

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36. Clarke, J.A., J.T. Chopko, and S.P. Mackessy. 1996. The effect of moonlight on activity patterns of adult and juvenile prairie rattlesnakes (*Crotalus viridis viridis*). *Journal of Herpetology* 30(2):192–197. Klauber, L.M. 1939. *Rattlesnakes: their habits, life histories, and influence on mankind*. Second edition. Vol. 1. University of California Press, Berkeley.
  37. Lima, S.L. 1998. Stress and decision making under the risk of predation: recent developments from behavioural, reproductive, and ecological perspectives. *Advances in the Study of Behavior* 27:215–290.
  38. Gilbert, B.S., and S. Boutin. 1991. Effect of moonlight on winter activity of snowshoe hares. *Arctic and Alpine Research* 23(1):61–65.
  39. Rydell, J. 1992. Exploitation of insects around streetlamps by bats in Sweden. *Functional Ecology* 6:744–750.
  40. Tarano, Z. 1998. Cover and ambient light influence nesting preferences in the Tungara frog *Physalaemus pustulosus*. *Copeia* 1998(1):250–251.
  41. SDEIS/EIR, p. 4-453.



without elevated noise levels were known, and those densities remained the same with elevated noise, then perhaps a conclusion of no impact could be reached. But the SDEIS/EIR does not report density of occupation by any sensitive species (except El Segundo blue butterfly, *Euphilotes bernardino allyni*) and presents no comparison to suggest that densities would be the same in the absence of the noise associated with the fourth largest airport in the United States. Without these critical parts of a logical argument, the conclusion that existing noise does not affect sensitive species at LAX is unfounded.

Beyond the faulty conclusion that *current* noise levels do not affect sensitive species at LAX, the SDEIS/EIR also asserts that *increased* noise would not affect sensitive species. This conclusion is a result of the inappropriately narrow scope of the analysis and a failure to consider reasonable thresholds for noise effects. A rather exhaustive body of literature is referenced, but glossed over by the SDEIS/EIR, that illustrates the adverse impacts of airport noise on vertebrates, even at levels far below the thresholds in the SDEIS/EIR. Chronic noise, even at low levels, is associated with elevated stress hormone levels, higher blood pressure, faster heart rates, and other physiological effects.<sup>42</sup> As a result, birds, mammals, and other vertebrates may show anatomical differences (smaller body size, enlarged adrenal glands) from prolonged exposure to noise.

A study of the influence of aircraft overflights on birds is cited in the SDEIS/EIR, noting that "there were no major differences in the nesting productivity of the most abundant species, and the nesting success was high and similar for both the control site and the test site."<sup>43</sup> This reference is rather disingenuous, because it neglects to inform the reader that the Alaska study site experienced  $L_{max}$  below 70 dB(A) while the  $L_{max}$  at LAX ranges 90–140 dB(A) under the various Alternatives. This represents a considerable difference, because decibels are measured on a logarithmic scale.

Road noise, which is several orders of magnitude quieter than aircraft noise, has been documented to exert an adverse impact on breeding birds. Of 45 bird species investigated in woodlands in The Netherlands, 33 showed significantly depressed breeding density in response to increased noise levels near roads. All species in the small passerine families Sylviidae, Fringillidae, and Emberizidae were affected by noise.<sup>44</sup> Empirical measurement of the threshold value triggering decreased density in woodlands shows that for all bird species combined the threshold value is 42–52 dB(A), with individual species exhibiting thresholds as low as 36 dB(A) and as high as 58 dB(A).<sup>45</sup> Furthermore, years with overall low population densities showed lower threshold levels. Similar research has been conducted for

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42. Mancini, K.M., D.N. Gladwin, R. Vilella, and M.G. Cavendish. 1988. Effects of aircraft noise and sonic booms on domestic animals and wildlife: a literature synthesis. U.S. Fish and Wildlife Service National Ecology Research Center, Ft. Collins, Colorado. NERC-88/29. 88 pp.

43. Rozell, K.B. 2001. Effects of military overflights on nesting neotropical migrant birds. Alaska Bird Observatory, Fairbanks.

44. Reijnen, R., R. Foppen, and G. Veenbaas. 1997. Disturbance by traffic of breeding birds: evaluation of the effect and considerations in planning and managing road corridors. *Biodiversity and Conservation* 6:567–581.

45. Reijnen, R., R. Foppen, C. ter Braak, and J. Thissen. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32:187–202. Reijnen, R., and R. Foppen. 1995. The effects of car traffic on breeding bird populations in woodland. IV. Influence of population size on the reduction of density close to a highway. *Journal of Applied Ecology* 32:481–491. Reijnen, R., R. Foppen, and H. Meeuwssen. 1996. The effects of traffic on the density of breeding birds in Dutch agricultural grasslands. *Biological Conservation* 75:255–260.

grasslands. Overall, this research shows that breeding bird habitat is degraded at noise levels as low as 36 dB(A).<sup>46</sup>

Mammals are likewise vulnerable to impacts from chronic airport noise:

Only a few studies of the physiological effects of noise on rodents have involved wild animals. A field study by Chesser et al. (1975) involved two populations of house mice near the end of a runway at Memphis International Airport. Adult mice also were collected from a rural field 2.0 km from the airport field. Background noise levels at both fields were 80–85 dB. Noise levels of incoming and outgoing aircraft at the airport field averaged 110 dB, with the highest reading reaching 120 dB. Total body weights and adrenal gland weights of mice from the fields were measured. Additional mice were captured from the rural field, placed in the laboratory, and exposed to 1 minute of 105-dB recorded jet aircraft noise every 6 minutes to determine if noise was the causative factor. Control mice were not subjected to noise. After 2 weeks, the adrenals were removed and weighed. Adrenal gland weights of male and female mice from the airport field were significantly greater than those of mice from the rural field. The noise-exposed mice in the laboratory study had significantly greater adrenal gland weights than the control mice. After ruling out stress factors, such as population density, Chesser et al. (1975) concluded that noise was the dominant stressful factor causing the adrenal weight differences between the two feral populations.<sup>47</sup>

While house mice are of no regulatory concern, native small mammals on the El Segundo dunes include harvest mouse, *Reithrodontomys megalotis*, and desert wood rat, *Neotoma lepida*, which are locally significant. But again, the SDEIS/EIR does not analyze these impacts because it concentrates only on sensitive species, and not on the full range of wildlife species in sensitive habitats.

The scientific literature provides ample evidence to conclude that the sensitive habitats at LAX are degraded by noise from airport operations and that increased noise would constitute a significant adverse impact.

#### 4.0 Mitigation Measures

The SDEIS/EIR, because it relies on the MLEP to formulate mitigation measures for impacts to sensitive species and biotic communities, contains deeply flawed mitigation measures.

The SDEIS/EIR reports that all of the proposed project Alternatives will destroy four seasonal ponds occupied by western spadefoot toads on the south airfield. These populations number at least several hundred adults and all sites would be destroyed by the various project Alternatives. The SDEIS/EIR estimates occupied area as 8.97 acres of ephemeral wetted areas and adjacent upland habitats. Spadefoot toads require upland habitats surrounding their aquatic habitat.<sup>48</sup> It is unclear how upland habitats were measured for the SDEIS/EIR. Critically important in the analysis is that the species is found in four separate areas. Even though the areas are close to each other, the existing configuration of

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46. Reijnen, R., R. Foppen, and H. Meeuwssen. 1996. The effects of traffic on the density of breeding birds in Dutch agricultural grasslands. *Biological Conservation* 75(3):255–260. Reijnen, R., R. Foppen, and G. Veenbaas. 1997. Disturbance by traffic of breeding birds: evaluation of the effect and considerations in planning and managing road corridors. *Biodiversity and Conservation* 6(4):567–581.

47. Mancini, K.M., D.N. Gladwin, R. Villella, and M.G. Cavendish. 1988. Effects of aircraft noise and sonic booms on domestic animals and wildlife: a literature synthesis. U.S. Fish and Wildlife Service National Ecology Research Center, Ft. Collins, Colorado. NERC-88/29. 88 pp.

48. Ruibal, R., L. Trevis, and V. Roig. 1969. The terrestrial ecology of the spadefoot toad *Scaphiopus hammondi*. *Copeia* 572–584.

habitat patches is important to reduce risk to the species from a catastrophic event (e.g., chemical spill). Depending on the separation of the pools, there may still be genetic exchange among the populations in each. These risk dynamics should be considered when evaluating the impact on the species and potential mitigation measures.

Loss of the LAX population of western spadefoot toads would cause a significant restriction of the range of the species. Because of the significance of the LAX population to the range of the species, mitigation areas should be as close as possible to the existing sites. The first choice should be within the 100 acres north of the Habitat Restoration Area where vernal pools were found historically.<sup>49</sup> This site would not require land acquisition and would be consistent with achieving other mitigation goals within this area. Furthermore, the biological consultants for the LAX Master Plan recommend that this site be restored with vernal pools.<sup>50</sup> The second priority for creation of habitat and reintroduction of western spadefoot toad is the West Bluffs site. While this site is currently graded for development, the owner is willing to sell the property, which historically supported appropriate vernal pool habitat. The area of the reintroduction site must at least equal the area occupied at LAX. Given the difficulty of restoring habitat and establishing rare species, a 3:1 mitigation ratio for pool surface area would be more appropriate. This surface area must be accompanied by surrounding upland habitat at a ratio of 10 to 15 acres for each acre of pool surface area. Ideally the mitigation pool surface area would be divided among at least three pools to minimize the effects from a possible catastrophic event.

Mitigation for impacts to Riverside fairy shrimp (*Branchinecta sandiegoensis*) should use the same pool system as developed for the western spadefoot toad.

The SDEIS/EIR suggests that the impact of destroying at least 83 acres of habitat for loggerhead shrike can be mitigated by enhancing habitat within the El Segundo dunes. As proposed, this mitigation measure will not be successful. It suggests that the loss of 83 acres of habitat can be offset by enhancing habitat within 300 acres of existing, occupied habitat. The SDEIS/EIR presents no evidence that the 300 acres of the El Segundo dunes could support a greater density of shrikes. Surveys of the El Segundo dunes in 1995 and 1998 showed this area to be occupied by breeding shrikes.<sup>51</sup> An average of six individuals per survey were seen within the Habitat Restoration Area in 1995.<sup>52</sup> Territory size for loggerhead shrikes on the Channel Islands is large, 34 ha (~84 acres),<sup>53</sup> while mainland territories are somewhat smaller, 4.4–16.0 ha (~10.9–39.5 acres).<sup>54</sup> Assuming the Habitat Restoration Area supports three pairs of breeding shrikes, the territory size would be ~27 ha (~66.7 acres). Experts familiar with shrikes and the El Segundo dunes doubt that the mitigation measure would be successful in increasing shrike density in this occupied habitat (Professor Hartmut Walter, UCLA Department of Geography, pers. comm.).

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49. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles coastal prairie, a vanished community. *Crossosoma* 26(2):71–102.

50. DEIS/EIR, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 508.

51. DEIS/EIR, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 227.

52. DEIS/EIR, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, pp. 469–483.

53. Scott, T.A., and M.L. Morrison. 1990. Natural history and management of the San Clemente loggerhead shrike. *Proceedings of the Western Foundation for Vertebrate Zoology* 4:23–57.

54. Miller, A.H. 1931. Systematic revision and natural history of the American shrikes (*Lanius*). *University of California Publications in Zoology* 38:11–242.

Only one of the three proposed enhancement activities (removal of roads) could be conducted within the Habitat Restoration Area. The other enhancement activities would be conducted outside the Habitat Restoration Area. If enhancement will occur outside the Habitat Restoration Area, then the mitigation measure must establish that restored areas will be protected permanently as natural habitat. The SDEIS/EIR fails to state that mitigation areas outside of the Habitat Restoration Area will be permanently protected.

Enhancement to improve habitat for loggerhead shrikes might also have adverse consequences on other species. Shrikes are fond of Jerusalem crickets as forage.<sup>55</sup> The Jerusalem cricket found at the El Segundo dunes is a sensitive endemic species.<sup>56</sup> This is meant only to illustrate that artificially increasing the density of one species is not necessarily consistent with management for other species or for maximum biological diversity. Similarly, as discussed below, enhancement to support a large population of jackrabbits would conflict with the provision of habitat for El Segundo blue butterflies.

The proposed mitigation for impacts to black-tailed jackrabbits involves relocation from a ruderal grassland to the Habitat Restoration Area, which contains southern dune scrub and foredune scrub vegetation. It is likely that this mitigation measure will not succeed. First, the 200 acres (81 ha) of the Habitat Restoration Area will support a lower density of jackrabbits than the open grassland they now inhabit. Black-tailed jackrabbits are generalist herbivores, and therefore can survive in a range of vegetation types. The density of jackrabbits differs, however, with the composition of the vegetation. Sites that have very high grass cover relative to shrubs and forbs support far greater densities. For example, a steppe habitat with 59% grass, 10% forb, and 31% shrub cover supported 18.4 jackrabbits per ha, and density decreased with increasing shrub cover to 1.4 individuals per ha at 91.0% shrub cover.<sup>57</sup> Because the Habitat Restoration Area is intended to support scrub habitats, jackrabbits could only persist at a far lower density than they do in their current habitat at the Airport Operations Area, meaning a much larger area would be required to support the population. Furthermore, the SDEIS/EIR does not consider the possible reasons that black-tailed jackrabbits are no longer present on the dunes, even though they were present historically. For some reason the population was extirpated, and unless the forces that caused the extirpation are removed, the mitigation will fail. We see two possible explanations. First, the small population size within the Habitat Restoration Area was vulnerable to random events simply because it was small. If this is true, then the relocation will eventually fail unless the dunes are managed to maintain a larger population size to the detriment of other sensitive species on the dunes, including El Segundo blue butterfly. A second possible explanation for the disappearance of jackrabbits from the dunes can be deduced from the timing of their extirpation. According to surveys in the DEIS/EIR, jackrabbits died out (or were killed) sometime between surveys in 1978 and 1988.<sup>58</sup> The other major change in the mammal fauna between 1978 and 1988 was the appearance of the non-native red fox as a breeding resident on the dunes. Red fox are recorded predators of black-tailed jackrabbits, so the invasion and success of this predator may have resulted in the elimination of jackrabbits. If this is true, any jackrabbit relocation program must be accompanied by a humane red fox (and feral cat/dog) control program.

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55. Myers, H.W. 1922. *Western birds*. The Macmillan Company, New York, p. 249.

56. Mattoni, R.H.T. 1990. *Species diversity and habitat evaluation across the El Segundo sand dunes at LAX*. Los Angeles Department of Airports, Los Angeles.

57. Johnson, R.D., and J.E. Anderson. 1984. Diets of black-tailed jack rabbits in relation to population density and vegetation. *Journal of Range Management* 37(1):79-83.

58. DEIS/EIR, Technical Report 7. *Biological Resources Memoranda for the Record on Floral and Faunal Surveys*, p. 493.

Mitigation for Lewis' evening primrose (*Camissonia lewisii*) does not ensure that a replacement population of the species will be created, only that more individuals will be grown on the El Segundo dunes, where the species is already found. In addition to establishing a numerical goal for the number of individuals to be replaced, mitigation should ensure that the area occupied by the species will increase by at least the 2.5 acres that would be lost. Because there is a risk-spreading benefit in the disjunct configuration of the impacted population, the mitigation site should be geographically distinct from currently occupied sites.

Mitigation Measure MM-ET-4 describes actions to mitigate impacts to El Segundo blue butterfly from Alternative D. It contains the following provisions, summarized and quoted from here, that deserve comment based on our previous experience<sup>59</sup> with such mitigation efforts: 1) avoid flight season for construction, such that construction occurs between October 1st and May 31st, 2) mitigate the number of plants of coast buckwheat at 1:1 ratio, 3) "salvage existing coast buckwheat plants and any larvae on the plant or in the soil below the plant that would be removed," and 4) salvage any El Segundo blue butterfly larvae from plants that are not salvaged.<sup>60</sup> While it may seem intuitive to avoid construction during the adult flight season, the species may indeed be more vulnerable at other times because individuals are in diapause as pupae in the sand beneath the plants. While flying adults can escape physical disturbance in the environment, pupae cannot move to avoid being crushed. If the Section 7 consultation with USFWS results in a "no jeopardy" determination, the following strategy would reduce impacts to the butterfly. Plants that will be impacted should be carefully removed in the late Spring before adult butterflies eclose by cutting them at the surface of the sand. This minimizes disturbance to pupae in the duff and sand below. Then construction should be delayed until after the ensuing flight season. Butterflies that emerge to find their plants gone will be forced to emigrate to nearby habitat. If desired, the affected areas can be searched for pupae after the flight season to locate any pupae in multiple-year diapause. Relocation of mature coast buckwheat plants is not a cost efficient means of mitigation. Most plants will die, and the butterfly would be better served by restoring more habitat with container plants. Given the timing of the construction phase, the existing measure incorrectly refers to salvage of larvae at a time when only pupae would be found. Finally, mitigation at a 1:1 ratio for plants is insufficient. The mitigation ratio for direct impacts to this rare natural community should be at a 5:1 ratio on an area basis rather than a per plant basis. The impacts to 0.24 acres of occupied El Segundo blue butterfly habitat (which will be scattered across the Habitat Restoration Area) should be mitigated by restoration of 1.25 acres of the vegetation type in similar topoclimatic configuration. Impacts to backdune areas should be mitigated by restoring backdune vegetation, not by planting a remote foredune area as contemplated by the mitigation measure.

## 5.0 Conclusion

The full DEIS/EIR, including the new Supplement, fails to provide a realistic assessment of the impacts of the proposed project on biological resources, including sensitive species and rare natural communities. The centerpiece of the analysis of direct impacts is a fatally flawed methodology. This methodology confuses the distinction between habitat and vegetation type, and even fails to account for

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59. Longcore, T., R. Mattoni, and A. Mattoni. 2003. Final report for Palos Verdes blue butterfly pupal salvage on Palos Verdes and San Pedro housing, San Pedro, California. The Urban Wildlands Group, Los Angeles (Department of the Navy Letter Agreement # N68711-02-LT-C3001). 9 pp.

60. DSEIS/EIR, p. 4-494.

differences between vegetation types. The assessment of indirect impacts relies on illogical assertions (e.g., if a habitat is degraded for a species then further degradation will have no adverse impact), and fails to consider the scientific literature and its application to the impact analysis.

The magnitude of the LAX Master Plan development and its impacts to wildlife habitat for all four Alternatives, combined with the regional setting and cumulative impacts from development in the City of Los Angeles, lead to the conclusion that implementation of the Master Plan will have significant adverse impacts on biological resources. The mitigation measures proposed to offset these impacts are wholly insufficient to reduce these impacts to a less than significant level.

**Appendix A**

**Review of Biological Resources Analysis in LAX Master Plan  
Draft Environmental Impact Statement/Environmental Impact Report**



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## **Review of Biological Resources Analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report**

**August 8, 2001**

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Catherine Rich, J.D., M.A.**

**SAL00014**



## Review of Biological Resources Analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report

This review pertains to the Federal Aviation Administration and Los Angeles World Airports Joint Draft Environmental Impact Statement/Environmental Impact Report ("EIS/R"). It addresses Sections 4.10 (Biotic Communities), 4.11 (Endangered and Threatened Species of Flora and Fauna), 4.12 (Wetlands), 4.14 (Coastal Zone), and 4.18 (Light Emissions). The review was prepared by Dr. Travis Longcore and Catherine Rich, who are experts in the ecology and history of the natural communities that would be affected by the proposed airport expansion. Dr. Longcore has co-authored several peer-reviewed scientific articles on the El Segundo Dunes and the Los Angeles Coastal Prairie (including its vernal pools),<sup>1</sup> which both would be adversely affected by the proposed project.

The presentation of information in the EIS/R about biological resources is segmented into several sections. For the purpose of this review, however, all biological resource issues are treated together, because mitigation measures for biological impacts are largely the same.

### 1.0 Project Description

For the purpose of discussing the impacts to biological resources, the EIS/R does not provide a complete project description. Within the extent of the Master Plan boundaries, it is unclear what the disposition of certain areas of biologically significant property will be. In maps of the various project alternatives, the legend indicates useless designations such as "Airport Related."<sup>2</sup> There is no way to ascertain with certainty what the use of such land will be under the various alternatives.

#### 1.1 Failure To Analyze Northside/Southside Project

The EIS/R describes the LAX Northside Project as "Collateral Development" that previously has been entitled through the CEQA process.<sup>3</sup> Reliance on old CEQA documentation is problematic, and development of this project would seem to require a reopening of the environmental review, especially given the changed conditions since the approval in 1983. However, the real difficulty is that the EIS/R replaces the LAX Northside Project with the Westchester Southside Project in each of the three build alternatives for the Master Plan. These projects are not the same, and even if the CEQA documentation for the Northside Project is deemed adequate, the Southside Project must be fully analyzed under CEQA. The EIS/R does not completely describe or analyze the biological impacts of the Southside Project.

1. Mattoni, R., T. Longcore, C. Zonneveld, and V. Novotny. 2001. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197-206. Longcore, T., R. Mattoni, G. Pratt, and C. Rich. 2000. On the perils of ecological restoration: lessons from the El Segundo blue butterfly. Pp. 281-286 in J.E. Keeley, M. Baer-Keeley, and C.J. Fotheringham (eds.) *2nd Interface Between Ecology and Land Development in California*. U.S. Geological Survey, Sacramento, CA. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102.
2. EIS/R, Figures 3-6, 3-11, 3-15.
3. EIS/R, pp. 3-20, 3-29.

The Westchester Southside Project, as depicted in the EIS/R,<sup>4</sup> would include the conversion of 100 acres of the El Segundo Dunes to a golf course. (Several figures in the EIS/R appendices map this area at the northern portion of the dunes as "golf course/open space" and include "Resort Hotels" within the same color designation. At a minimum the maps indicate some level of development of the dunes as part of the Westchester Southside Project.) The dunes golf course/open space development was not included in the CEQA analysis for the LAX Northside Project, and remains unanalyzed for compliance with any environmental laws (CEQA, NEPA, California Coastal Act). It is inappropriate for the EIS/R to rely on the Westchester Southside Project — which is a site for relocation of displaced businesses<sup>5</sup> — for mitigation, and not to evaluate the full impacts of the development. While all of the El Segundo Dunes are within the Master Plan area, and the alternatives themselves show no development on the 100 acres at the northern end of the dunes, the result of adopting any of the three project alternatives is to develop 100 acres of dunes in association with "Resort Hotels" and "golf course/open space."<sup>6</sup> The resource value of this area is discussed later, but the analysis of the Westchester Southside Project should not be piecemealed. Currently, the biological impacts of the Westchester Southside Project do not seem to be analyzed fully, nor are they included in the discussion of cumulative impacts for the project. Even if one accepts the premise of the EIS/R that the project will proceed absent approval of the Master Plan, the Westchester Southside Project is "reasonably foreseeable" — in fact relied upon for mitigation — and all of its impacts must be disclosed and mitigated as part of the Master Plan EIS/R.

The decision not to address the biological impacts of the Westchester Southside Project can be interpreted as a strategic choice to avoid disclosure of the full impacts of the airport expansion project. From a biological standpoint, the Westchester Southside Project, even though it would involve fewer square feet of built space than the LAX Northside Project (2.6 million square feet vs. 4.5 million square feet), it has a larger geographic footprint and greater biological impact. Any of the three build alternatives plus the Westchester Southside Project would be a catastrophe for the biological resources found at LAX.

## 1.2 Previous Failure To Disclose Impacts of Development on El Segundo Dunes

Los Angeles World Airports ("LAWA") has previously failed to disclose impacts of development on the El Segundo Dunes. In 1999, a newspaper story announced that LAWA was planning to install landscaping on the northern end of the El Segundo Dunes, along Waterview, Rindge, and Napoleon streets. The Urban Wildlands Group, a Los Angeles-based nonprofit whose board includes the authors of this letter, contacted LAWA to inform project managers of the sensitive resources present and request that the project not include invasive plants that would degrade the dunes. LAWA promised, but then failed to provide, the plant list for the project. LAWA proceeded to implement the project, but failed to secure the proper permits from the City of Los Angeles as required under the California Coastal Act. After installing a new walkway and over 90 mature, non-native palm trees in a sensitive habitat area,<sup>7</sup>

4. EIS/R, Appendix J1. Biological Assessment Technical Report, Figures 8, 11, 14.

5. EIS/R, pp. 3-33, 3-47, 3-56.

6. City of Los Angeles Ordinance 169,767 restricts use of the northern 100 acres of the El Segundo Dunes at LAX to "nature preserve and accessory uses only." This ordinance was passed unanimously by the City Council on April 6, 1994 as part of the General Plan/Zoning Consistency Program. Given this unequivocal direction from the City, it is unclear why the Master Plan is ambiguous about the disposition of this area, unless the intention is to attempt to remove the development conditions from the property and seek another use as part of the Westchester Southside Project.

7. Installation of palm trees is damaging ecologically, and also provides sites for birds to perch, potentially increasing bird strikes with aircraft. Consultants for the airport report that "[t]he El Segundo Dunes provides relatively few attractants

(cont'd)

LAWA was instructed to stop work by the California Coastal Commission, told that it must obtain a permit, and subsequently applied for a permit from the City. The Urban Wildlands Group opposed the permit application for the partially implemented project because it would significantly disrupt habitat values of an environmentally sensitive habitat area ("ESHA"), as defined under the California Coastal Act.<sup>8</sup> The City analysis of the project also agreed that the site was an ESHA.<sup>9</sup> The appeal of the permit was denied by the City of Los Angeles Board of Public Works with the stipulation that LAWA resolve the issue in consultation with The Urban Wildlands Group and those residents opposed to the palm trees. This has not yet happened.

LAWA steadfastly maintains that the 100 acres outside of the El Segundo Blue Butterfly Preserve is not part of the El Segundo Dunes and that it will be developed as a golf course.<sup>10</sup> The area, however, is within the jurisdiction of the California Coastal Commission, and no approved Local Coastal Plan has been produced that would allow for a golf course. The EIS/R provides even more information to join previously published sources<sup>11</sup> showing that the area is an environmentally sensitive habitat area and therefore protected by Section 30240(a) of the California Coastal Act. For example, the EIS/R itself discloses that El Segundo blue butterflies (*Euphilotes bernardino allyni*) occupy one subsite,<sup>12</sup> sensitive Lewis' evening primrose (*Camissonia lewisii*) occupies seven subsites,<sup>13</sup> and the area is occupied by sensitive species such as silvery legless lizard (*Anniella pulchra*), San Diego horned lizard (*Phrynosoma coronatum blainvillei*),<sup>14</sup> loggerhead shrike (*Lanius ludovicianus*; breeding),<sup>15</sup> and Dorothy's sand dune weevil (*Trigonoscuta dorothea dorothea*).<sup>16</sup> The golf course or other development on the dunes should either be analyzed as part of the Master Plan EIS/R for conformance with applicable laws, including the California Coastal Act, or be explicitly deleted from the plans for the area. The EIS/R should offer some certainty about what development will take place within the Master Plan boundaries and disclose the impacts of that development.

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to birds which may partially account for the significantly lower percentage of strikes occurring over this area than over the approach area. The El Segundo Dunes naturally supports very few trees — the only trees present are non-native trees that have been planted...." (EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 341). Without complete environmental review, LAWA planted more attractants for birds in the form of palm trees. The EIS/R also reports that the native birds of the dunes are not involved in bird strikes, while species promoted by urban development, such as pigeons and gulls, are involved in the most strikes.

8. California Public Resources Code §§ 30107.5, 30240.
9. City of Los Angeles. 2001. Coastal Development Permit Application No. 00-05 Final Staff Report, p. 5, "Consequently, for Coastal Act analysis purposes, the Project site is within an environmentally sensitive habitat area...."
10. Personal communication with Steve Crowther, LAWA Environmental Management Bureau, March 9, 2000, by telephone with Dr. Travis Longcore. City of Los Angeles 2001. Coastal Development Permit Application No. 00-05 Final Staff Report, p. 3, "The Project, a narrow, landscaped area along the streets, would provide a buffer between the golf course and residential areas...."
11. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452.
12. EIS/R, Appendix J1. Biological Assessment Technical Report, Figure 20.
13. EIS/R, Figure 4.10-2.
14. EIS/R, Figure 4.10-4.
15. EIS/R, Figure 4.10-5. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 244.
16. EIS/R, Appendix J1. Biological Assessment Technical Report, p. 214.

## 2.0 Current Conditions

The description of current conditions of the biological resources within the Master Plan boundaries is biased toward underestimating the value of the habitats that will be impacted.

### 2.1 Surveys

A great deal of effort was expended surveying the insects of the El Segundo Dunes, especially within the El Segundo Blue Butterfly Preserve, even though this area is not targeted for direct development. Surveys for areas that would be subject to significant direct impacts were inadequate. It appears that only one type of survey — sweep netting — was conducted east of Pershing Drive in the areas that would be most affected by development. This single method would not detect all of the sensitive species that might occur in the area. For example, the El Segundo Jerusalem cricket (*Stenopelmatus* sp.), a burrowing insect, would not be detected with sweep netting. Pitfall trapping would be required to ascertain its presence, and should be performed in the areas of project impacts east of Pershing Drive. Other survey methods, including black lighting and malaise trapping, were conducted only west of Pershing Drive on the El Segundo Dunes, not in the areas of direct project impacts.

While the extensive surveys conducted on the El Segundo Dunes may be useful for evaluating the impacts of the Westchester Southside Project, which the EIS/R does not do, they offer little information to understand the biological communities supported in the open spaces that would be developed under the three development alternatives. For example, the EIS/R provides no summary of the bird surveys conducted at the ephemeral wetlands and open spaces found in the western area of the airport, and provides only handwritten notes buried in the appendices.<sup>17</sup> A summary would be useful to understand the character of the biotic communities in these areas. Species of local conservation concern such as Costa's hummingbird (*Calypte costae*), western meadowlark (*Sturnella neglecta*), and common yellowthroat (*Geothlypis trichas*) were recorded in these areas, yet no complete description of the communities is provided in the text of the document. The biological consultants for the EIS/R report that the ephemeral wetland area at the west end of the airport "provides resting and foraging habitat for numerous resident and migratory bird species,"<sup>18</sup> but the EIS/R provides no summary of these observations or description of the impact of development on these species.

For the El Segundo Dunes, an extensive list of birds is found, complete with species that are almost certainly not present at all. The "Floral Compendium" and "Faunal Compendium" include "species observed or expected to occur on or in the immediate vicinity of the site."<sup>19</sup> On this list are found species that are highly unlikely to be present on the dunes or even near the dunes. For example, acorn woodpecker (*Melanerpes formicivorus*) is not likely to be found on the El Segundo Dunes now or in recent history. Acorn woodpeckers in Los Angeles would be associated with coast live oaks, which are found nowhere on the El Segundo Dunes or the Los Angeles Coastal Prairie. The rather excessive bird list in the Faunal Compendium is made ever more curious by the statement elsewhere by the biological

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17. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, pp. 224 (Memo-Results of Directed Surveys for American Peregrine Falcon, et al., 1998), 292 (Memo-Results of Spring Directed Surveys for Burrowing Owl, 1998), 311 (Memo-Results of Winter Directed Surveys for Burrowing Owl, 1998), 416 (Memo-Wildlife Survey of the Argo Ditch, 1997).

18. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 340 (Memo-Aircraft Bird Strike Literature Review).

19. EIS/R, Appendix JI. Biological Assessment Technical Report, Appendix A, pp. 1-5.

consultants for the EIS/R that "the Dunes does not support a large resident bird population."<sup>20</sup> It is odd to include these ambitious lists, because the biological analysis does not evaluate the impacts of the three alternatives on the species of wildlife in them.

## 2.2 "Determined Absent"

The summary table for sensitive species provided in Section 4.10 of the EIS/R is misleading. For many species, the table indicates that they have been "determined absent" from the Master Plan boundaries based on directed surveys. When dealing with small arthropods that are difficult to capture, persist at low numbers, and may have large annual variation in numbers, one cannot conclude that a species is "determined absent." All that can be done is to state that the species was not found during a certain duration and intensity of searching. It is likely that the survey methodology did not possess sufficient statistical power to detect the species.<sup>21</sup> Presence may be determined conclusively, but absence cannot, especially for cryptic (i.e., small or camouflaged) species. Some degree of certainty about absence could be derived if one had knowledge of the population size, yearly variation in population size of the species, and the trapping efficiency of the survey methods. This information is not available, and therefore no statistically defensible declaration of absence can be made about the sensitive arthropod species.

In other instances, the declaration of absence is contradicted by the reports upon which the section is based. For example, Table 4.10-2 claims that the following species are absent from the Master Plan boundaries: Henne's ecospin moth (*Eucosa hennei*), Rivers' dune moth (*Euxoa riversii*), Ford's sand dune moth (*Psammobotrys fordii*), El Segundo scythrid moth (*Scythris* new sp.), lesser dunes scythrid moth (*Scythris* new sp.), El Segundo goat moth (*Comadia intrusa*), and Santa Monica dunes moth (*Copeblepharon sanctamonicae*). However, in the underlying report, Frank Hovore, the surveyor, writes:

Sensitive moth species (general *Comadia*, *Copeblepharon*, *Euxoa*, *Psammobotrys* [sic], *Scythris*) — A wide variety of moth specimens, including some possibly representing all of these species except *Psammobotrys* [sic], were taken in light traps, but moths in the traps were rendered unidentifiable by the combination of alcohol and churning actions of other species. All of the moth species previously known to occur on the dunes probably persist, because all of the known larval hosts are present. For most moth species, focused light collecting would be necessary to determine presence and distribution, using dry traps or light sheets. Very large numbers of *Psammobotrys* [sic] were collected on the dunes historically (LACM collection), and it is assumed that this species is present, but is highly seasonal and difficult to collect without sustained and focused field efforts.<sup>22</sup>

The text presented in Table 4.10-2 of the EIS/R contradicts the surveys that were conducted. Far from being absent, as maintained in Table 4.10-2, a qualified surveyor determined that the methodology was insufficient to determine presence of these moth species, but that the species were indeed probably

20. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 342 (Memo-Aircraft Bird Strike Literature Review).

21. Gibbs, J.P., S. Droege, and P. Eagle. 1998. Monitoring populations of plants and animals. *Bioscience* 48(1):935-940.

22. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 214 (Memo-Results of Spring Surveys for Gastropods and Arthropods, 1998).

present. Mischaracterization such as this undermines the credibility of the description of current conditions presented in the EIS/R.

### 2.3 Terminology

The EIS/R is inconsistent in its use of terminology describing the 100 acres north of the El Segundo Blue Butterfly Preserve. This area, along with the preserve, is part of the El Segundo Dunes.<sup>23</sup> It has been degraded through residential construction and intrusion of exotic plant species, but it remains of significant biological value and is itself a sensitive habitat (see above, Section 1.2). In various places in the EIS/R, this area is referred to as "dunes and adjacent landforms," "non-restructured dunes,"<sup>24</sup> "100 acres north of Sandpiper Street,"<sup>25</sup> and "the 100-acre open space north of the preserve."<sup>26</sup> Implicit in the choice of terminology for this area is perhaps the intention to construct a golf course upon it. The Los Angeles Airport/El Segundo Dunes Specific Plan, adopted in 1992, incorrectly claims that "approximately 100 acres of the Dunes ... do not contain significant habitat resources."<sup>27</sup> The Specific Plan requires the proposed golf course to provide revenue for the upkeep of the dunes habitat preserve,<sup>28</sup> thereby lifting that burden from LAWA, which perhaps partially explains LAWA's enthusiasm for the idea. However, existing zoning for the area — established more recently than the Specific Plan — is as a nature preserve. EIS/R maps should be consistent with the existing "nature preserve" zoning and should consistently acknowledge this area as part of the El Segundo Dunes.

The EIS/R also exhibits some difficulty with terminology to describe the habitat that formerly was found throughout the entire project area inland of the El Segundo Dunes. In a published article, Mattoni and Longcore describe this area as the Los Angeles Coastal Prairie, and document the historic plant diversity and the presence of extensive vernal pools.<sup>29</sup> The article has been commended as an exemplar of the practice of historical ecology in *The Historical Ecology Handbook: A Restorationist's Guide to Reference Ecosystems*.<sup>30</sup> For some reason, the EIS/R avoids using the Mattoni and Longcore article where it could be useful. For example, Mattoni and Longcore provide documentation of many sensitive species historically present within the study area from herbarium label texts. This includes a full list of vernal pool species historically found in the area, as well as upland forbs, grasses, and shrubs. Instead, the EIS/R chooses to classify the site as Valley Needlegrass Grassland. The historic evidence does not support the assumption that this area was dominated by perennial grasses; rather it was dominated by forbs. This is an important conclusion of Mattoni and Longcore's research that the EIS/R neither accepts nor attempts to dispute.

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23. Mattoni, R.H.T. 1992. The endangered El Segundo blue butterfly. *Journal of Research on the Lepidoptera* 29(4):277-304. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102. U.S. Fish and Wildlife Service. 1998. *Recovery plan for the El Segundo blue butterfly (Euphilotes batoides allyni)*. U.S. Fish and Wildlife Service, Portland, Oregon, 67 pp.

24. EIS/R, p. 4-619.

25. EIS/R, p. 4-614 (this is listed separately from "the Los Angeles/El Segundo Dunes").

26. EIS/R, p. 3-20.

27. City of Los Angeles General Plan, Los Angeles Airport/El Segundo Dunes Specific Plan. Ordinance No. 167,940. June 28, 1992.

28. *Id.* at 6.

29. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102.

30. Egan, D., and A. Howell. 2001. Introduction. Pp. 1-23 in D. Egan and A. Howell (eds.) *The Historical Ecology handbook: a restorationist's guide to reference ecosystems*. Washington, D.C.: Island Press.

## 2.4 Disturbed Dune Scrub/Foredune

Concurrent with the changing terminology about the portion of the El Segundo Dunes not found within the habitat preserve is the decision to classify all dune scrub/foredune outside of the preserve area as disturbed dune scrub. While it is true that the dunes area outside the habitat preserve has a heavier exotic species load, and does not support coast buckwheat (*Eriogonum parvifolium*), it nevertheless has more biological value than is implied by the description. For example, this area supports sensitive plants (Lewis' evening primrose, *Camissonia lewisii*), birds (loggerhead shrike, *Lanius ludovicianus*), and arthropods (see above, Section 1.2). Mattoni et al. describe the ex-residential area in their 2000 article:

Removal of the residences in the 1970s was superficial, leaving some foundations, substantial rubble, foreign soil, roads, and other infrastructure. Vegetation regenerated without assistance, producing a cover of predominately iceplant (*Carpobrotus edulis*) and acacia (*Acacia cyclopsis*) with patches of a few highly dispersive dune shrub species.<sup>31</sup>

However, not all ex-residential sites supported the same arthropod communities. Some sites within the ex-residential area supported terrestrial arthropod communities (including rare and sensitive species) that were similar to those found on undisturbed foredune and undisturbed backdune sites.<sup>32</sup> This variation in the vegetation and associated wildlife across the 100 acres should be reflected in the EIS/R. The wholesale characterization of the area as "disturbed dune scrub/foredune" is misleading in terms of its value to the dune system and proper statutory designation as an ESHA.

## 2.5 El Segundo Blue Butterfly

Much ado is made over the population size of the El Segundo blue butterfly ("ESB"). However, the methodology used to calculate population size by LAWA is flawed and overestimates population size by at least 400%. While many methods to track trends in butterfly population size exist in the scientific literature,<sup>33</sup> when LAWA hired consultants in 1994 to prepare the EIS/R, they inexplicably used none of the established methods. While consultants continued walking a transect to count butterflies established by Mattoni in 1984, they stopped conducting surveys throughout the entire season. It is absolutely

31. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452, at 446.
32. *Id.* at Table 1, Figure 2.
33. Pollard, E., D.O. Elias, M.J. Skelton, and H.A. Thomas. 1975. A method of assessing the abundance of butterflies in Monks Wood National Nature Reserve in 1973. *Entomologist's Gazette* 26:79-88. Pollard, E. 1977. A method for assessing change in the abundance of butterflies. *Biological Conservation* 12:115-132. Pollard, E. 1984. Synoptic studies of butterfly abundance. Pages 59-61 in R.I. Vane-Wright and P.R. Ackery (eds.) *The biology of butterflies*. Academic Press, London. Pollard, E. 1988. Temperature, rainfall and butterfly numbers. *Journal of Applied Ecology* 25(3):819-828. Zonneveld, C. 1991. Estimating death rates from transect counts. *Ecological Entomology* 16:115-121. Moss, D., and E. Pollard. 1993. Calculation of collated indices of abundance of butterflies based on monitored sites. *Ecological Entomology* 18(1):77-83. Pollard, E., D. Moss, and T.J. Yates. 1995. Population trends of common British butterflies at monitored sites. *Journal of Applied Ecology* 32(1):9-16. Van Strien, A.J., R. Van De Pavert, D. Moss, T.J. Yates, C.A.M. Van Swaay, and P. Vos. 1997. The statistical power of two butterfly monitoring schemes to detect trends. *Journal of Applied Ecology* 34(3):817-828. Brown, J.A., and M.S. Boyce. 1998. Line transect sampling of Karner blue butterflies (*Lycæides melissa samuelis*). *Environmental and Ecological Statistics* 5(1):81-91. Royer, R.A., J.E. Austin, and W.E. Newton. 1998. Checklist and "Pollard walk" butterfly survey methods on public lands. *American Midland Naturalist* 140(2):358-371. King, R.S. 2000. Evaluation of survey methods for the Karner blue butterfly on the Necedah wildlife management area. *Transactions of the Wisconsin Academy of Sciences Arts and Letters* 88:67-75.

essential to survey throughout the flight season of the butterfly to obtain an estimate of total population size. Furthermore, rather than using an established method to analyze transect counts, Dr. Andrew Huang, an engineer at LAWA, constructed his own method to estimate population size. This method is flawed, and these flaws were explained by Dr. Travis Longcore to Dr. Huang in an email earlier this year, portions of which bear repeating here. The message describes methods used to estimate population size of the ESB by Longcore and others in a scientific article that was at that time in review and has subsequently been accepted for publication in an international scientific journal, the *Journal of Insect Conservation*.

The first method [of calculating population size] was the Pollard Index, which is quite straightforward and about which there can be no argument. There is not a lot of latitude in summing the average weekly count over the course of the season.

The second method is essentially the same as your numerical approximation. This method is first used, albeit with different data sources, by Watt et al in 1977 (Watt, Ward B., Frances S. Chew, Lee R. G. Snyder, Alice G. Watt, and David E. Rothschild. 1977. Population structures of Pierid butterflies I. Numbers and movements of some montane *Colias* species. *Oecologia* 27:1-22.) Watt et al. estimated "total animals [butterflies] present in the brood" by estimating daily butterfly numbers through MRR and extrapolation, summing them to calculate total animal-days, and multiplying this number by the death rate (determined by MRR). Dividing by the longevity (or residence time) would yield the same result. This is what we did, using Arnold's 1979 residence time estimates (ave 6.1 days). Your model does not divide by average longevity, but rather another figure. This is what I don't understand. What is wrong with the logic (used by Watt et al. as well) that the total brood size is equal to the total number of butterfly-days divided by the average butterfly longevity?

$$\frac{\text{butterfly-days}}{\text{longevity (days)}} = \text{butterflies}$$

Your model does something similar, calculating total butterfly days by integrating under the curve (gaussian or not) and dividing by a figure. The question, and the crux of the differences in our results, is the number that you divide by, which is 1.59. You get your number by parameterizing based on the recapture rates. I think the difficulty with this is that you do not know the age of the butterflies that were initially captured. Your method would work if all of the butterflies captured by Arnold on the first day were freshly eclosed adults. However, they cannot be. Some of them will be one, two, or more days old. Failure to account for this will skew your estimate of longevity downwards, and your total population estimate upwards. Now, I am going to guess that you will say that 1.59 days is not the longevity. But if it is not, what is it? Can you see a flaw in the logic of the Watt et al. method or otherwise reconcile it with your method?

One last thing on this method. Our application of it gave a population estimate for 1984 at LAX of 432, while Arnold's MRR estimate was 664, and the Zonneveld model estimated 910. Application of your method would give an estimate of 1,658. (Note: in case you want to calculate these numbers, with the exception of Arnold's estimate, they include an adjustment for the number of flowerheads) (Arnold, R.A. (1986) Studies of the El Segundo blue butterfly - 1984. Inland Fisheries Administrative Report 86-4.)

The third method that we used was the Zonneveld model. What is interesting is that our estimates of death rate (3.3-5.9 days), which vary from year to year, are similar to those given by Arnold (2.3-7.3 days) from MRR. We followed the model as set out by Zonneveld in the 1991 paper. We did not doubt the magnitude of the results because of the correspondence with the Watt et al method, the Pollard index, and the reasonableness of the longevity estimates.<sup>34</sup>

34. Longcore, T. 6 March 2001. Email to Dr. A. Huang.



Dr. Huang did not defend his method, stating in a response to Dr. Longcore, "You have raised many outstanding issues. ... I am very busy with a number of projects. I won't be able to respond to your questions for awhile."<sup>35</sup> To date, he has not provided a substantive response. The EIS/R should therefore be adjusted to reflect El Segundo blue butterfly population numbers that are calculated using the best available scientific methods. Three methods of evaluating the transect counts are given in the *Journal of Insect Conservation* paper, the proofs of which are appended to this report.<sup>36</sup>

As is evident from the literature about butterfly population size estimation,<sup>37</sup> the block counts promoted in the EIS/R are useful only to determine presence of the butterfly, not to estimate population size. The most perplexing part of the discussion of ESB population size by LAWA, both in reports by its consultants and in the EIS/R, is that none of the relevant scientific literature is referenced. Butterflies are conspicuous organisms, and schemes were developed in the 1970s to track population size, yet these are ignored. Sometimes remaking the wheel can lead to innovation, but in this instance it has led to confusion and the propagation of the myth that there are 40,000–80,000 El Segundo blue butterflies on the LAWA property. For example, LAWA claims that in 1998 there were roughly 12,000 ESB along the transect,<sup>38</sup> while proper analysis of the data indicates a population of  $3,356 \pm 805$  S.D.<sup>39</sup> Similarly extravagant claims for the period 1996–2000<sup>40</sup> should be revised.

The EIS/R discussion of the ESB population size provides a diversion from the real issues at hand. Recovery of the species and downlisting from endangered to threatened status requires securing all of the El Segundo Dunes, including that area not currently in the habitat preserve.<sup>41</sup> The 200-acre preserve is still vulnerable to disease, adverse weather, fire, and other accidents. Long-term extinction risk for the butterfly can be minimized through increasing habitat area, not simply by relying on existing areas to provide spectacular numbers. Furthermore, concentration on the El Segundo blue butterfly draws attention away from the ten other endemic invertebrates found on the dunes whose continued persistence depends on habitat values beyond those needed to maintain the butterfly.<sup>42</sup>

LAWA's persistent strategy has been to focus on the butterfly and the 200-acre preserve to the exclusion of all else. For example, in the above-described Waterview Street Landscaping Project, LAWA's main claim in support of the project was that it did not affect the butterfly preserve or the butterfly. None of the appellants had argued that the project directly affected the butterfly, and pointed instead to the other sensitive species and habitats found on the project site. This notwithstanding, there are legitimate impacts to the El Segundo blue butterfly that would result from the alternatives in the EIS/R.

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35. Huang, A. 7 March 2001. Email to Dr. T. Longcore.

36. Mattoni, R., T. Longcore, C. Zonneveld, and V. Novotny. 2001. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197–206.

37. *Id.*

38. Huang, A. November 25, 1998. Estimate of LAX El Segundo Blue Butterfly (ESB) Population (unpublished report).

39. Mattoni, R., T. Longcore, C. Zonneveld, and V. Novotny. 2001. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197–206, at Table 2.

40. EIS/R, Appendix JI. Biological Assessment Technical Report, Table 4.

41. U.S. Fish and Wildlife Service. 1998. *Recovery plan for the El Segundo blue butterfly (Euphilotes battoides allyni)*. U.S. Fish and Wildlife Service, Portland, Oregon, 67 pp.

42. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445–452, at 450.

### 3.0 Assessment of Impacts

While the EIS/R identifies impacts to biological resources, its improper quantification of those impacts results in an underestimation of the actual biological consequences of the build alternatives and ultimately the incorrect conclusion that those impacts can be mitigated to a less than significant level.

#### 3.1 Direct Impacts

The EIS/R uses what it calls a "modified Habitat Evaluation Procedure" to determine impacts on sensitive vegetation types and to quantify impacts to habitats of sensitive species.<sup>43</sup> This procedure is supposedly based on "Habitat Evaluation Procedures" ("HEP")<sup>44</sup> previously developed by the U.S. Fish and Wildlife Service that have some degree of scientific validity and history of usage.<sup>45</sup> However, the methodology employed in the EIS/R uses the name of this procedure without incorporating any of the essential elements of the analysis. By comparing existing habitat for sensitive species against an abstracted, ideal habitat type, the EIS/R argues that loss of up to 500 acres of habitat for sensitive species can be mitigated by "improving" 100 acres of land already in a nature preserve. This conclusion is not supported by any accepted methodology of impact assessment and seems to have been specifically designed to underestimate the actual impacts to sensitive species at LAX.

HEP was designed for use with target species by the U.S. Fish and Wildlife Service in the 1970s to provide a form of standardization and comparability for environmental analysis. In HEP implementation, the term "habitat" is defined as the biophysical requirements of an individual species (e.g., bald eagle habitat), not as a general term synonymous with vegetation type (e.g., grassland habitat). The U.S. Fish and Wildlife Service states this in the guiding policies for HEP implementation:

HEP is a species-habitat approach to impact assessment; and habitat quality for selected evaluation species is documented with an index, the Habitat Suitability Index (HSI). This value is derived from an evaluation of the ability of key habitat components to supply the life requisites of selected species of fish and wildlife.<sup>46</sup>

The explicit species-based approach of the HEP is apparent in the manual describing the procedure:

HEP is a species-based assessment methodology. It is applicable only for the species evaluated and does not directly relate that species with other ecosystem components. HEP conceptually addresses only the issues of species populations and habitats.<sup>47</sup>

The "modified" HEP in the EIS/R does not establish which species will be used to evaluate the value of the reference sites, nor does it create HSIs for them. Rather, it sets habitat evaluation standards based on an "optimal" site with "a multitude of floral and faunal species."<sup>48</sup>

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43. EIS/R, p. 4-615.

44. The EIS/R refers to a "Habitat Evaluation Procedure" in the singular form, while the U.S. Fish and Wildlife Service manual calls the method "Habitat Evaluation Procedures" in the plural form. We abbreviate both as "HEP" and treat the acronym as a singular noun indicating a methodology.

45. For example, see Johnson, T.L., and D.M. Swift. 2000. A test of a habitat evaluation procedure for Rocky Mountain bighorn sheep. *Restoration Ecology* 8(4S):47-56.

46. U.S. Fish and Wildlife Service. 1996. Fish and Wildlife Service manual, 870 FW 1, Habitat Evaluation Procedures. [online at <http://policy.fws.gov/870fw1.html>].

47. U.S. Fish and Wildlife Service. 1980. Habitat as the Basis for Environmental Assessment, 101 ESM.

The "modified" HEP does not provide information about the value of habitats within the subject site for several of the sensitive species found there. For example, it does not consider the habitat requirements of loggerhead shrike (*Lanius ludovicianus*) or black-tailed jackrabbit (*Lepus californicus bennettii*). It assigns values of 0.25 for vegetation types that are occupied by these species (Non-Native Grassland/Ruderal). By definition under a true HEP, occupied sites would score much higher. By "modifying" the HEP to address an abstract ideal habitat, actual habitat values to sensitive species are ignored (see below, Table 1).

In fact, the "modified" HEP resembles actual HEP implementation only superficially, in that values between 0 and 1 are assigned to certain arbitrary standards for vegetation types within the study area. None of the essential features of HEP are present in the modified method; the "modified" HEP therefore does not provide the basis for impact assessment in the project area.<sup>49</sup>

Not only is the "modified" HEP quite different from the actual procedure, the standards used to evaluate habitats do not reflect ecological value. This problem derives from the physical and biologic criteria used to evaluate habitat and the so-called "ecosystem functional integrity" components of the analysis. Rather than using target species and HSIs to characterize vegetation types as required in HEP, the EIS/R evaluates whether each of the vegetation types in the project area meets the characteristics found in a "reference site." The habitat type chosen for this standard is that of Valley Needlegrass Grassland/Vernal Pool complex<sup>50</sup> (i.e., Los Angeles Coastal Prairie). For some inexplicable reason, all habitats are measured against this standard, including Southern Foredune, Southern Dune Scrub, and Disturbed Dune Scrub/Foredune. Of course these dune habitats do not have features found in a needlegrass grassland/vernal pool complex. Therefore, because of their failure to have vernal pools and associated species, these vegetation classifications are assigned lower habitat values, 0.35 for both Southern Dune Scrub and Disturbed Dune Scrub/Foredune, and 0.45 for Southern Foredune. These values are ludicrous, first because habitat values and "Habitat Units" are supposed to be relevant to individual species, and second because one vegetation type is measured by the features of another. *The analysis succeeds only in illustrating that dune habitats are not the same as vernal pool/grassland complexes.*

The portion of habitat value deriving from "ecosystem functional integrity" is another wholesale creation of the EIS/R. These standards are not part of HEP, and the choice of standards is arbitrary, with little to do with the sensitive species and vegetation types under analysis. Whether a site is "under regulatory conservation" does not necessarily have anything to do with the ecological value of its vegetation type to sensitive species. Similarly, "contiguity with state-designated habitat" is not an ecological criterion. "Variety of pollinator/dispersal mechanisms present" is oriented toward vernal pool habitats, and the choice of "contiguous native habitat >40 acres" is arbitrary. Throughout, the analysis avoids recognition that sensitive plants and wildlife utilize habitats that are not dominated by native species. Loggerhead shrikes forage in ruderal and non-native grasslands as well as in dune scrub. Jackrabbits are thriving in an area with little native plant component. A true HEP would calculate the value of the areas being utilized by carefully selected individual species and use those values to quantify impacts. The EIS/R's "modified" HEP is fatally flawed and must either be revised to follow established procedure, or be abandoned.

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48. EIS/R, p. 4-616.

49. U.S. Fish and Wildlife Service. 1980. Habitat Evaluation Procedures (HEP), 102 ESM.

50. EIS/R, p. 4-615.

### 3.1.1 Sensitive Vegetation Types

With the exception of the ambiguous treatment of the 100 acres on the northern portion of the El Segundo Dunes, the EIS/R claims not to be proposing direct impacts to sensitive vegetation types. The vegetation types to be removed by the three build alternatives are 306–404 acres of Non-Native Grassland/Ruderal and 60–96 acres of Disturbed/Bare Ground. Although these are not sensitive vegetation types, they are used extensively by sensitive species. Whereas the impacts of removal are to sensitive species, the EIS/R proposes mitigation of abstract “Habitat Units” using the “modified” HEP. The result of the use of the “modified” HEP is to underestimate the effects on the species that use these habitats. The “modified” HEP does not evaluate the value of non-native grassland and disturbed areas to each of the species involved, but rather compares those habitats against an idealized habitat. This allows the EIS/R to state losses and to mitigate in “Habitat Units” instead of acres. *“Habitat Units” calculated in the HEP do not reflect the value of the habitats to the sensitive species.* The EIS/R considers these “Habitat Units” as fungible entities, and thereby proposes to mitigate effects to one vegetation type by enhancing another habitat type. Also, by ranking vegetation types on the dunes by comparing them with Valley Needlegrass Grassland/Vernal Pool complex, the EIS/R creates an artificial deficit of “Habitat Units” within the dunes area. The EIS/R then proposes to mitigate for the loss of Non-Native Grassland (occupied by sensitive species) by enhancing the habitat within the already-preserved and restored area of the El Segundo Dunes. If one accepts the logic of the EIS/R’s HEP and mitigation scheme, the loss of Non-Native Grassland can be mitigated by making the El Segundo Dunes more like a Valley Needlegrass Grassland/Vernal Pool complex. (The EIS/R actually claims to restore these areas to Southern Dune Scrub, but does not reconcile that the “deficit” in habitat values on the dunes was caused by the “failure” of dune scrub to have vernal pool/grassland characteristics.) So by the twisted logic of the “modified” HEP, the loss of 366–500 acres of vegetation types occupied by sensitive species putatively can be mitigated by “improving” roughly 100 acres already protected as a nature reserve or zoned as such.<sup>51</sup> Because the “modified” HEP does not measure habitat values for the sensitive species involved, the description of impacts in terms of “Habitat Units” will drastically underestimate the impacts to those vegetation types. Again, it must be noted that the procedure used in the EIS/R *has no basis in scientific literature* and resembles the actual HEP in name only.

All alternatives propose the removal of sensitive habitats within the El Segundo Dunes to allow construction of navigational aids. These impacts range from 640–1,344 square feet. While this does constitute a significant impact, it is dwarfed in comparison to the other direct and indirect impacts proposed under the three build alternatives.

The discussion of acreage and “Habitat Units” lost under each alternative is not clear with respect to the Westchester Southside Project. Some impacts from the Westchester Southside Project are included (e.g., loss of mature trees), but the effects of the “Resort Hotels” and golf course/open space development are not discussed. The No Action/No Project Alternative explicitly includes the loss of habitat from the LAX Northside and Continental City projects. As mentioned above, this improperly assumes completion of the LAX Northside Project even though changed conditions should result in reopening of the environmental analysis. Inclusion of these speculative developments as part of the No Project alternative serves only to make the impacts of the Master Plan alternatives appear smaller.

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51. While there are certainly adequate opportunities to enhance the habitat on the El Segundo Dunes through road/infrastructure removal and revegetation, the area available is simply inadequate to compensate for the loss of sensitive species habitat under the three build alternatives.

The EIS/R mentions but does not discuss adequately one impact of the Westchester Southside development: the removal of 300 mature trees that are used as "nursery" sites for raptors.<sup>52</sup> The biological appendix contains no reference to this impact, or the abundance and species of raptors involved.<sup>53</sup> Neither is a description immediately apparent in the "Biological Resources Memoranda for the Record on Floral and Faunal Surveys."<sup>54</sup> The EIS/R should contain a full description of the species of raptors involved, their relative abundance, the location of the trees, and behaviors observed to allow a full evaluation of the impacts.

### 3.1.2 Sensitive Species

The faulty "modified" HEP results in the underestimation of impacts on sensitive species in the EIS/R. The statement of the impacts to populations are low, which results in improper conclusions about mitigation (see below, Section 4.0).

**Lewis' evening primrose (*Camissonia lewisii*).** All alternatives acknowledge direct impacts to Lewis' evening primrose. This is expressed in terms of the number of individuals that would be affected. While the number of individuals is important, the area that these individuals occupy is as important to the conservation of the species. However, the map showing the distribution of the species indicates locations only on the El Segundo Dunes west of Pershing Drive. No indication is given of the location of areas occupied east of Pershing Drive, which total 2.5 acres.<sup>55</sup> Populations separated from one another offer some degree of insurance against catastrophic losses at individual sites. The complete geographic distribution of the species at LAX should be provided in the EIS/R.

**Belkin's tabanid dune fly (*Brennania belkini*).** The EIS/R does not acknowledge the loss of habitat for the Belkin's tabanid dune fly, which is a sensitive species.<sup>56</sup> This species was recorded as present in the "north runway expansion area."<sup>57</sup> The report indicates that the species may disperse into suitable habitat areas. The presence of this dune-associated species and the sensitive Lewis' evening primrose in the north runway expansion area suggests that this area has a substrate suitable for dune obligate species. This may be the result of previous grading, but the value of this site to these and other sensitive species (e.g., potentially El Segundo crab spider, *Ebo* new sp.<sup>58</sup>) should be noted.

**San Diego black-tailed jackrabbit (*Lepus californicus bennettii*).** The EIS/R acknowledges direct impacts to the habitat of this species, west of the southern runway, east of Pershing Drive. Each of the alternatives would result in the loss of 118.75 acres of occupied area, consisting of the entire population at LAX. The EIS/R maintains that these 118.75 acres equal 14.91 "Habitat Units," or roughly 15 acres of ideal vernal pool/grassland complex. As discussed above, this conversion to "Habitat Units" is misguided and wrong. Only two of the sixteen standards for calculating "Habitat Units" are even remotely related to the value of these areas to black-tailed jackrabbit.

52. EIS/R, pp. 4-657, 4-658, 4-663.

53. EIS/R, Appendix JI. Biological Assessment Technical Report.

54. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys.

55. EIS/R, p. 4-664.

56. California Department of Fish and Game Natural Diversity Database. 1999. Special Status Plants, Animals and Natural Communities of Los Angeles County. U.S. Fish and Wildlife Service. 1998. *Recovery plan for the El Segundo blue butterfly (*Euphilotes battoides allyni*)*. U.S. Fish and Wildlife Service, Portland, Oregon, 67 pp.

57. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 213.

58. *Id.* at 209.

**Table 1. Relevance of "Modified" Habitat Evaluation Procedure Standards to Two Sensitive Species.**

HEP Standards	Relevance to value of area as black-tailed jackrabbit habitat	Relevance to value of area as loggerhead shrike habitat
<b>TOPOGRAPHY</b>		
Mound-depression microrelief	None. Species occurs in a variety of topographic conditions.	None
Native soils w/ slope <10%	None	None
Areas w/ period of inundation ≥ 30 days	None. Can serve as vectors for seed dispersal between vernal pools, but not necessary for habitat. <sup>59</sup>	None
Summer desiccation	None	None
<b>FLORA</b>		
>10% vegetative cover	Some. Forage and cover must be present.	Some. Vegetation must support prey populations.
Native grasses >10%	None. Will forage on all manner of grasses, forbs, and shrubs. <sup>60</sup>	None
Vernal pool associated species	None	None
Listed vernal pool associated species	None	None
<b>FAUNA</b>		
Domination of native fauna (reproducing)	None	None
Grassland associated species (reproducing)	None	None
Sensitive vernal pool associated species	None	None
Listed vernal pool associated species	None	None
<b>ECOSYSTEM FUNCTIONAL INTEGRITY</b>		
Contiguity w/ wetland and State-designated sensitive terrestrial habitat	None	None
Designated sensitive terrestrial habitat	None	None
Under regulatory conservation	None	None
Variety of pollinator/dispersal mechanisms present (wind, wildlife)	None. Is itself a dispersal agent.	None
Contiguous native habitat > 40 acres	Potentially important. Size of habitat, whether native or not, is important.	Potentially important. Size of habitat, whether native or not, is important.

The conversion of occupied area to "Habitat Units," based on the standards listed here, is a misapplication of HEP. The extent of habitat loss to the species is on the order of 119 acres. The use of improperly-defined "Habitat Units" to quantify this loss implies that 15 acres of ideal vernal pool/grassland could support as many black-tailed jackrabbits as 119 acres of non-native grassland.

59. Zedler, P.H., and C. Black. 1992. Seed dispersal by a generalized herbivore: rabbits as dispersal vectors in a semiarid California vernal pool landscape. *The American Midland Naturalist* 128(1):1-10. (Jackrabbits play a similar role in the vernal pool landscape.)

60. Johnson, R.D., and J.E. Anderson. 1984. Diets of black-tailed jack rabbits in relation to population density and vegetation. *Journal of Range Management* 37(1):79-83. MacCracken, J.G., and R.M. Hansen. 1982. Herbaceous vegetation of habitat used by blacktail jackrabbits and Nuttall cottontails in southeastern Idaho. *American Midland Naturalist* 107(1):180-184. Jameson, E.W., Jr., and H.J. Peeters. *California mammals*. Berkeley: University of California Press.

This is not possible; 15 acres is substantially smaller than the smallest recorded home range for the species (256 acres).<sup>61</sup>

Surveys determining the area occupied by black-tailed jackrabbit may underestimate the area currently occupied. Research indicates that jackrabbits may move from 2 to 10 miles during a day, from shrub cover where the species conceals itself during the day, to foraging habitat in the late afternoon and evening.<sup>62</sup> The EIS/R does not provide sufficient survey information to establish if the grasslands and disturbed areas to the west of the southern runways provide only foraging habitat, and whether other locations (e.g., El Segundo Dunes) are already occupied at different times of the day. This is also suggested by studies of home range. In a study of big sagebrush and black greasewood, black-tailed jackrabbit ranges were larger (256–768 acres)<sup>63</sup> than the presumed occupied area at LAX (119 acres). This raises the question whether the species actually occupies a greater area at LAX, especially during the night and crepuscular periods when no surveys were undertaken.

**Loggerhead shrike (*Lanius ludovicianus*).** The same difficulties found quantifying habitat of black-tailed jackrabbit are found with description of impacts to loggerhead shrike. According to the EIS/R, the species currently occupies 171.86 acres that would be unusable following implementation of any of the project alternatives. (Such precision in habitat quantification is illusory; the EIS/R extrapolates occupied area by vegetation type, providing an *estimate* of habitat area that may differ from the area actually utilized.) Similarly, the EIS/R claims that this impact equals 22.88 "Habitat Units," suggesting that roughly 23 acres of optimum habitat could mitigate for the loss of 172 acres of occupied habitat. This is false, and grossly underestimates the impacts to the species. No data are provided that link vegetation type to shrike density, as would be necessary to support this claim. The HEP standards are no more relevant to loggerhead shrike than they are to black-tailed jackrabbit. Unless an actual Habitat Suitability Index is developed for loggerhead shrike, all discussion of direct impacts should refer to the area of occupied habitat destroyed, not to the hypothetical "Habitat Units." It is furthermore unclear whether the area of the Westchester Southside Project was surveyed, and whether these impacts are included.

**Burrowing owl (*Athene cunicularia*).** Surveys located burrowing owls within the project boundaries, though found no direct evidence of breeding. The EIS/R claims that the species "was determined not to breed within the Master Plan boundaries."<sup>64</sup> This contradicts the previous assessment made by EIS/R consultant Jim Jennings, who concluded that "there is the potential that they may still breed in the project area."<sup>65</sup> Because burrowing owl densities fluctuate from year to year, burrowing owls were observed in the project area, and potential burrow sites were found, the conservative approach would be to implement measures to ensure the conservation of the species. This species has recently lost much of its local habitat and if extirpated from the project site will disappear from west Los Angeles as a whole.

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61. Smith, G.W. 1990. Home range and activity patterns of black-tailed jackrabbits. *Great Basin Naturalist* 50(3):249–256. This study found home ranges of 0.4–1.2 square miles for big sagebrush and black greasewood communities in northern Utah. Many factors may allow higher densities at LAX, such as more forage provided by dense non-native grasses and forbs, but there is no evidence that 15 acres of even the best habitats could compensate for the loss of 119 acres.
  62. Dunn, J.P., J.A. Chapman, and R.E. Marsh. 1982. Jackrabbits: *Lepus californicus* and allies. Pp. 124–125 in J.A. Chapman, and G.A. Feldhamer (eds.). *Wild mammals of North America: biology, management and economics*. Baltimore: The Johns Hopkins University Press.
  63. Smith, G.W. 1990. Home range and activity patterns of black-tailed jackrabbits. *Great Basin Naturalist* 50(3):249–256.
  64. EIS/R, Tables 4.10-2, 4-630.
  65. EIS/R, Technical Report 7. Biological Resources Memoranda for the Record on Floral and Faunal Surveys, p. 463.

**Western spadefoot toad (*Spea hammondi*).** The EIS/R reports that the proposed project alternatives will destroy four seasonal ponds occupied by western spadefoot toads on the south airfield.<sup>66</sup> These populations number at least several hundred adults and all would be destroyed by the various project alternatives. The EIS/R estimates occupied area as 8.97 acres of ephemerally wetted areas and adjacent upland habitats. Spadefoot toads require upland habitats surrounding their aquatic habitat.<sup>67</sup> It is unclear how this area was determined for the EIS/R. Critically important in the analysis is that the species is found in four separate areas. Even though the areas are close to each other, the existing configuration of habitat patches is important to reduce risk to the species from a catastrophic event (e.g., chemical spill, disease). Depending on the separation of the pools, there may still be genetic exchange among the populations in each. These risk dynamics should be considered when evaluating the impact on the species and potential mitigation measures. Loss of the LAX population of western spadefoot toad would cause a significant restriction of the range of the species.

**Riverside fairy shrimp (*Branchinecta sandiegoensis*).** LAX represents the only known coastal population of Riverside fairy shrimp in Los Angeles County. Loss of this population, which is spread among nine sites on the western portion of the property, would be a significant impact. The EIS/R asserts that because the sites where fairy shrimp cysts were found do not have characteristic vernal pool plants, no suitable habitat is found for the species. This conclusion is false — fairy shrimp require vernal pool hydrology, not vernal pool plants, for their existence. This condition would exist, were the management practices at LAX to remove standing water in these pools. It is indeed LAWA's own management scheme that prevents Riverside fairy shrimp from completing its life cycle; LAWA, therefore, should incur liability for "take" of the species under the Endangered Species Act. LAWA fails to recognize that once the presence of fairy shrimp cysts was detected in the vernal pools at LAX, the airport should have ceased its activities that inhibited the life cycle of the species. Instead, the proposal is to destroy all of the areas currently occupied.

The description of acreage for this species does not seem to include the size of the cachements necessary to fill the "ephemerally wetted areas." These areas are necessary to formulate appropriate mitigation measures and evaluate impacts.

The EIS/R is insistent that "there are no extant vernal pools within the [Airport Operations Area]."<sup>68</sup> This statement is meant within the definition of vernal pools as a vegetation type. However, the term "vernal pool" may be used to refer to pools with standing water during the winter and spring, regardless of the presence of certain plant species. As defined by the U.S. Fish and Wildlife Service, "a vernal pool is a natural habitat of the Mediterranean climate region of the Pacific coast covered by shallow water for extended periods during the cool season but completely dry for most of the warm season drought."<sup>69</sup> The definition of the term is hydrological, not botanical. The EIS/R should therefore explicitly disclose that the statement "no vernal pools" refers to a botanical definition. Given the near complete destruction of vernal pools in Los Angeles County,<sup>70</sup> even loss of sites with vernal pool

66. *Id.* at 248.

67. Ruibal, R., L. Trevis, and V. Roig. 1969. The terrestrial ecology of the spadefoot toad *Scaphiopus hammondi*. *Copeia* 572-584.

68. EIS/R, p. 4-691.

69. Zedler, P.H. 1987. *The ecology of southern California vernal pools: a community profile*. U.S. Fish and Wildlife Service Biological Report 85(7.11), p 1.

70. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102.



hydrology and any remnant species (plant or invertebrate) represents a significant impact. The EIS/R emphasizes that Riverside fairy shrimp habitat is degraded through the presence of exotic plant species, presumably to suggest how much better mitigation sites will be than current conditions. However, the degradation of the habitat by exotic plant species is irrelevant to the quality of the pool as habitat for Riverside fairy shrimp. Other degradation to the habitat results directly from LAWA's management,<sup>71</sup> this degradation is avoidable.

### 3.2 Indirect Impacts

As a whole, indirect impacts are not well described in the EIS/R. Those that are described are dismissed with little or no data offered in support, leaving the probability of much greater indirect impacts from the project alternatives than those disclosed.

#### 3.2.1 Light

Night lighting has an effect on bird species composition in an area. A study in Sacramento showed that American crows (*Corvus brachyrhynchos*) roost in areas with high nighttime lighting levels.<sup>72</sup> It is hypothesized that artificial lighting allows them to reduce predation from owls.<sup>73</sup> Crows are native, but they are also aggressive, and artificially increased population levels can be detrimental to other native bird species, including such sensitive species as loggerhead shrike. Artificial night lighting has also been shown to affect the behavior of nocturnal frogs, reducing their visual acuity and ability to consume prey, an impact that may befall those amphibians found within Master Plan boundaries.<sup>74</sup> Many larval forms of arthropods are positively phototactic (e.g., attracted to light, even artificial light), which poses a threat to the many sensitive insect species found on the El Segundo Dunes.<sup>75</sup> Artificial lighting results in increased mortality of moths and other nocturnal insects.<sup>76</sup> Night lighting can also affect kestrels as seen from observation of lesser kestrel (*Falco naumanni*), but also applicable to American kestrel (*Falco sparverius*), found on the El Segundo Dunes.<sup>77</sup> In fact, artificial night lighting affects singing and foraging time of many bird species.<sup>78</sup> Increased lighting even affects gastropods, which would include the sensitive Trask's snail (*Helminthoglypta traskii*).<sup>79</sup>

71. EIS/R, p. 4-699.

72. Gorenzel, W.P., and T.P. Salmon. 1995. Characteristics of American Crow urban roosts in California. *Journal of Wildlife Management* 59(4):638-645.

73. Brody, J.E. 1997. The too-common crow is getting too close for comfort. *New York Times*, May 27.

74. Buchanan, B.W. 1993. Effects of enhanced lighting on the behaviour of nocturnal frogs. *Animal Behaviour* 45(5):893-899.

75. Summers, C.G. 1997. Phototactic behavior of *Bemisia argentifolii* (Homoptera: Aleyrodidae) crawlers. *Annals of the Entomological Society of America* 90(3):372-379.

76. Frank, K.D. 1988. Impact of outdoor lighting on moths: an assessment. *Journal of the Lepidopterists' Society* 42(2):63-93. Kolligs, D. 2000. Ecological effects of artificial light sources on nocturnally active insects, in particular on butterflies (Lepidoptera). *Faunistisch-Oekologische Mitteilungen Supplement*(28):1-136.

77. Negro, J.J., J. Bustamante, C. Melguizo, J.L. Ruiz, and J.M. Grande. 2000. Nocturnal activity of Lesser Kestrels under artificial lighting conditions in Seville, Spain. *Journal of Raptor Research* 34(4):327-329.

78. Outen, A. 1998. *The possible ecological implication of artificial lighting*. Hertfordshire, UK: Hertfordshire Biological Records Centre. Bergen, F., and M. Abs. 1997. Etho-ecological study of the singing activity of the blue tit (*Parus caeruleus*), great tit (*Parus major*) and chaffinch (*Fringilla coelebs*). *Journal fuer Ornithologie* 138(4):451-467. Derrickson, K.C. 1988. Variation in repertoire presentation in northern mockingbirds. *Condor* 90(3):592-606. Hoetker, H. 1999. What determines the time-activity budgets of avocets (*Recurvirostra avosetta*)? *Journal fuer Ornithologie* 140(1):57-71. Frey, J.K. 1993. Nocturnal foraging by Scissor-Tailed Flycatchers under artificial light. *Western Birds*

(cont'd)

These effects may seem to be relatively innocuous, except that species that extend their activity periods into nighttime are often exposed to drastically increased predation threats. In a study of butterfly larvae, a higher growth rate associated with longer photoperiod (as would be caused by artificial light) resulted in significantly higher predation on the butterfly larvae from the primary parasitoid species.<sup>80</sup> Similar tradeoffs will likely occur for the El Segundo blue butterfly with increased lighting on the El Segundo Dunes. While the increased light may increase larval development, the time of activity may also increase predation and parasitism.

The conclusion in the EIS/R that the increased levels of night lighting will have no effect on the El Segundo blue butterfly is completely unsupported by current scientific knowledge of the mechanisms of such effects on ecological systems. The EIS/R concentrates on the adult form of the El Segundo blue butterfly, which only constitutes a minute fraction of the lifecycle of the organism, and ignores published scientific literature documenting the tradeoffs of increased lighting on larval forms of butterflies. Furthermore, the EIS/R includes no discussion of bat species that may forage on the El Segundo Dunes. Many bat species found in Los Angeles County are considered sensitive species, and their foraging patterns are affected by lighting levels. Some faster-flying species congregate at streetlights, while slower-flying species avoid them.<sup>81</sup> The EIS/R should document the bat species foraging within the project site and evaluate the impacts of lighting and other development on them.

The increased nighttime light levels on the El Segundo Dunes constitute a significant adverse impact, and should be avoided. One method to decrease the impacts of nighttime lighting is to use low pressure sodium lamps in place of other lighting types. Yellow light from these sources has less ecological impact. Other possible mitigation measures include using full cut-off lighting fixtures and mandating operational controls.

### 3.2.2 Noise

The effects of airport noise on the fauna of the project area are not considered at all. Perhaps this results from the noise analysis, which improperly chooses 1996 — prior to the introduction of quieter airplanes — as the baseline for noise impacts, rather than what noise conditions would be in the absence of the proposed project. Through this careful choice of baseline, the EIS/R argues that there would be virtually no change in the noise levels on the El Segundo Dunes. However, this is not the case. Noise would be more constant under increased passenger capacity — more planes would be traveling in and out of the airport. Increased noise levels on the El Segundo Dunes will have significant adverse effects on the wildlife found there, effects that are evident from the available scientific literature.

The use of a weighted average to describe noise levels (CNEL) precludes and obfuscates analysis of actual noise impacts. From the standpoint of wildlife, and indeed human physiological responses, it is relevant to know what maximum noise levels are experienced, and at what duration. While the average noise levels described in the EIS/R offer some indication of which areas are louder than others,

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24(3):200. Hill, D. 1992. *The impact of noise and artificial light on waterfowl behavior: a review and synthesis of available literature*. British Trust for Ornithology Research Report No. 61.

79. Lamiot, F. 1998. Impacts écologiques de l'éclairage nocturne. Premier Congrès européen sur la protection du ciel nocturne, June 30–May 1, Paris.

80. Gotthard, K. 2000. Increased risk of predation as a cost of high growth rate: an experimental test in a butterfly. *Journal of Animal Ecology* 69(5):896–902.

81. Rydell, J., and H.J. Baagoe. 1996. Bats & streetlamps. *Bats* 14(4):10–13.

maximum noise levels are necessary to evaluate potential hearing loss, startle reactions in animals, barriers to vocal communication, and other significant impacts to the fauna of the El Segundo Dunes.

The body of research on the effects of noise on vertebrates shows that chronic noise, even at low levels, is associated with elevated stress hormone levels, higher blood pressure, faster heart rates, and other physiological effects.<sup>82</sup> As a result, birds, mammals and other vertebrates may show anatomical differences (smaller body size, enlarged adrenal glands) from prolonged exposure to noise. Species that use vocalizations to communicate may be excluded altogether from noisy areas. The effects of noise on birds and mammals in particular are relevant to the EIS/R.

**Birds.** Of 45 bird species investigated in woodlands in The Netherlands, 33 showed significantly depressed breeding density in response to increased noise levels near roads. All species in the small passerine families Sylviidae, Fringillidae, and Emberizidae were affected by noise.<sup>83</sup> This research also showed that noise effects followed a threshold model.<sup>84</sup> This means that up to a certain noise level, no decrease in density is observed. When noise increases beyond that threshold level, bird density decreases dramatically in the area between the location at which that threshold is met and the road. The decreased density over the area with noise greater than the threshold level ranges from 30% to 100% and is known as the "decrease factor."<sup>85</sup>

These two variables, the threshold value and the decrease factor, describe the impact of noise on breeding birds. Empirical measurement of the threshold value in woodlands shows that for all bird species combined the threshold value is 42–52 dB(A), with individual species exhibiting thresholds as low as 36 dB(A) and as high as 58 dB(A).<sup>86</sup> Furthermore, years with overall low population densities showed lower threshold levels.

Similar research has been conducted for grasslands. Overall, this research shows that breeding bird habitat is degraded at noise levels as low as 36 dB(A). Minimum noise levels on the El Segundo Dunes are 70 dB(A) CNEL,<sup>87</sup> a quantification that does not even provide maximum noise levels. There is no question therefore that noise from LAX operations affects breeding bird densities on the El Segundo Dunes.

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82. Mancj, K.M., D.N. Gladwin, R. Vilella, and M.G. Cavendish. 1988. Effects of aircraft noise and sonic booms on domestic animals and wildlife: a literature synthesis. U.S. Fish and Wildlife Service National Ecology Research Center, Ft. Collins, Colorado. NERC-88/29. 88 pp. Such effects are found in humans too; children exposed to chronic noise greater than 60 dB "experienced marginally higher resting systolic blood pressure, greater heart rate reactivity to test, and higher overnight cortisol levels, which are signs of modestly elevated physiological stress" (Environmental News Network. 24 May 2001. Noisy neighborhoods harmful to childrens' health).
83. Reijnen, R., R. Foppen, and G. Veenbaas. 1997. Disturbance by traffic of breeding birds: evaluation of the effect and considerations in planning and managing road corridors. *Biodiversity and Conservation* 6:567–581.
84. Reijnen, R., R. Foppen, C. ter Braak, and J. Thissen. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32:187–202.
85. *Id.* at 192.
86. Reijnen, R., R. Foppen, C. ter Braak, and J. Thissen. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32:187–202.
- Reijnen, R., and R. Foppen. 1995. The effects of car traffic on breeding bird populations in woodland. IV. Influence of population size on the reduction of density close to a highway. *Journal of Applied Ecology* 32:481–491.
- Reijnen, R., R. Foppen, and H. Meeuwssen. 1996. The effects of traffic on the density of breeding birds in Dutch agricultural grasslands. *Biological Conservation* 75:255–260.
87. EIS/R, Figures 4.2-15, 4.2-19, 4.2-23.

**Mammals.** Chronic noise is a problem for native mammals on the El Segundo Dunes, as it is for humans in surrounding neighborhoods. The description of one study on the effect of airport noise on a small mammal illustrates one example of this problem:

Only a few studies of the physiological effects of noise on rodents have involved wild animals. A field study by Chesser et al. (1975) involved two populations of house mice near the end of a runway at Memphis International Airport. Adult mice also were collected from a rural field 2.0 km from the airport field. Background noise levels at both fields were 80–85 dB. Noise levels of incoming and outgoing aircraft at the airport field averaged 110 dB, with the highest reading reaching 120 dB. Total body weights and adrenal gland weights of mice from the fields were measured. Additional mice were captured from the rural field, placed in the laboratory, and exposed to 1 minute of 105-dB recorded jet aircraft noise every 6 minutes to determine if noise was the causative factor. Control mice were not subjected to noise. After 2 weeks, the adrenals were removed and weighed. Adrenal gland weights of male and female mice from the airport field were significantly greater than those of mice from the rural field. The noise-exposed mice in the laboratory study had significantly greater adrenal gland weights than the control mice. After ruling out stress factors, such as population density, Chesser et al. (1975) concluded that noise was the dominant stressful factor causing the adrenal weight differences between the two feral populations.<sup>88</sup>

While house mice are of no regulatory concern, native mammals on the El Segundo Dunes include some native small mammals (harvest mouse, *Reithrodontomys megalotis*, desert wood rat, *Neotoma lepida*) which are locally significant. Impacts of noise to the habitat quality of the El Segundo Dunes for native mammals should be evaluated.

**Reptiles and Amphibians.** Spadefoot toads may be induced to emerge from their burrows in response to loud noises (95 dB(A) recordings of motorcycle noise in one experiment).<sup>89</sup> Fringe-toed lizards are rendered deaf after 9 minutes exposure to 95 dB(A) noise in the same study. Some snakes will show alert behavior in response to airplanes flying overhead.<sup>90</sup>

The EIS/R should evaluate the effects of noise on the biota of the El Segundo Dunes. It is likely that if the noise baseline were set at current conditions rather than before the implementation of quieter planes, this analysis would reveal significant impacts on the ability of the El Segundo Dunes to support populations of some species of birds, mammals, and other vertebrates. Such significant impacts should be identified and mitigated.

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88. Mancini, K.M., D.N. Gladwin, R. Vilella, and M.G. Cavendish. 1988. Effects of aircraft noise and sonic booms on domestic animals and wildlife: a literature synthesis. U.S. Fish and Wildlife Service National Ecology Research Center, Ft. Collins, Colorado. NERC-88/29. 88 pp.

89. Brattstrom, B.H., and M.C. Bondello. 1983. Effects of off-road vehicle noise on desert vertebrates. Pp. 167–206 in R.H. Webb and H.G. Wilshire, eds. *Environmental effects of off-road vehicles. Impacts and management in arid regions*. New York: Springer-Verlag.

90. Yahya, S.A. 1978. Hearing ability of brown tree snake (*Oendrelaphis tristis*). *Journal of the Bombay Natural History Society* 75:930–931.

### 3.2.3 Pollution

The discussion in the EIS/R about pollution effects on the El Segundo blue butterfly deserves comment. The EIS/R makes the statement, "Monitoring results indicate that current levels of vanadium are not adversely affecting the El Segundo blue butterfly population at the Habitat Restoration Area since counts for the year 2000 showed a significant increase in the population when compared to 1999."<sup>91</sup> Many factors influence butterfly abundance from year to year; changes from 1999 to 2000 provide no information about the effect of pollution on the butterfly. This statement is indicative of a fundamental misunderstanding of the process of deductive reasoning. The reality is that we have no idea what effect pollution has on the populations of sensitive species on the El Segundo Dunes, including the El Segundo blue butterfly. Population trends cannot be derived from two years of data, and are even difficult with ten years of measurements.<sup>92</sup>

### 3.2.4 Landscaping

The EIS/R does not assess the detrimental impacts of landscaping adjacent to the El Segundo Dunes. LAWA has planted invasive exotic species as landscape plants in the past, resulting in a greater load of exotic seed rain on the El Segundo Dunes.<sup>93</sup> Exotic landscaping material, and associated irrigation, can cause significant adverse effects on the biological resources of the El Segundo Dunes.

Installation of permanent irrigation in new areas along Pershing Drive would result in an expansion of the invasive exotic arthropod community on the El Segundo Dunes. Water sources promote population increases of non-native Argentine ants (*Linepithema humile*), European earwigs (*Forficula auricularia*), and other exotic species, which displace native insect species, an effect that has recently been documented to extend 200 m into native habitats.<sup>94</sup> Argentine ants are found on the El Segundo Dunes already, but the explosion in numbers associated with permanent irrigation will wreak havoc on native arthropod communities. This is shown by consistent decreases in native arthropod diversity in response to increased Argentine ant abundance.<sup>95</sup> Argentine ants would displace native ants surrounding the project site. This extirpation reverberates up the food chain, as some native reptiles (e.g., coast horned

91. EIS/R, Appendix JI. Biological Assessment Technical Report, p. 91.

92. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452.

93. Kowsky, K. 24 April 1995. Plant-life dispute blooms at airport; environmentalist sees exotic plants at LAX as threat to survival of endangered butterfly. *Los Angeles Times*, B-1. Gregor, I. 1 April 2000. Seeds of trouble: airport landscaping project has environmental groups up in arms. *Daily Breeze*, B-1.

94. Holway, D.A. 1998. Factors governing rate of invasion: a natural experiment using Argentine ants. *Oecologia* 115(1-2):206-212. Suarez, A.V., D.T. Bogler, and T.J. Case. 1998. Effects of fragmentation and invasion on native ant communities in coastal southern California. *Ecology* 79(6):2041-2056.

95. Erickson, J.M. 1971. The displacement of native ant species by the introduced Argentine ant *Iridomyrmex humilis* (Mayr). *Psyche* 78:257-266. Cole, B.J. 1983. Assembly of mangrove ant communities: patterns of geographic distribution. *Journal of Animal Ecology* 52:339-348. Human, K.G., and D.M. Gordon. 1996. Exploitation and interference competition between the invasive Argentine ant, *Linepithema humile*, and native ant species. *Oecologia* 105(3):405-412. Human, K.G., and D.M. Gordon. 1997. Effects of Argentine ants on invertebrate biodiversity in Northern California. *Conservation Biology* 11(5):1242-1248. Holway, D.A. 1998. Effect of Argentine ant invasions on ground-dwelling arthropods in northern California riparian woodlands. *Oecologia* 116(1-2):252-258. Kennedy, T.A. 1998. Patterns of an invasion by Argentine ants (*Linepithema humile*) in a riparian corridor and its effects on ant diversity. *American Midland Naturalist* 140(2):343-350. Longcore, T.R. 1999. Terrestrial arthropods as indicators of restoration success in coastal sage scrub. Ph.D. Thesis, Department of Geography, University of California, Los Angeles.

lizard, *Phrynosoma coronatum*, found on the El Segundo Dunes) preferentially feed on native ants and decline in their absence.<sup>96</sup>

The EIS/R should require as a mitigation measure that in areas adjacent to the El Segundo Dunes, all landscaping plants be limited to locally native species, and that irrigation be limited to winter only.

### 3.3 Cumulative Impacts

The analysis of cumulative impacts is woefully inadequate and is inconsistent with previous conclusions reached by the City of Los Angeles in environmental impact reports. The discussion of cumulative impacts in Sections 4.10 and 4.11 of the EIS/R consists of a description of the Master Plan area and the following statement:

Areas surrounding the study area consist largely of developed areas with little or no habitat value. However, two biologically significant open spaces, the Ballona Wetlands and the Ballona Bluffs, remain extant within the vicinity of the study area.<sup>97</sup>

However, in the Final Environmental Impact Report for the West Bluffs Project — a project to build residences on the last open space on the Ballona Bluffs — the City of Los Angeles found:

The contribution of the proposed project to impacts on plant and animal life from ongoing development in the region is not considered to be significant, due to the disturbed nature and correspondingly low resource value of the project site.<sup>98</sup>

The current EIS/R is inconsistent with the above statement. To the contrary, the current EIS/R states that:

The cumulative impacts on biotic communities from development of the LAX Master Plan Improvements, and other proposed projects in the area, most notably the Playa Vista Master Plan Project and the Catellus residential proposal on the Ballona Bluffs, are considered significant due to the limited amount of extant natural habitat in the vicinity of the study area, particularly wetlands.<sup>99</sup>

The EIS/R then argues that implementation of the LAX Master Plan will not contribute to these cumulative impacts. The City of Los Angeles seems to claim that whichever project is under review does not contribute to cumulative impacts, yet once approved, the City's subsequent environmental review documents acknowledge that projects did contribute to cumulative impacts. The reality is that both the Catellus West Bluffs Project and the LAX Master Plan will contribute to significant cumulative impacts on natural resources.

Upland foraging habitat for grassland songbirds and raptors will be nearly eliminated by the combination of the LAX Master Plan, the West Bluffs Project, Playa Vista Phase I, and the potential

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96. Suarez, A.V., J.Q. Richmond, and T.J. Case. 2000. Prey selection in horned lizards following the invasion of Argentine ants in southern California. *Ecological Applications* 10:711-725.

97. EIS/R, pp. 4-663, 4-706.

98. City of Los Angeles. October 1998. EIR No. 91-0675. West Bluffs Project Section IV.D.3.

99. EIS/R, p. 4-664.

Playa Vista Phase II. The Ballona Creek watershed (with the exception of the Baldwin Hills) will no longer support many bird species as a result of the cumulative impacts of these developments. Western meadowlark, white-tailed kite, California horned lark, loggerhead shrike, sharp-shinned hawk, northern harrier, Cooper's hawk, and American kestrel will experience significant declines in suitable habitat as a result of these cumulative impacts. Peregrine falcon will experience significant losses of foraging habitat. Many birds associated with the Ballona Wetlands forage in upland habitats, especially during the winter and spring rains. For example, great blue heron and snowy egret forage in the ephemeral wetlands at LAX and the West Bluffs site. If all of these projects are completed, all remnants of vernal pools in the northern portion of the former Los Angeles Coastal Prairie will be obliterated. Vernal pool hydrology at the West Bluffs site and at LAX would be destroyed, yet the EIS/R claims that no significant cumulative impacts will result from the project.

This is the end of the line for open space in west Los Angeles. The City of Los Angeles must recognize that the current project, plus the others previously approved by the City, have significant, irreversible, cumulative impacts on biological resources.

#### **4.0 Mitigation Measures**

The mitigation measures that rely on the "modified Habitat Evaluation Procedure" are insufficient to offset the significant impacts that would result from the build alternatives. The use of "Habitat Units" in mitigation measures MM-BC-2, MM-BC-4, MM-BC-5, MM-BC-6, and MM-BC-7 is fundamentally flawed.

The all-purpose mitigation measure "Conservation of Faunal Resources" (MM-BC-4) is completely inadequate to address impacts to sensitive species from the project alternatives. The conversion to "Habitat Units" is spurious; all mitigation must replace lost habitat with an equal or greater area.

##### **4.1 Lewis' Evening Primrose**

Mitigation for Lewis' evening primrose does not ensure that a replacement population of the species will be created, only that more individuals will be grown on the El Segundo Dunes, where the species is already found. In addition to establishing a numerical goal for the number of individuals to be replaced, mitigation should ensure the area occupied by the species will increase by at least the 2.5 acres that would be lost. Because there is a risk-spreading benefit in the disjunct configuration of the impacted population, the mitigation site should be geographically distinct from currently occupied sites.

##### **4.2 Western Spadefoot Toad**

Mitigation for the western spadefoot toad ignores the geographic configuration of the impacted population(s). These toads are found in four distinct ephemerally wet areas on the LAX property, all of which would be destroyed by the build alternatives. Division of the population into separate, hydrologically distinct pools with different cachmentments is a benefit to the population. Mitigation for these losses cannot be achieved through creation of 1.24 acres of ideal habitat (the "Habitat Units"), but rather must consist of four separate pools and associated cachmentments of at least 9 acres.

The choice of mitigation location is important as well. The top choice would be on the areas of the former Los Angeles Coastal Prairie west of Pershing Drive. However, the EIS/R claims that allowing a vernal pool in this area would encourage bird life as well, and would therefore pose a hazard to aircraft.

If off-site mitigation is necessary, the first choice should be the West Bluffs property, currently subject to development by the Catellus Corporation. The West Bluffs site has vernal pool hydrology and is the only candidate site within a reasonable distance of LAX. Distant sites such as Madrona Marsh and potentially California State University Dominguez Hills (where spadefoot toads possibly persist in a vernal pool but are subject to imminent extirpation from construction), should be utilized only in addition to a more proximate site. If no proximate sites are secured (e.g., the West Bluffs property is unobtainable), then the conclusion of the EIS/R must be that the impacts to the species cannot be mitigated to a less than significant level. Without the LAX population, or a possible West Bluffs replacement, the range of the species in the region will be significantly diminished, even with more distant offsite mitigation.

#### 4.3 Riverside Fairy Shrimp

A similar analysis applies to the proposed mitigation for the loss of habitat for the Riverside fairy shrimp. The species is currently found in at least nine areas affected by the build alternatives. The proposed mitigation is for "no more" than 1.3 acres of replacement habitat.<sup>100</sup> To the contrary, loss of this occupied habitat should be mitigated by provision of nine pools with associated upland cachement areas to support vernal pool hydrology. While the mitigation measure suggests one location with 0.75 habitat value (i.e. restoration of vernal pool plants and other vernal pool characteristics), it is more important to the fairy shrimp that multiple locations be acquired. Population models for species found in habitat patches (e.g., metapopulations) show that persistence is enhanced not by density at a single site — although patch size is important — but by maximizing the number of occupied patches.<sup>101</sup> To trade occupied sites for other biological values such as presence of sensitive plant species decreases the long-term persistence possibilities for the fairy shrimp. Certainly full vernal pool restoration would be a noble conservation goal, but it does not mitigate the impacts to the Riverside fairy shrimp. The potential mitigation sites should be chosen by proximity to LAX. The West Bluffs site could provide one, possibly two pools. Additional pools should be identified to mitigate fully the impacts to the species.

#### 4.4 San Diego Black-tailed Jackrabbit

As discussed above, the proposed mitigation for the San Diego black-tailed jackrabbit is insufficient to offset the losses to the species. The loss of 119 acres of occupied habitat must be offset by the provision of at least 119 acres of additional habitat. The EIS/R provides no evidence to show that the species can be supported at similar densities in the Habitat Restoration Area on the dunes, nor that the "Habitat Units" of restoration on the dunes will make the area more suitable for jackrabbits. Black-tailed jackrabbits require mixed grasses, forbs, and shrubs for food; dune scrub may provide less preferred forage than exotic grassland. The Habitat Restoration Area therefore may support lower densities of the species than currently occupy the 119 acres of exotic grassland. Furthermore, the EIS/R provides no estimate of the size of the population to be impacted, or the diel<sup>102</sup> patterns of movement exhibited by the species, information that is necessary to formulate an effective mitigation measure. Any release program on the El Segundo Dunes must be accompanied by a humane control program for the exotic red fox (*Vulpes vulpes*).

100. EIS/R, p. 4-708.

101. Hanski, I. 2000. *Metapopulation ecology*. London: Oxford University Press.

102. "Diel" refers to a 24-hour period, a full day and night.



#### 4.5 Loggerhead Shrike

The EIS/R proposes to mitigate for loss of occupied loggerhead shrike habitat (172 acres) with restoration on the El Segundo Dunes in the form of 22.88 "Habitat Units." Implicit in this proposal is the assumption that the density of loggerhead shrikes on the El Segundo Dunes can be increased to accommodate those displaced by the loss of 172 acres of occupied habitat. The EIS/R provides no information about densities of loggerhead shrike to support this implicit assumption. To the contrary, because the El Segundo Dunes are already occupied with breeding loggerhead shrikes, and the shrike's use of habitat is not tied to whether the vegetation is native or not (or to the arbitrary habitat standards of the HEP), restoration on the El Segundo Dunes is not likely to appreciably increase the density of shrikes found there. Mitigation for this impact must be found elsewhere, in the form of 172 acres of shrike habitat. Loggerhead shrike are found at the West Bluffs site, but the site is only 44 acres and so could only offer partial mitigation for impacts at LAX. Other additional mitigation sites include properties covered under the Playa Vista master plan, or in the Baldwin Hills. However, if 172 acres of shrike habitat in addition to the El Segundo Dunes cannot be identified and acquired as mitigation, then the significant impact to this species cannot be mitigated to a less than significant level. The impacts are certainly not mitigated by the proposal to provide 23 extra "Habitat Units" in currently occupied habitat.

#### 4.6 Los Angeles Coastal Prairie

Prescriptions for restoration of Valley Needlegrass Grassland described in MM-BC-5, MM-BC-6, and MM-BC-7 are not consistent with evidence of the historic vegetation in the area, which Mattoni and Longcore have described as Los Angeles Coastal Prairie. The prescription is for a needlegrass dominated habitat, with four common subshrubs. First, five plant species are insufficient to restore this habitat type; the actual plant diversity of the habitat was significantly higher. Second, the relative abundance of species is nothing approaching historical conditions. A transect along a historic photograph of the Coastal Prairie (or "meadow" as described by Pierce<sup>103</sup>), shows the following coverage: *Lupinus bicolor* (39%), *Camissonia bistorta* (18%), *Phacelia stellaris* (14%), *Lotus strigosus* (8%), *Festuca megalura* (4%), *Cryptantha intermedia* (1%), and open (16%).<sup>104</sup> A mitigation measure should bear at least some resemblance to the vegetation type that it proposes to emulate. Furthermore, the standard of 10% native cover for successful restoration is outrageous. The claim that this is defensible because 10% is deemed significant for the identification of a native grassland by the California Department of Fish and Game is equally stunning. Ten percent cover represents the most degraded grasslands, not a standard to achieve in restoration. If the success criterion for grassland mitigation were followed, the vegetation created would score very low on the "modified" HEP touted in the EIS/R.

#### 4.7 Restoration Performance Criteria

The performance criteria for the restoration efforts are all exceedingly weak. The only quantifiable standard for revegetation performance is attainment of native cover, the highest of which is 45%. Ecologists have developed many measures of habitat quality that are available to define performance

103. Pierce, W.D. 1938. The fauna and flora of the El Segundo sand dunes: 1. General ecology of the dunes. *Bulletin of the Southern California Academy of Sciences* 37(3):93-97.

104. Mattoni, R., and T.R. Longcore. 1997. The Los Angeles Coastal Prairie, a vanished community. *Crossosoma* 26(2):71-102, at 87.

standards for revegetation, including many measures of plant diversity and plant structure.<sup>105</sup> Wetland mitigation must meet stringent standards quantifying wetland functions and values.<sup>106</sup> Terrestrial arthropods have been used to assess the performance of revegetation in re-creating native habitats.<sup>107</sup> The performance criteria for restoration should provide more ecological information than simply percent native cover, especially when so many measures are readily available. Without true ecological assessment of restored areas, the success of the mitigation will be forever unknown.

#### 4.8 Raptor "Nursery Sites"

Insufficient information about the impact to raptors using mature trees is provided to allow assessment of whether the mitigation measure (MM-BC-3) would be effective for replacement of mature trees. The location of this mitigation would be important, and the destruction of nearly all of the open space used for foraging by raptors may render "nursery sites" extraneous, with no raptors to use them.

#### 5.0 California Coastal Act

None of the build alternatives in the Master Plan would be consistent with the California Coastal Act. First, there would be many impacts to the environmentally sensitive habitat area on the El Segundo Dunes through the indirect effects of increased construction, light, landscaping, pollution, and road construction. The mitigation measures proposed are insufficient to mitigate for these significant disruptions of habitat values. Even though the development is designed to occur outside the coastal zone boundary, Section 30240(b) of the Coastal Act provides that:

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.<sup>108</sup>

Second, the EIS/R does not discuss impacts to marine biological resources, which could occur as a result of runoff into and jet fuel dumping over the ocean. Impacts to marine biological resources should be described and appropriate changes implemented before preparation of a final EIS/R.

105. Magurran, A.E. 1988. *Biological diversity and its measurement*. Princeton: Princeton University Press, 179 pp.

106. Rheinhardt, R.D., M.M. Brinson, and P.M. Farley. 1997. Applying wetland reference data to functional assessment, mitigation, and restoration. *Wetlands* 17(2):195-215.

107. Mattoni, R., T. Longcore, and V. Novotny. 2000. Arthropod monitoring for fine scale habitat analysis: a case study of the El Segundo dunes. *Environmental Management* 25(4):445-452. Bisevac, L., and J.D. Majer. 1999. Comparative study of ant communities of rehabilitated mineral sand mines and heathland, Western Australia. *Restoration Ecology* 7(2):117-126. Holl, K.D. 1996. The effect of coal surface mine reclamation on diurnal lepidopteran conservation. *Journal of Applied Ecology* 33(2):225-236. Longcore, T.R. 1999. Terrestrial arthropods as indicators of restoration success in coastal sage scrub. Ph.D. Thesis, Department of Geography, University of California, Los Angeles. Parmenter, R.R., and J.A. Macmahon. 1987. Early successional patterns of arthropod recolonization on reclaimed strip mines in southwestern Wyoming [USA]: the ground-dwelling beetle fauna (Coleoptera). *Environmental Entomology* 16(1):168-177. Wheeler, C.P., W.R. Cullen, and J.R. Bell. 2000. Spider communities as tools in monitoring reclaimed limestone quarry landforms. *Landscape Ecology* 15(5):401-406. Williams, K.S. 1993. Use of terrestrial arthropods to evaluate restored riparian woodlands. *Restoration Ecology* 1:107-116. Williams, K.S. 1997. Terrestrial arthropods as ecological indicators of habitat restoration in southwestern North America. Pp. 238-258 in K.M.N.R.W. Urbanska and P.J. Edwards (eds.). *Restoration ecology and sustainable development; First International Conference, Zurich, Switzerland*. Cambridge: Cambridge University Press.

108. California Public Resources Code § 30240(b).

## 6.0 Conclusion

The EIS/R treatment of biological resources represents the result of significant effort and expenditure on the part of the preparers. Unfortunately, the resulting analysis is deeply flawed, unscientific, and improperly reaches the conclusion that the mitigation measures would reduce impacts to a less than significant level. To the contrary, implementation of any of the three build alternatives would be catastrophic for the biological resources on the project site and result in a significant local and cumulative impact on sensitive species. If approved and implemented, the Master Plan will permanently degrade the diversity and abundance of native wildlife in west Los Angeles. The last refuges of birds and mammals depending on large open spaces will be erased from the landscape.

**Appendix B**

**Qualifications of Travis Longcore and Catherine Rich**

## TRAVIS LONGCORE

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Los Angeles, California 90024-0020  
Telephone: (310) 247-9719

### EDUCATION

- Ph.D., Geography, University of California, Los Angeles 1995–1999  
Dissertation Title: *Terrestrial Arthropods as Indicators of Restoration Success in Coastal Sage Scrub*
- M. A., Geography, University of California, Los Angeles 1993–1995  
Thesis Title: *Risk, Technology, and Place: Siting a Radioactive Waste Dump in California's Ward Valley*
- Honors B. A., Geography *summa cum laude*, University of Delaware 1989–1993  
Thesis Title: *Information Technology and World City Restructuring: The Case of New York City's Financial District*

### PROFESSIONAL EXPERIENCE

- Research Assistant Professor, Center for Sustainable Cities, Department of Geography,  
University of Southern California 2001–present
- Lecturer, UCLA Department of Geography, UCLA Department of Organismic Biology,  
Ecology and Evolution, UCLA Institute of the Environment 2000–present  
Lower division: Biogeography, People and the Earth's Ecosystems, Ecology and Conservation of California Oaks. Upper division: World Vegetation, Forest Ecosystems, Ecology, Environmental Impact Analysis.
- Co-founder and Science Director, The Urban Wildlands Group 1996–present  
Organization studies and works to protect species, habitats, and ecological processes within urban and urbanizing areas. Projects include restoration and management of habitat supporting endangered butterfly species, education of policymakers on impacts of artificial light and noise on wildlife, research on minimizing ecological effects of fuel modification.
- Principal, Land Protection Partners 1998–present  
Consultant to attorneys in land protection actions (primarily California Environmental Quality Act, California Coastal Act, and federal Endangered Species Act). Services include issue identification, preparation of biological analysis with supporting scientific literature review, and communication with resource agency personnel.
- Research Associate, Sustainable Cities Program, University of Southern California 1999–2001
- Summer Instructor, UCLA Graduate School of Education and Information Studies 1997–1999
- Staff Researcher, UCLA Department of Geography 1996–1999
- Teaching Assistant, UCLA Department of Geography 1995–1996
- Geographic Information System Technician, Water Resources Agency, New Castle  
County, Delaware 1992–1993

## GRANTS, HONORS, AND AWARDS

### Professional

- Santa Monica Bay Restoration Commission 2003  
Grant of \$131,000 to Los Angeles Conservation Corps and The Urban Wildlands Group to restore coastal dune and bluff vegetation and develop a master plan for restoration of El Segundo dune and bluff habitat.
- Defense Logistics Agency 2003  
Contract for \$43,779 to The Urban Wildlands Group to conduct experimental captive propagation of endangered Palos Verdes blue butterfly.
- James C. Zumberge Fund for Innovation, University of Southern California 2003  
Grant of \$50,000 for interdisciplinary investigation of phytoremediation with native plants.
- Conservation and Research Foundation 2003  
Grant of \$5,000 to The Urban Wildlands Group to support preparation of book, *Ecological Consequences of Artificial Night Lighting*.
- California ReLeaf 2003  
Grant of \$7,500 to The Urban Wildlands Group for project, "Urban Forest Assessment and Outreach at UCLA."
- U.S. Department of the Navy 2002  
Contract for \$12,000 to The Urban Wildlands Group to salvage Palos Verdes blue butterfly pupae from Navy property to be disposed and developed.
- U.S. Fish and Wildlife Service 2002  
Contract for \$10,000 to The Urban Wildlands Group to draft management plan for endangered Kern primrose sphinx moth.
- U.S. Fish and Wildlife Service 2002  
Contract for \$24,000 to The Urban Wildlands Group to draft species recovery plan for endangered Calippe silverspot butterfly.
- International Dark-Sky Association Executive Director's Award 2002
- National Fish and Wildlife Foundation 2002  
Grant of \$5,000 to The Urban Wildlands Group to support conference *Ecological Consequences of Artificial Night Lighting*.
- Electric Power Research Institute 2002  
Grant of \$2,000 to The Urban Wildlands Group to support conference *Ecological Consequences of Artificial Night Lighting*.
- Defense Logistics Agency 2002  
Contract for \$42,665 to The Urban Wildlands Group to conduct experimental captive propagation of endangered Palos Verdes blue butterfly.
- U.S. Fish and Wildlife Service Landowner Incentive Program 2001  
Grant of \$37,300 to The Urban Wildlands Group to restore habitat for endangered El Segundo

blue butterfly on private property in Torrance, California.

John Randolph Haynes and Dora Haynes Foundation 2000

Co-author of \$398,000 grant to USC Sustainable Cities Program to assess benefits of urban greening in a dense inner-city neighborhood.

Los Angeles Department of Water and Power 2000

USC Sustainable Cities Program awarded \$9,000 contract to assess "Cool Schools" tree planting program.

New Research Design Award for a More Sustainable Los Angeles Region, John Randolph Haynes and Dora Haynes Foundation 2000

Awarded \$5,000 to develop a research design for the use of native plants in phytoremediation.

#### Graduate

Conference Travel Grant, UCLA Department of Geography 1999

Dissertation Improvement Grant, National Science Foundation (\$8,000) 1998

Distinguished Doctoral Scholar Fellowship, UCLA Alumni Association (\$17,500) 1998

Portable Fellowship, UCLA Graduate Division (\$18,500) 1997

Graduate Research Fellowship, National Science Foundation (\$64,400) 1993

Chancellor's Fellowship, UCLA Graduate Division (declined) 1993

#### Undergraduate

Alexander J. Taylor Award ("Outstanding Senior Man"), University of Delaware 1993

Geography Faculty Award, University of Delaware 1993

Mid-Atlantic Region Finalist, Rhodes Scholarship 1992

Fellow, Arizona Honors Academy, Northern Arizona University 1992

Marie Donaghay Award for Excellence in Geography, University of Delaware 1992

Phi Beta Kappa 1992

Phi Beta Kappa Clift and DeArmond Award, University of Delaware 1991

George and Margaret Collins Seitz Award, University of Delaware 1991

Eugene duPont Memorial Distinguished Scholar Award, University of Delaware (\$44,500) 1989

#### PUBLICATIONS AND PRESENTATIONS

##### In Preparation

1. Rich, Catherine, and Travis Longcore (eds.). *Ecological consequences of artificial night lighting*. Island Press (scheduled 2004).
2. Longcore, Travis. Christina Li, and John P. Wilson. Nature's services in a dense urban neighborhood. *Environmental Management*.

### In Review

4. Longcore, Travis and Catherine Rich. Ecological light pollution. *Frontiers in Ecology and Environment*.
3. Longcore, Travis, Catherine Rich, and Dietland Müller-Schwarze. Management by assertion: beavers and vireos at Lake Skinner (Riverside County, California). *Ecological Restoration*.
2. Longcore, Travis, Christina Li, and John P. Wilson. Applicability of CITYgreen urban ecosystem analysis software to a dense urban neighborhood. *Urban Geography*.
1. Longcore, Travis. Ecological effects of fuel management practices around residential development. Sidebar for chapter by Kevin Shafer in text on California fire ecology.

### Peer Reviewed Publications

11. Longcore, Travis. Arthropods as indicators of restoration success in coastal sage scrub (California, U.S.A.). *Restoration Ecology* 11(4):00-00 (2003).
10. Mattoni, Rudi, Travis Longcore, Zdenka Krenova, and Alison Lipman. Mass rearing the endangered Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*: Lycaenidae). *Journal of Research on the Lepidoptera* 37:55-67 (2003).
9. Longcore, Travis, Rudi Mattoni, Cor Zonneveld, and Jorn Bruggeman. INsect Count Analyzer: a tool to assess responses of butterflies to habitat restoration. *Ecological Restoration* 21(1):60-61 (2003).
8. Zonneveld, Cor, Travis Longcore, and Claudia Mulder. Optimal schemes to detect presence of insect species. *Conservation Biology* 14(2):476-487 (2003).
7. Longcore, Travis. Ecological effects of fuel modification on arthropods and other wildlife in an urbanizing wildland. Pp. 000-000 in Galley, Krista E.M., Robert C. Klinger, and Neil G. Sugihara (eds.). *Proceedings of Fire Conference 2000: The First National Congress on Fire Ecology, Prevention, and Management*. Miscellaneous Publication No. 13, Tall Timbers Research Station, Tallahassee, Florida (2003).
6. Mattoni, Rudi, Travis Longcore, Cor Zonneveld, and Vojtech Novotny. Analysis of transect counts to monitor population size in endangered insects: the case of the El Segundo blue butterfly, *Euphilotes bernardino allyni*. *Journal of Insect Conservation* 5(3):197-206 (2001).
5. Longcore, Travis, Rudi Mattoni, Gordon Pratt, and Catherine Rich. On the perils of ecological restoration: lessons from the El Segundo blue butterfly. Pp. 281-286 in Keeley, Jon, Melanie Baer-Keeley, and C. J. Fotheringham, eds. *2nd Interface Between Ecology and Land Development in California*, U.S. Geological Survey Open-File Report 00-62, Sacramento, CA (2000). (Abstracted in *Ecological Restoration* 19(2):125 (2001).)
4. Mattoni, Rudi, Vojtech Novotny, and Travis Longcore. Arthropod monitoring for fine scale habitat analysis: A case study of the El Segundo sand dunes. *Environmental Management* 25(4):445-452 (2000).
3. Mattoni, Rudi and Travis R. Longcore. The Los Angeles coastal prairie, a vanished community. *Crossosoma* 23(2):71-102 (1997).



2. Mattoni, Rudi, Gordon F. Pratt, Travis R. Longcore, John F. Emmel and Jeremiah N. George. The endangered Quino checkerspot butterfly, *Euphydryas editha quino* (Lepidoptera: Nymphalidae). *Journal of Research on the Lepidoptera* 34:99–118 (1997).
1. Longcore, Travis R. and Peter W. Rees. Information technology and downtown restructuring: the case of New York City's financial district. *Urban Geography* 17(4):354–372 (1996).

### Book Reviews

2. Longcore, Travis. Review of *From Coastal Wilderness to Fruited Plain: A History of Environmental Change in Temperate North America from 1500 to Present*, by Gordon G. Whitney. *Ethics, Place and Environment* 4(3):278–279 (2001).
1. Longcore, Travis. Review of *Butterflies on British and Irish Offshore Islands: Ecology and Biogeography*, by Roger Dennis and Tim Shreeve. *Journal of Research on the Lepidoptera* 35:139–140 (2000).

### Scientific Reports and Publications

31. U.S. Fish and Wildlife Service [Anderson, Alison, with Edith Allen, Mark Dodero, Travis Longcore, Dennis Murphy, Camille Parmesan, Gordon Pratt, and Michael Singer]. Recovery plan for the Quino checkerspot butterfly (*Euphydryas editha quino*). Portland, Oregon, U.S. Fish and Wildlife Service, x + 179 pp. (August 11, 2003)
30. Longcore, Travis, and Catherine Rich. Review of biological impact analysis in Initial Study and Mitigated Negative Declaration (PD-S-942/TT5411), City of Simi Valley. Los Angeles, Land Protection Partners, 15 pp. (July 24, 2003).
29. Longcore, Travis, and Catherine Rich. Conservation value of Catellus West Bluffs property justifies purchase with public funds, Los Angeles, Land Protection Partners, 11 pp. (May 2, 2003).
28. Pincetl, Stephanie, Jennifer Wolch, John Wilson, and Travis Longcore. Toward a sustainable Los Angeles: a "nature's services" approach. Los Angeles, USC Center for Sustainable Cities, 47 pp. (report to John Randolph Haynes and Dora Haynes Foundation, February 2003).
27. Longcore, Travis, Catherine Rich, John Marzluff, and Barbara Nightingale. Peer review of artificial light and noise impact analysis in *Sand Point Magnuson Park Drainage, Wetland/Habitat Complex and Sports Fields/Courts Project Final Environmental Impact Statement [Seattle, Washington]*. Los Angeles, Land Protection Partners, 15 pp. (January 16, 2003).
26. Longcore, Travis, and Catherine Rich. Review of biological resources analysis in Malibu Bay Company Development Agreement Draft Environmental Impact Report. Los Angeles, Land Protection Partners, 28 pp. (November 11, 2002).
25. Longcore, Travis, and Catherine Rich. Action plan for Kern primrose sphinx moth (*Euproserpinus euterpe*) at Carrizo Plain National Monument. Los Angeles, The Urban Wildlands Group. 15 pp. (report to U.S. Fish and Wildlife Service, November 1, 2002).
24. Longcore, Travis, Rudi Mattoni, Alison Lipman, Zdenka Krenova, and Catherine Rich. Final report for Palos Verdes blue butterfly year 2002 captive rearing on Defense Fuel Support Point, San Pedro, California. Los Angeles, The Urban Wildlands Group (Defense Logistics Agency Agreement # N68711-02-LT-00010). 18 pp. (October 1, 2002).
23. Longcore, Travis, and Catherine Rich. Effects of light and noise from a proposed Wal-Mart

- "Supercenter" on the wildlife of Penjajawoc Marsh (Bangor, Maine). Los Angeles, Land Protection Partners. 18 pp. (June 7, 2002).
22. Longcore, Travis and Catherine Rich. Protection of environmentally sensitive habitat areas in proposed Local Coastal Plan for City of Malibu. Los Angeles, The Urban Wildlands Group. 19 pp. (May 2002).
  21. Mattoni, Rudi and Travis Longcore. Census results for Palos Verdes blue butterfly and associated species, 1994–2001. Pp. 2–10 in Mattoni, Rudi (ed.) *Status and trends: habitat restoration and the endangered Palos Verdes blue butterfly at the Defense Fuel Support Point, San Pedro, California, 1994–2001*. Los Angeles, The Urban Wildlands Group (April 2002).
  20. Mattoni, Rudi, Travis Longcore, and Alison Lipman. Description of habitat characteristics of the Palos Verdes blue butterfly. Pp. 11–15 in Mattoni, Rudi (ed.) *Status and trends: habitat restoration and the endangered Palos Verdes blue butterfly at the Defense Fuel Support Point, San Pedro, California, 1994–2001*. Los Angeles, The Urban Wildlands Group (April 2002).
  19. Longcore, Travis. Invertebrate community composition as an indicator of restoration success. Pp. 52–68 in Mattoni, Rudi (ed.) *Status and trends: habitat restoration and the endangered Palos Verdes blue butterfly at the Defense Fuel Support Point, San Pedro, California, 1994–2001*. Los Angeles, The Urban Wildlands Group (April 2002).
  18. Longcore, Travis and Jeremiah George. Habitat Evaluation for El Segundo Blue Butterfly (*Euphilotes bernardino allyni*) at Malaga Bluffs. Los Angeles, The Urban Wildlands Group (report to U.S. Fish and Wildlife Service Cooperative Agreement #1448-11430-1-J041, December 30, 2001).
  17. Longcore, Travis and Catherine Rich. A review of the ecological effects of road reconfiguration and expansion on coastal wetland ecosystems. Los Angeles, The Urban Wildlands Group. 12 pp. (November 14, 2001).
  16. Longcore, Travis and Catherine Rich. Review of biological resources analysis in draft Sully-Miller/Fieldstone Communities Environmental Impact Report (SCH#99101125). Los Angeles, Land Protection Partners. 15 pp. (October 19, 2001).
  15. Longcore, Travis and Catherine Rich. Review of biological resources analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report. Los Angeles, Land Protection Partners. 27 pp. (August 8, 2001).
  14. Longcore, Travis and Catherine Rich. Review of biological resources analysis in City of Malibu Negative Declaration No. 00-010 (Kempin Single Family Residence). Los Angeles, Land Protection Partners. 5 pp. (July 23, 2001).
  13. Young, Terrence, with Travis Longcore. *Creating Community Greenspace: A Handbook for Developing Sustainable Open Spaces in Central Cities*. Los Angeles, California League of Conservation Voters Education Fund. 64 pp. (2000).
  12. United States Fish and Wildlife Service (Alison Anderson, Edith Allen, Mark Dodero, Camille Parmesan, Travis Longcore, Gordon Pratt, Dennis Murphy, and Michael Singer). Draft Recovery Plan for the Quino Checkerspot butterfly (*Euphydryas editha quino*). Portland, Oregon (2000).
  11. Longcore, Travis, Kyle Fitzpatrick, and Maureen Phelan. Assessment of Los Angeles Department of Water and Power Cool Schools Program, University of Southern California Sustainable Cities Program (report to Los Angeles Department of Water and Power, December 2000).

10. Mattoni, Rudi and Travis Longcore. 2000 Palos Verdes Blue Butterfly (*Glaucopsyche lygdamus palosverdesensis*) Adult Population Survey (report to U.S. Fish and Wildlife Service, August 28, 2000).
9. Lassiter, Unna, Travis Longcore, and Stephanie Pincetl. 53rd and Latham: Residents' Preferences for Amenities for an Urban Park, University of Southern California Sustainable Cities Program (report to City of Los Angeles, Department of Recreation and Parks, January 2000).
8. Mattoni, Rudi, Travis Longcore, and Rick Rogers. 1999 Palos Verdes Blue Butterfly (*Glaucopsyche lygdamus palosverdesensis*) Adult Population Survey (report to U.S. Fish and Wildlife Service, August 28, 1999).
7. Lipman, Alison, Travis Longcore, Rudi Mattoni, and YinLan Zhang. Habitat Evaluation and Reintroduction Planning for the Endangered Palos Verdes Blue Butterfly (report to California Department of Fish and Game, June 1, 1999).
6. Mattoni, Rudi, Travis Longcore, Jeremiah George, Gordon Pratt, and Chris Nagano. Recovery Plan for the El Segundo Blue Butterfly (*Euphilotes battoides allyni*). Portland, Oregon (September 9, 1998).
5. Mattoni, Rudi, Travis Longcore, and Rick Rogers. 1998 Palos Verdes Blue Butterfly (*Glaucopsyche lygdamus palosverdesensis*) Adult Population Survey (report to U.S. Fish and Wildlife Service, June 10, 1998).
4. Mattoni, Rudi, Gordon Pratt, Travis Longcore, Jeremiah George, and Jan Leps. Interim Report 1997: Conservation Planning for the Endangered Laguna Mountains Skipper, *Pyrgus ruralis lagunae* (report to U.S. Forest Service, January 1998).
3. Pratt, Gordon, Rudi Mattoni, Travis Longcore, Jeremiah George, Cecelia Pierce, and Chris Nagano. Distribution of Quino Checkerspot Butterfly (*Euphydryas editha quino*) in Southern San Diego County and Related Observations (report to U.S. Bureau of Land Management, January 1998).
2. Mattoni, Rudi, Arthur Bonner, Jeremiah George, and Travis Longcore. 1997 Annual Report: Defense Fuel Support Point Revegetation, Chevron Pipeline Mitigation (report to U.S. Fish and Wildlife Service, August 1, 1997).
1. Mattoni, Rudi, Arthur Bonner, Jeremiah George, Travis Longcore, Catherine Rich, and Rick Rogers. 1997 Palos Verdes Blue Butterfly (*Glaucopsyche lygdamus palosverdesensis*) Adult Population Survey (report to U.S. Fish and Wildlife Service, June 30, 1997).

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10. Longcore, Travis, and Catherine Rich. Urban oaks and urban oak woodlands. *Oaks* (newsletter of the California Oak Foundation), pp. 3, 7 (2003).
9. Longcore, Travis. Fire clearance. *Los Angeles Times* (April 29, 2000)
8. Longcore, Travis. Further enlightenment. *Malibu Times* (February 4, 1999).
7. Longcore, Travis. Ask campus community about changes. *Daily Bruin*, p. 12 (May 19, 1998).
6. Longcore, Travis, editor. Biological assessment: coastal sage scrub at University of California, Los

Angeles. Prepared by Geography 123, Dr. Rudi Mattoni, Lecturer (unpublished report, December 1997).

5. Longcore, Travis. The Endangered Delhi sand dunes. *Western Tanager* 63(8):1-2 (1997).
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### Conference Presentations

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13. Longcore, Travis, Cor Zonneveld, Jorn Bruggeman, and Rudi Mattoni. *Tracking population responses of the endangered Palos Verdes blue butterfly to habitat enhancement using INCA (INsect Count Analyzer)*. The Ecological Society of America 87th Annual Meeting/Society for Ecological Restoration 14th Annual International Conference (Tucson, Arizona, August 4-9, 2002)
12. Longcore, Travis and John P. Wilson. *Applicability of CITYgreen urban ecosystem analysis software to a densely built urban neighborhood*. The Association of American Geographers 98th Annual Meeting (Los Angeles, California, March 19-23, 2002).
11. Longcore, Travis. *Obvious and insidious effects of sprawl on wildlife* (invited plenary speaker). Smart Growth for Californians and Wildlife, National Wildlife Federation and Planning and Conservation League (San Diego, California, May 19-20, 2001)
10. Longcore, Travis. *Ecological effects of fuel modification on arthropods and other wildlife in an urbanizing wildland*. Fire Conference 2000: The First National Congress on Fire Ecology, Prevention and Management (San Diego, California, November 27-December 1, 2000).
9. Longcore, Travis. *Response of terrestrial arthropod communities in coastal sage scrub to short-term climate change*. The Association of American Geographers 96th Annual Meeting (Pittsburgh, Pennsylvania, April 5-9, 2000).
8. Longcore, Travis. *Terrestrial arthropods and restoration: if you build it, will they come?* Society for Ecological Restoration Eleventh Annual Conference/Xerces Society Annual Meeting (The Presidio of San Francisco, September 23-25, 1999).
7. Longcore, Travis. *Putting the bugs in: assessing ecological restoration with terrestrial arthropods*. The Association of American Geographers 95th Annual Meeting (Honolulu, Hawaii, March 23-27, 1999)
6. Longcore, Travis and Catherine Rich. *419 acres: UCLA's natural history. 1. Land use, 2. Biological*

- homogenization, 3. Island biogeography.* Poster series and display presented at California's Biodiversity Crisis: The Loss of Nature in an Urbanizing World (UCLA, October 24–25, 1998).
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  4. Longcore, Travis, Rudi Mattoni, Gordon Pratt, and Catherine Rich. *On the perils of ecological restoration: lessons from the El Segundo blue butterfly.* 2nd Interface Between Ecology and Land Development in California (Occidental College, Los Angeles, California, April 18–19, 1997).
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  2. Longcore, Travis. *The role of science in Natural Community Conservation Planning.* Restoring Our Commitment to Recovery in the Era of the Habitat Conservation Plan, Endangered Species Defense Coalition (Starr Ranch, California, July 30, 1996).
  1. Longcore, Travis. *Mainland colonization by endemic insular taxa.* XXXth Annual Southwest Population Biology Conference (James Reserve, California, April 20–21, 1996).

#### INVITED PRESENTATIONS

South Coast Wildlands Project Missing Linkages Workshop, August 2002

University of Southern California, Department of Geography, February 2002

Santa Monica Mountains Conservancy, September 2001

California Native Plant Society, South Coast Chapter, August 2001

California State University, Northridge, Olivatt Library, April 2001

University of California Natural Resources Continuing Conference, Wrigley Institute for Environmental Studies, April 2001

Society for Ecological Restoration, California Chapter Annual Conference, October 2000

University of Stockholm, Department of Zoology, September 2000

University of Gothenberg, Department of Applied Environmental Science, September 2000

Lorquin Entomological Society, Los Angeles, California, June 2000

University of California, Los Angeles, Department of Geography, May 2000

Southern California Institute of Architecture, June 1998

Los Angeles Unified School District Target Science, "Butterflies in the City" Workshop Series, South Central Los Angeles Leadership Team, October 1998

#### PROFESSIONAL SERVICE

Referee, *Restoration Ecology, Journal of Research on the Lepidoptera, Environmental Management, Transactions in GIS*

Independent Scientific Advisor (Quino checkerspot butterfly), County of San Bernardino, 2002  
Baldwin Hills Park Citizens Advisory Committee, 2002  
Conference Co-Chair, The Urban Wildlands Group and UCLA Institute of the Environmental Consequences of Artificial Night Lighting, 2001–2002  
Member, Advisory Council, Yosemite Restoration Trust, 1999–present  
Member, Recovery Team (Technical Subteam), Quino Checkerspot Butterfly, U.S. Fish and Wildlife Service, 1999–present  
Newsletter Layout, Endangered Habitats League, 1998–2002  
Member, Conference Steering Committee, UCLA Institute of the Environment, *California's Biodiversity Crisis: The Loss of Nature in an Urbanizing World*, 1998  
Managing Editor, *Journal of Research on the Lepidoptera*, 1997–1999  
Member, Recovery Team, El Segundo Blue Butterfly, U.S. Fish and Wildlife Service, 1997–1998  
Member, Environmental Review Board, County of Los Angeles (appointed by Los Angeles County Board of Supervisors), 1997–present  
Editor, *Western Tanager*, newsletter of the Los Angeles Audubon Society, 1997  
Vice President, Los Angeles Audubon Society, 1995–1997  
Coordinator, Los Angeles Audubon Society Birdathon, 1996 (recognized by National Audubon Society, "Most Money Raised by a Rookie," September–October issue of *Audubon* magazine)  
Graduate Student Association Representative, UCLA Academic Senate Council on Planning and Budget, 1996–1999  
Member, Graduate Affairs Committee, UCLA Department of Geography, 1995–1997  
Member, Instructional Technology Committee, UCLA Department of Geography, 1993–1995

#### PROFESSIONAL AFFILIATIONS

Member, Ecological Society of America  
Member, Association of American Geographers  
Member, Society for Ecological Restoration  
Member, Southern California Botanists  
Member, California Botanical Society

#### PUBLIC COMMUNICATION

Associated Press, *Boston Globe*, *Daily Breeze* (Torrance, California), *Daily Bruin* (Westwood, California), *Los Angeles Times*, *Metro Santa Cruz* (Santa Cruz, California), *Riverside Press-Enterprise* (Riverside, California), *Sacramento News and Review* (Sacramento, California), *San Jose Mercury News*, Scripps Howard News Service (Washington, DC), *The Christian Science Monitor* (Boston), *The Globe and Mail* (Toronto), *California Wild*, *Discover*, *Life*, *People*, *Science*, *Science News*, *Reader's Digest* (Canada), National Geographic Television ("America's Endangered Species: Don't Say Goodbye"), NBC Nightly News, ABC News, CNN Radio Español, National Public Radio ("Talk of the Nation"), BBC World Service

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### Education

UCLA Department of Geography, M.A. June 1997. Emphasis in biogeography, urban wildlife, environmental philosophy. Thesis: *Poliophilophilia? Toward an Understanding of the Role of Human Emotion in Nature Preservation*. Teaching Assistant: Biogeography, Physical Geography, People and the Earth's Ecosystems.

UCLA School of Law, J.D. June 1981. Member, State Bar of California. Co-founder and Associate Editor, *UCLA Journal of Environmental Law and Policy*. Co-founder and officer (faculty liaison), UCLA Environmental Law Society.

University of California, Berkeley, A.B. March 1978 (with Distinction). Pre-medical course, psychology major. Member, Board of Directors, U.C. Berkeley CalPIRG (1976-1977). Co-founder, U.C. Berkeley CalPIRG (1976).

### Professional Experience

Co-founder and Executive Officer, The Urban Wildlands Group (1996-present). Organization studies and works to protect species, habitats, and ecological processes within urban and urbanizing areas. Projects include restoration and management of habitat supporting endangered butterfly species, public education about effects of noise and artificial night lighting on wildlife, promotion of humane approaches to wildlife management, research on minimizing ecological effects of fuel modification.

Principal, Land Protection Partners (1998-present). Consultant to attorneys in land protection actions (primarily California Environmental Quality Act, California Coastal Act, federal Endangered Species Act). Services include issue identification, preparation of biological analysis with supporting scientific literature review, communication with resource agency personnel.

Contract Attorney, Law Offices of Jonathan Kirsch (1999-present). Trademark and publishing law.

Copy Editor, *Journal of Research on the Lepidoptera* (1997-1999).

Legal/Policy Consultant (1989-1992). Projects included assisting in the preparation of lawsuit (*Nordlinger v. Lynch*) challenging property tax assessment scheme mandated by Proposition 13 (for Center for Law in the Public Interest).

Deputy, Los Angeles City Councilman Marvin Braude (1987-1988). Formulated and developed environmental policies and programs. Represented councilman before city boards,

commissions, and committees, and at community meetings. Coordinated reelection campaign for seat on AQMD Board.

Community Representative (1985–1986). Directed successful effort to prevent demolishing five contiguous apartment buildings in an unredeveloped Westwood neighborhood. Persuaded Los Angeles City Council to enact a local building moratorium, then represented local community before Planning and Environment Committee of the City in a hardship exemption hearing requested by developer. Prepared architectural and historical documentation for Historic Preservation Overlay Zone application.

Staff Attorney, California Commission on Campaign Financing (1984–1985). Contributed to two-volume report on legislative campaign financing (*The New Gold Rush: Financing California's Legislative Campaigns*).

Full-time staff member, Gary Hart presidential campaign (1984). Field desk contact for Northern California; Los Angeles regional co-coordinator. Appointed to Credentials Committee of the 1984 Democratic National Convention.

Attorney, Paul, Hastings, Janofsky & Walker (1983). General civil litigation.

Editor/Assistant, Professor Charles M. Firestone (1982–1983). Edited Firestone and Johnson's *Cases and materials on communications law and policy*; assisted in preparations for conference, UCLA Communications Law Program/International Bar Association Symposium on International Satellite Television.

Research Assistant, Professor Richard Abel (Summer 1980). Compiled information on workplace exposure to toxic substances.

Intern, Hollywood Revitalization Committee (funded by National Trust for Historic Preservation) (Summer 1979). Evaluated feasibility of establishing a façade easement program for Hollywood's historic buildings.

Research Assistant, Professor Laura Nader (funded by National Highway Traffic Safety Administration) (Spring 1978). Research on social costs of automobile accidents.

Research Assistant, Professor Laura Nader (Summer 1977). Participated in study funded by Energy Research & Development Administration evaluating feasibility of alternative energy systems in California. Interviewed officials involved with the implementation of Energy Conservation Standards for New Residential Buildings.

#### Peer Reviewed Publications

Rich, Catherine, and Travis Longcore (eds.). *Ecological consequences of artificial night lighting*. Island Press (in preparation for 2004 publication).



Longcore, Travis, and Catherine Rich. Ecological light pollution. *Frontiers in Ecology and Environment* (in review).

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Longcore, Travis, and Catherine Rich. Action plan for Kern primrose sphinx moth (*Euproserpinus euterpe*) at Carrizo Plain National Monument. Los Angeles, The Urban Wildlands Group, 15 pp. (report to U.S. Fish and Wildlife Service, November 1, 2002).

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Longcore, Travis, and Catherine Rich. A review of the ecological effects of road reconfiguration and expansion on coastal wetland ecosystems. Los Angeles, The Urban Wildlands Group, 12 pp. (November 14, 2001).

Longcore, Travis, and Catherine Rich. Review of biological resources analysis in draft Sully-Miller/Fieldstone Communities Environmental Impact Report (SCH #99101125). Los Angeles, Land Protection Partners, 15 pp. (October 19, 2001).

Longcore, Travis, and Catherine Rich. Review of biological resources analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report. Los Angeles, Land Protection Partners, 27 pp. (August 8, 2001).

Longcore, Travis, and Catherine Rich. Review of biological resources analysis in City of Malibu Negative Declaration No. 00-010 (Kempin Single Family Residence). Los Angeles, Land Protection Partners, 5 pp. (July 23, 2001).

Mattoni, Rudi, Arthur Bonner, Jeremiah George, Travis Longcore, Catherine Rich, and Rick Rogers. 1997 Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*) adult population survey (report to U.S. Fish and Wildlife Service, June 30, 1997).

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Mattoni, Rudi, Travis Longcore, Jeremiah George, and Catherine Rich. *Down memory lane: the Los Angeles coastal prairie and its vernal pools*. Poster presented at 2nd Interface Between Ecology and Land Development in California (Occidental College, Los Angeles, California, April 18-19, 1997).

#### Grants and Awards

Santa Monica Bay Restoration Commission. Grant of \$131,000 to Los Angeles Conservation Corps and The Urban Wildlands Group to restore coastal dune and bluff vegetation and develop a master plan for restoration of El Segundo dune and bluff habitat (2003).

Defense Logistics Agency. Contract for \$43,779 to The Urban Wildlands Group to conduct experimental captive propagation of endangered Palos Verdes blue butterfly (2003).

Conservation and Research Foundation. Grant of \$5,000 to The Urban Wildlands Group to support preparation of book, *Ecological Consequences of Artificial Night Lighting* (2003).

California ReLeaf. Grant of \$7,500 to The Urban Wildlands Group for project, "Urban Forest Assessment and Outreach at UCLA" (2003).

U.S. Department of the Navy. Contract for \$12,000 to The Urban Wildlands Group to salvage Palos Verdes blue butterfly pupae from Navy property to be disposed and developed (2002).

U.S. Fish and Wildlife Service. Contract for \$24,000 to The Urban Wildlands Group to develop Recovery Plan for endangered Callippe silverspot butterfly in San Francisco area, California (2002).

U.S. Fish and Wildlife Service. Contract for \$10,000 to The Urban Wildlands Group to develop Action Plan for endangered Kern primrose sphinx moth on BLM land in the Carrizo Plain National Monument, California (2002).

National Fish and Wildlife Foundation. Grant of \$5,000 to The Urban Wildlands Group to support conference, *Ecological Consequences of Artificial Night Lighting* (2002).

Electric Power Research Institute. Grant of \$2,000 to The Urban Wildlands Group to support conference, *Ecological Consequences of Artificial Night Lighting* (2002).

Defense Logistics Agency. Contract for \$42,665 to The Urban Wildlands Group to conduct experimental captive propagation of endangered Palos Verdes blue butterfly (2002).

U.S. Fish and Wildlife Service Landowner Incentive Program. Grant of \$37,300 to The Urban Wildlands Group to restore habitat for endangered El Segundo blue butterfly on private property in Torrance, California (2001).

International Dark-Sky Association Executive Director's Award, "In recognition of her enthusiastic efforts in the pursuit of the promotion of Dark Skies" (2002).

International Dark-Sky Association Executive Director's Award, "For outstanding service in protecting our nighttime environment" (2001).

### **Selected Activities and Memberships**

Conference Co-Chair, The Urban Wildlands Group/UCLA Institute of the Environment, *Ecological Consequences of Artificial Night Lighting* (2002)

Advisor, California Wildlife Foundation (2002-present)

Member, Advisory Council, California Oak Foundation (1999-present)

Member, Conference Steering Committee, UCLA Institute of the Environment, *California's Biodiversity Crisis: The Loss of Nature in an Urbanizing World* (1998)

President, Los Angeles Audubon Society (1996-1997)

Conservation Co-Chair, Los Angeles Audubon Society (1995-1996)

Second Vice President, Los Angeles Audubon Society (1994-1995)

Member, Advisory Committee, Los Angeles County 1996 Proposition A. Successfully lobbied for inclusion of, and wrote, statement in Proposition A's preamble pertaining to the importance of maintaining biological diversity within the County, and successfully lobbied for creation of a competitive grant category for habitat acquisition and/or restoration.

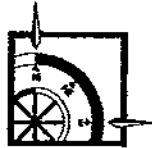
Member, Society for Conservation Biology

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County of Los Angeles

Final Comments on the E/A Master Plan  
Supplement to the Draft EIS/EIR

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15 OCTOBER 2003

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County of Los Angeles  
 Final Comments on the Supplement to the  
 Draft EIS/EIR for Proposed Master Plan Improvements at LAX  
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## **1.0 BACKGROUND AND EXECUTIVE SUMMARY**

### **1.1 BACKGROUND**

During 2001, A.C. Lazzaretto & Associates was retained by the Los Angeles County Chief Administrative Office to review and comment on the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) prepared for Los Angeles World Airport's (LAWA) Proposed Los Angeles International Airport (LAX) Master Plan. The 2001 Draft EIS/EIR addressed three build alternatives, a no-build alternative, and the existing setting for the Los Angeles International Airport (LAX) Master Plan.

A.C. Lazzaretto & Associates assembled a team of environmental review experts to review the document for consistency and accuracy. Working in collaboration with County staff, a detailed comment letter was prepared and submitted to LAWA on 28 June 2001. Thereafter, in response to considerable public comment and the terrorist attacks that occurred on September 11, 2001, LAWA suspended work on the earlier EIS/EIR to develop a fourth alternative -- Alternative D, the Enhanced Safety and Security Plan. LAWA made a Supplement to the Draft EIS/EIR (SDEIS/EIR) available for public comment in July of 2003 to update information presented in the Draft EIS/EIR and to integrate Alternative D into the environmental review process. The Supplement offered no response to comments submitted on the 2001 DEIS/EIR.

Alternative D includes a number of airfield facility modifications. Although LAX would continue to operate with 4 runways, 2 of the existing runways would be moved, two would be lengthened, and all would be further separated from one another. New centralized passenger terminals would replace the existing parking structures. The existing Terminals 1 through 7 would be reconfigured, including a new north/south linear concourse at the Tom Bradley International Terminal, flanked on the west by a new satellite concourse. A new ground transportation center and intermodal transportation center to be built east of Aviation Blvd. would serve as the primary access for all passenger drop-off and pick-up and vehicle parking. Some cargo facilities would be modified, although overall square footage would be equivalent to the No Action/No Project Alternative.

Following publication of the SDEIS/EIR, the Los Angeles County Chief Administrative Office again retained A.C. Lazzaretto & Associates to review and comment on the revised document. A.C. Lazzaretto & Associates in turn assembled the team of environmental review experts that had reviewed the 2001 document, in order to assess the 2003 Supplement for consistency, accuracy, and changes since the original Draft EIS/EIR was prepared. The information has been evaluated using the following criteria: reasonableness of input data and assumptions, appropriateness and accuracy of analyses and mitigation measures, and conformity with requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Results of the current review indicate that many of the concerns expressed in our earlier comment letter still remain, including one that was central to County comments on the earlier LAX Master Plan review: although LAWA indicates that its goal is to limit growth, improvements proposed as part of Alternative D would in reality serve to reinforce LAX as the preeminent airport of the southern California region, and may undermine attempts to strengthen the role of outlying airports. There are a number of points, in addition to this thematic concern, that merit further consideration and discussion before LAWA considers certification of the Supplement to the EIS/EIR and approval of the preferred alternative.

To facilitate LAWA's review and response, the County has revised and updated the comment letter originally submitted in June of 2001. The current comment letter incorporates all issues for which a response is sought from LAWA. As before, the review team has paid special attention to the major issues of noise, traffic, environmental justice, and air quality, and the team has again made every attempt to offer objective, constructive comments concerning the major elements of the Supplement to the DEIS/EIR.

## 1.2 EXECUTIVE SUMMARY

A.C. Lazzaretto & Associates has been retained by the Los Angeles County Chief Administrative Office to review and update comments on the 2001 Draft DEIS/EIR prepared for LAWA's Proposed LAX Master Plan, consistent with changes in the current 2003 Supplement to the Draft EIS/EIR. The 2001 Draft EIS/EIR addressed three build alternatives, a no-build alternative, and the existing setting for the Los Angeles International Airport (LAX) Master Plan. The 2003 Supplement incorporates a new Alternative D (the "enhanced safety and security plan") that LAWA has designated as the preferred project option. To address safety issues, the review team has been expanded to include participation by BoydForbes, Inc., a renowned airport safety consulting firm based in Denver.

The County has a special responsibility in this process, since it represents the unincorporated communities that are most directly impacted by LAX operations. It is for this reason that the County has taken a highly active stance during 2001 and 2003, and in both instances we have focused on issues of greatest concern to our constituents. During 2001, we submitted comments to LAWA in which we expressed a number of serious concerns. With publication of the 2003 Supplement we find that most of our earlier concerns remain unaddressed and new issues have been identified that are of even greater potential concern for Los Angeles County constituents. The County has twice sought to meet with LAWA's consulting team to discuss these issues, and on both occasions has been rebuffed. In so doing, LAWA has bypassed an opportunity for identification of joint solutions that could facilitate improvements at LAX while minimizing impacts on LAX's neighbors living in Manchester Square, Lennox, Westchester and other adjoining communities. Manchester Square is that area bounded by La Cienega Blvd. on the east, Century Blvd. on the south, Aviation Blvd. on the west, and Arbor Vitae Street on the north.

Fundamentally, the County of Los Angeles believes that LAWA is proposing to implement a flawed project, and that LAWA has developed an inadequate environmental document to review the project. The following report covers a wide range of issues, many in considerable detail. While all of these issues are important, we would like to call special attention to the following key points:

- ▶ Contrary to statements made throughout the SDEIS/EIR, our review clearly shows that Alternative D will not constrain growth at LAX. LAWA has misrepresented this alternative, to the jeopardy of the environmental analysis.
- ▶ Alternative D will also not serve the security goals for which it was formulated. The Plan focuses on hardening security for the east-side entry to LAX but largely ignores the perimeter, maintenance/fuel farm, and cargo areas -- leaving the back door wide open.
- ▶ The separation concept is diminished in value by the expensive and vulnerable mass transit link proposed between the Central Terminal Area and remote landside ground facilities. It is further diminished by the lack of Flow Process Mapping data; the consequential risk of task

- overload and failure to achieve target reduction; and by the potential alienation of a public that may perceive screening requirements as excessive.
- ▶ The Security plan relies heavily on technologies, some of which have been discredited (e.g., facial recognition surveillance). Additionally, greater thought must be given to the risk of data saturation. Over-dependence on security technology may lead to higher risk of error and, ironically, diminished protection.
  - ▶ There are a number of existing, unexplained security exposures at LAX, including several areas characterized by extreme weakness in access control, that should be remedied as soon as possible; it is recommended that LAWA take steps to close Pershing Drive to public traffic as soon as practicable.
  - ▶ Use of a Supplement to the 2001 Draft EIS/EIR was improper under guidelines for CEQA. LAWA should have addressed Alternative D in a comprehensive revised draft EIS/EIR in which the full record of information was available for public review and agency decision-making.
  - ▶ The Purpose & Need statement emphasizes LAX's role in meeting regional growth, investment return, and international trade, and claims that Alternative D will fill these objectives. Yet the EIS/EIR asserts that Alternative D has the same socioeconomic characteristics as No Action, but for construction jobs, and finds that No Action would fail to meet project purpose and need. Either Alternative D fails to meet the stated goals, or Alternative D has not been described in accordance with full disclosure requirements.
  - ▶ The environmental assessment does not offer a reasonable range of Alternatives that would feasibly meet most objectives, but would avoid or lessen significant effects of the project, and thus the SDEIS/EIR fails to fulfill the "Rule of Reason."
  - ▶ Scoping Outreach did not include input from Los Angeles County Government or the public at large regarding either Alternative C (the 2001 preferred project) or Alternative D (the 2003 preferred project) and thus fails to meet basic NEPA requirements.
  - ▶ The SDEIS/EIR offers a baseline now 7 years old: conditions in 1996 do not represent the baseline of 2003. The events of 9/11 changed the baseline so fundamentally that LAWA withdrew its 2001 documents to formulate an entirely new preferred project. The 1996 baseline does not offer a reasonable yardstick against which to measure the impacts of Alternative D or any other project alternative (including No Action).
  - ▶ Piecemeal efforts to remedy the outdated baseline have further obscured understanding. The frequent shifting from one baseline nomenclature and timeframe to another is, at best, confusing. At worst, it conceals the underlying impacts that this 2003 Supplemental Draft EIS/EIR is intended to illuminate.
  - ▶ The most pressing problems at LAX are lack of adequate runway length on the north complex, the security threat of private autos near the terminals, and lack of international gates. Yet the Phase One construction plan addresses none of these for many years and instead concentrates on the airport fringes (the GTC and ITC) and on demolishing and rebuilding perfectly useable terminals to accommodate New Large Aircraft. This sequence does not match the environmental and congestion priorities evident at LAX.
  - ▶ The SDEIS/EIR contains numerous comments and statements that create an appearance of project advocacy. Even the appearance of advocacy is inappropriate given the policy guidelines contained in CEQA and NEPA and it seriously undermines confidence in the objectivity of the Draft EIS/EIR and its commitment to full disclosure.
  - ▶ The 2001 DEIS/EIR was found to lack even the most elementary NEPA requirements for Environmental Justice; many deficiencies remain in the 2003 SDEIS/EIR. In particular, Alternative D shifts many impacts toward the more economically disadvantaged

communities east and northeast of LAX, and appears to protect biological resources at the expense of residents in Lennox, Inglewood & Manchester Square.

- ▶ The document fails to disclose issues and concerns raised in Environmental Justice (EJ) workshops, defers evaluation of critical environmental justice impacts (including Air Quality and Health Effects) due to lack of data, offers ill-defined mitigations, and offers a preferred project that protects butterflies at the expense of residents and schoolchildren.
- ▶ The noise assessment contains significant discrepancies in the number of dwelling units and population impacted between the baseline year and the data published by LAWA. Additionally, there is an unexplained discrepancy in the year 2000 noise contours shown in the 2001 and the 2003 documents.
- ▶ The 2001 EIS/EIR acknowledged that it omitted quantitative assessment of toxic air pollutant exposure due to lack of time; the 2003 document also omitted this assessment, but did not so note. Completion of such studies independent of the environmental review, as proposed, would preclude establishment of baseline conditions. LAWA decision-makers will be unable to make an informed project determination until this data is developed and disclosed. The noise modeling results were based on inadequate flight track data.
- ▶ Nitrogen oxides were determined to have significant impacts before and after mitigation, but would be reduced the least under the proposed mitigation measures. The proposed mitigation measures do not appear to successfully address nitrogen oxides.
- ▶ The 'ratioing' technique used to update the analyses of airport pollutant sources for Alternatives A, B and C, and No Action, makes it difficult to fairly compare the alternatives.
- ▶ LAWA Decision-Makers will not be adequately informed until the environmental documentation provides thorough review of the following alternatives:
  - Relocation of New Large Aircraft Facilities to Another Airport
  - Major Shift of Airport Facility Improvements from East (Human Habitat) to West (Butterfly Habitat)
  - Development of a Minimum Airport Improvement Plan incorporating only High Priority elements

The County looks forward to reviewing LAWA's responses, particularly with respect to the additional commitments requested throughout this comment letter. At the same time, the County believes that LAWA's interests would be best served through preparation of a *comprehensive revised Draft EIS/EIR* in which *the full record* of information is consolidated in a manner that facilitates public review and agency decision-making.

## **2.0 INTRODUCTION TO THE COMMENT LETTER AND REPORT ORGANIZATION**

A.C. Lazzaretto & Associates has again been retained by the Los Angeles County Chief Administrative Office to review and comment on a Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (SDEIS/EIR) prepared by Los Angeles World Airport (LAWA) to address the impacts of a proposed Master Plan for Los Angeles International Airport (LAX). The SDEIS/EIS was issued in response to considerable public comment on the Draft EIS/EIR and Master Plan presented during 2001 and in response to the terrorist attacks that occurred on September 11<sup>th</sup> of that year. The SDEIS/EIR introduces a new preferred alternative -- Alternative D, the Enhanced Safety and Security Plan. In reviewing the Supplement, we have again noted the high quality of writing, and the thoughtful organization and presentation of materials that is evident in many of the technical reports. We again conclude, however, that the documents are substantially compromised by significant errors, omissions, and biases. We submit

that LAWA has used improper procedures -- under CEQA and NEPA -- to introduce the new preferred Alternative D, and we conclude that LAWA has offered misleading statements concerning the potential for further growth at LAX.

The review team assembled by A.C. Lazzaretto & Associates includes all firms who contributed to the 2001 review, as well as a new firm -- BoydForbes, Inc. -- that was brought in to review the highly technical, and critically important issues pertaining to airport safety and security. Based in Colorado, BoydForbes, Inc. is one of a handful of firms that specialize in airport security and have the ability to critically review the environmental documentation pertaining to this topical issue. Team members who also participated in the earlier effort include Michael Brandman Associates, Bauer Environmental Services, Austin-Foust Associates, and Mestre Greve Associates. Each of these firms is a leader in the field of environmental review and key members have extensive experience working with the environmental review of airport projects.

In performing the task of reviewing the Draft EIS/EIR, the County has made every attempt to offer objective, constructive comments concerning the major elements of the Draft EIS/EIR. We have made note as appropriate where issues may involve diverse views among experts.

The following report is organized to facilitate LAWA's review and response to the issues raised. As such, the general flow of this review document follows the topic pattern of the Supplement to the DEIS/EIR; however, there are many sections that have been rearranged in order to emphasize a particular point or to clarify the issue at hand. This is particularly true in the following discussion (§3.0 below) which deals with general issues that are evident throughout the SDEIS/EIR document and are not specific to any single section.

This document focuses only on issues of concern to the County from a legal standpoint, and does not attempt to identify or discuss those sections in the SDEIS/EIR that appear to meet State or Federal guidelines. This is not to say that sections not mentioned in this document can be assumed adequate; rather, the sections are omitted from this document in order to focus on areas of greatest concern to the Los Angeles County Board of Supervisors.

### **3.0 GENERAL ISSUES**

This section identifies issues that are evident throughout the entire Supplement to the DEIS/EIR document. Typically, the issues raised in this section deal with the backbone of the SDEIS/EIR and, therefore, the errors, omissions, and faulty conclusions identified herein are those that compromise the validity of the Supplement to the Draft EIS/EIR as a whole.

#### **3.1 ALTERNATIVE "D" DOES NOT CONSTRAIN GROWTH AT LAX**

##### **3.1.1 Airside Gate Frontage Far Exceeds Stated Levels**

The SDEIS/EIR claims that Alternative D would serve, in the year 2015, no more passengers than would be expected with current airport facilities (approximately 78 Million Annual Passengers [MAP]). Despite massive improvements to the capacity of the runways and terminals, the SDEIS/EIR also claims that passenger limits will be assured by limiting "airside gate frontage." These assertions do not hold up to scrutiny. In fact, Alternative D increases "airside gate frontage",

increases the number of aircraft gates, and increases aircraft gate efficiency beyond the levels contained in the No Project Alternative. The Master Plan states that:

*“Alternative D is described as constrained because...facilities would not be designed to accommodate the unconstrained aviation demand forecast profile. Specifically, the terminal frontage available in Alternative D to park aircraft side-by-side is less than the equivalent terminal frontage available in the No Action/No Project Alternative.”* (emphasis added)

Further, the Supplement to the EIS/EIR states:

*“The net effect of these terminal changes would be a reduction in the total airside gate frontage available for aircraft gates and in the number of available aircraft gates to match the peak gate requirements identified in the Alternative D design day schedule.”*

Neither the Supplement to the Master Plan nor the Supplement to the Draft EIS/EIR provides any further explanation, data or calculations to substantiate those statements. On the contrary, as shown on the attached table, Aircraft Gate Comparison, various graphics in the Master Plan provide evidence directly contravening those statements.

**Table 1**  
**AIRCRAFT GATE COMPARISON**  
**EXISTING, NO PROJECT & ALTERNATIVE “D”<sup>1</sup>**

Terminal	1996 Existing			2015 No Project		Alternative D		
	Air Carrier Contact Gates	Commuter Parking	Frontage Length (ft.)	Air Carrier Contact Gates	Commuter Parking	Air Carrier Contact Gates	Commuter Parking	Frontage Length (ft.)
1	14	6	1,740	16	0	0	0	0
2	10	0	1,201	10	0	0	0	0
3	12	3	2,104	12	0	0	0	0
4	10	10	n/a	13	0	16	0	n/a
5	16	0	n/a	16	0	16	0	n/a
6	10	14	n/a	13	0	13	0	n/a
7	12	0	n/a	12	0	15	0	n/a
8	8	0	n/a	8	0	0	19	n/a
TBIT	12	0	2,111	12	0	19	0	3,184
Remote	0	0	0	19	33	0	0	0
New West	0	0	0	0	0	27	13	4,148
New North	0	0	0	0	0	15	0	3,416
<b>TOTAL</b>	<b>104</b>	<b>33</b>	<b>7,156</b>	<b>131</b>	<b>33</b>	<b>121</b>	<b>32</b>	<b>10,748</b>

The amount of “airside gate frontage available for aircraft gates” is easily calculated using scaled drawings contained in the Master Plan. As shown on the attached Table 1, Alternative D includes an increase of nearly 3,600 linear feet of terminal frontage: Terminals 1, 2 and 3 will be replaced by the New North Terminal; Tom Bradley International Terminal will be reconfigured; and a New West Terminal will be built. No changes will be made to Terminals 4 thru 8. The total *existing*

<sup>1</sup>‘1996 Existing’ data obtained from Master Plan Figure II-3.2; ‘2015 No Project’ data obtained from Figure ES-1; ‘Alternative D’ data obtained from Figure 2.2-4.

frontage of the terminals being modified is thus 7,156 feet; following proposed modifications, the terminals will encompass 10,748 feet — an increase of 3,592 feet. To substantiate its claim concerning existing conditions, the Master Plan must be including the “remote gates” that are little more than apron area where aircraft are parked. These areas with their low efficiency are not a suitable comparison to actual aircraft gates with jetways linked to a terminal. To suggest differently is to ignore well-established planning factors for passenger processing.

The number of aircraft gates also increases with Alternative D. The Master Plan Supplement uses figures in its summary tables to indicate that the No Project Alternative has 163 gates and that Alternative D has 153 gates — indicating a reduction. However, these figures do not correspond to other figures in the Master Plan. For example, Table ES-2 in the Master Plan Supplement indicates 115 contact gates<sup>2</sup> and 48 remote gates for an existing total of 163. However, Figure II-3.2 of the Existing Conditions Working Paper (Chapter 2 of the Draft Master Plan), provides a detailed accounting of all existing gates and aircraft parking spaces, and it shows quite clearly that there are only 104 contact air carrier gates at present. Additionally, it shows 33 parking places for commuter aircraft located adjacent to terminals 1, 3, 4 and 6 and accessed via stairways. Except for one passing reference to 36 Narrow Body Equivalent Gates with access to the Bradley Terminal, Chapter Two makes no mention of the 19 remote gates in the northwest corner.

In the No Project Alternative, some of the parking spaces used for commuter flights have been converted to parking spaces for air carriers, and those spaces are now counted among the air carrier gates in the No Project Alternative. Furthermore, the 19 remote aircraft parking spaces have become prominent in the SDEIS/EIR No Project Alternative, implying that there are now 131 “gates” for air carriers and 32 “gates” for commuters. In reality, there are no more true contact gates today than there were in 1997. It is only that some existing concrete apron space formerly used for maintenance and other uses is now being used on a regular basis to park scheduled aircraft. This practice requires that passengers are bussed to the terminals, in a manner that the Master Plan admits is costly and inefficient. In simpler terms, there are now 112 air carrier parking spaces adjacent to the terminals, 19 remote air carrier parking spaces in the northwest corner, and areas for parking approximately 32 commuter aircraft at two remote locations.

Aircraft gates for Alternative D are depicted very clearly on Figure 2.2-4 Gate Layout and Utilization in the Supplement to the Master Plan. This Figure shows 121 air carrier contact gates and 32 parking spaces for commuter aircraft and/or regional jets. Alternative D also includes the conversion of 8 existing air carrier contact gates in Terminal 8 to spaces to park 19 commuter turbo props/regional jets.

The evidence is quite clear that Alternative D provides 8 more air carrier contact gates than the No Project Alternative, and in a configuration that is more efficient.<sup>3</sup> Additionally, under Alternative D LAWA retains the flexibility to create remote gates on available apron space. As the historical evidence shows, LAWA has not prepared environmental documentation for similar operational modifications at LAX in past years. Furthermore, LAWA could easily retain the eight contact gates in Terminal 8, thereby boosting the total for Alternative D to 129 contact gates — 15% more than the existing LAX layout. Accordingly, under Alternative D LAWA has the potential to

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<sup>2</sup> A “contact gate” includes traditional numbered gates in the terminal and a jet way to a waiting aircraft.

<sup>3</sup> Linear configurations offer more flexibility than the current cul-de-sac design; the Construction Phasing Plan notes that the reconstruction of terminals 1, 2, & 3 into a linear configuration will create a “continuous Group VI flightline.”

increase the number aircraft gates, increase airside terminal front footage, replace inefficient aircraft gates with more efficient ones and create additional remote gates.

### **3.1.2 Runway Design Capacity is Understated**

The preferred alternative will also serve future growth through the proposed runway design: the runway configuration for Alternative D has the same or higher capacity as Alternative C -- 90 MAP. Alternative D, in the same manner as Alternative C, addresses existing runway constraints by lengthening both of the north complex runways and by increasing the separation distance between them. The fact that the new four runway system can handle more than 78 MAP is stated very clearly in the Master Plan addendum on page 3-4: *“Alternative C’s projected annual passenger activity level served is limited by the capacity of the four-runway system and is forecast to be approximately 89.6 million (air passengers.)”* Given that Alternative D uses the same 4-runway configuration as Alternative C, and Alternative D extends RW 6L/24R an additional 1,000 feet farther than does Alternative C, it can be concluded that the capacity of the runways under Alternative D is the same or more than Alternative C -- approximately 90 MAP.

### **3.1.3 Passenger Levels will be Much Higher than Forecast for Alternative D**

Alternative D will allow unconstrained growth through the year 2015. Unlike the most recent FAA forecasts, the “unconstrained forecast” of 98 MAP in the Master Plan has not been updated to reflect changes in the air industry that have occurred following the events of 9/11. The most recent FAA Terminal Area Forecasts for LAX indicate that service levels at LAX will not reach the year 2000 levels (64 MAP) until the year 2008 and that service levels in 2015 will be approximately 81.6 MAP. Using those figures, Alternative D provides little if any constraint on growth.

Alternative D understates the passengers per operation. Alternative D accommodates the new Super Jumbo A380 (referred to in the Master Plan as the New Large Aircraft by creating a separation of 1040 feet between the two northern runways and by demolishing terminals 1, 2 and 3 and reconstructing a “continuous Group VI flightline.”<sup>4</sup> The arrival of the New Large Aircraft, with almost 600 seats, will increase the passenger handling capacity of the runways and airspace by increasing the number of passengers per aircraft operation. Nevertheless, the Master Plan forecasts that Alternative D will have a lower number of passengers per operation than Alternative C and in fact forecasts a lower number than currently exists. As indicated on Table 3.3-1 of the Master Plan Addendum, Alternative D is forecast to have only 121.06 passengers per air carrier operation, while Alternative C is forecast to have 124.95. The table fails to include the actual numbers for the years 1996 and 2000. However, information from the LAWA web site indicates that passengers per air carrier operation totaled 109.5 in 1996, 119.65 in 2000, 116.62 in 2001, 123.18 in 2002, and 125.4 thru July of 2003. The number of passengers per operation is expected to continue to increase as airlines increase the size of aircraft and increase their load factors (percentage of sold seats.) Furthermore, there is a large and unexplained increase in the number of commuter flights (from 109,000 in Alternative C to 183,000 in Alternative D). Commuter flights average only about 20 passengers per aircraft. If some of the capacity used for commuter operations was used instead for air carrier operations, the number of passengers would again increase. There is thus abundant evidence that the runway capacity proposed under Alternative D is much greater than 78 MAP.

<sup>4</sup> In contrast, the south runways will be separated only by 795 feet which is sufficient for aircraft such as the B747.



### 3.1.4 Terminal Space in Alternative D is Equivalent to Alternative C

Alternative D increases terminal space by 70%. The proposed increase in terminal space from 4 million square feet (msf) to 6.8 msf represents a considerable increase -- 70% higher than existing. The resulting capacity is only 8% less than Alternative C, again indicating an ability to handle many more than 78 MAP.

### 3.1.5 The No Project Alternative Cannot be used to Evaluate Alternative D.

Comparison with the No Project Alternative does not provide a reasonable basis to conclude there will be no additional growth. As discussed below in §3.4.2, the origins of the service levels used in the No Project Alternative are obscure and undocumented, thus casting some doubt upon their validity. If the No Project service levels are inflated, as we anticipate, then Alternative D would surely be promoting growth as the service levels increased from the current 55 MAP to 78 MAP.

## 3.2 IMPROPER USE OF A SUPPLEMENT TO THE DRAFT EIS/EIR

The CEQA Guidelines state that a Supplement to an EIR may be prepared if changes to a project are not considered major (§15162(a)). Where the changes necessitate major revision to a previous EIR, CEQA requires preparation of a Subsequent EIR. Both types of documents must receive the same notice and public review requirements as the original EIR. However, in a Subsequent EIR, *all information* must be presented, whereas in a Supplemental EIR only *new or revised information* need be presented. Discussion provided in Public Resources Code §21166 (and CEQA Guidelines §15162 and §15163) indicate that both types of review are intended for use in connection with *previously certified or approved* environmental documents. For documents that have not yet been certified, CEQA outlines a procedure for recirculation. Discussion provided with the CEQA Guidelines states specifically that, "*Circulating a subsequent EIR or supplement to an EIR is not "recirculation" as described under §15088.5.*"

In the present case, there is no previously certified or approved document. Furthermore, review of the Supplement to the Draft EIS/EIR provides incontrovertible evidence that changes to the proposed project are major and affect the entire environmental assessment: LAWA has presented an *entirely new alternative* as the preferred project, and the alternative was *created to meet safety and security challenges that did not exist in 2001*. In effect, the entire framework for this project -- from the baseline conditions, to the project purpose and need, to the very project itself -- changed following September of 2001, and yet LAWA used a CEQA format intended for minor changes to a certified EIR.

Finally, the format used by LAWA serves to obfuscate rather than facilitate understanding of this complex project.<sup>5</sup> Every reasonable interpretation of CEQA would indicate that LAWA should have addressed the project through preparation of a comprehensive revised Draft EIS/EIR, in which

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<sup>5</sup> At a minimum, the SDEIS/EIR Index (§7.7) could have provided the reader with a more listing of topical issues and where they can be found, along with a cross reference to text discussions in the 2001 and 2001 documents. Instead, the Index offers only a cursory guide to topical discussions (for example, the Index contains no references for "cumulative impacts") and provides no useful tools for locating or accessing analyses from the 2001 Draft EIS/EIR.

the *full record* of information was consolidated in an effort to facilitate public review and agency decision-making.

Public review and lead agency decision-making would also have been far better served by providing copies of the comment letters submitted during public review of the original EIS/EIR. During 2001, the County of Los Angeles devoted considerable time, public funds and staff effort to review and submit comments on the extensive Draft EIS/EIR and Master Plan documentation released by LAWA at that time. Surely a similar effort was spent by many other agencies, organizations and individuals, and it is probable that the collective comments contained a wide range of information that would have been relevant to the current review. Despite this fact, the Supplement to the Draft EIS/EIR makes no effort to present *or even summarize* the earlier comment letters. This approach creates a process that is confusing and cumbersome for reviewing agencies and organizations, and thwarts an opportunity to advance public participation. A response to the earlier comments would have served to advance public discourse, strengthen the opportunity for environmental protection, and facilitate an understanding of the Lead Agency's thinking on a wide range of key issues. We acknowledge that LAWA was under no obligation to respond or acknowledge the earlier comment letters. However, the failure to have done so belies a continuing pattern of disinterest in public views that was established in 2001.

### 3.3 INCONSISTENT PURPOSE & NEED STATEMENT

The apparent contradiction between SDEIS/EIR statements and actual intent is also evident in the discussion of project purpose and need. The SDEIS/EIR states, on page ES-1, that the purpose and need for the project have not changed:

*"The purpose and need for the LAX Master Plan has not changed since the publication of the Draft EIS/EIR...In particular, the Master Plan project objectives are to:*

- ▶ *Respond to local and regional demand for air transportation during the period 2000-2015, taking into consideration the amount, type, location, and timing of such demand.*
- ▶ *Ensure that new investments in airport capacity are efficient and cost-effective, maximizing the return on existing infrastructure capital.*
- ▶ *Sustain and advance the international trade component of the regional economy and the international commercial gateway role of the City of Los Angeles."*

In a number of text discussions, the SDEIS/EIR affirms that Alternative D responds to the stated purpose and need for this Master Plan, as shown in the excerpts below from pages 2-1 and 3-25:

*"Alternative D, the "Enhanced Safety and Security" alternative, offers a well-planned and rational 'regional approach' alternative for improvement of LAX. Alternative D would respond to future demand for air transportation by encouraging, but not requiring, other airports in the Los Angeles area to increase capacity to make up for the limitations of LAX. It would allow airlines to accommodate the demand for international aviation at LAX to the greatest extent possible without otherwise increasing capacity of the airport generally. It would also maintain the return on existing capital investments at LAX. Thus, Alternative D would allow the Los Angeles region to realize some of the important economic benefits outlined in the Draft EIS/EIR, while at the same time enhancing security and safety at the airport and significantly reducing environmental impacts from airport operations to the surrounding communities."*

*“Alternative D, as stated previously in § 3.1, Formulation and Refinement of Alternatives, of this document, is a direct response to the strongly expressed desire of many citizens, as indicated in comments received on the Draft EIS/EIR, for a regional approach to airport planning in Southern California that is more aggressive than demonstrated by the previously considered Master Plan build alternatives. The Mayor of Los Angeles, noting the need to fully examine a regional approach to satisfy air transportation demand, directed LAWA to develop a new Master Plan alternative for the improvement of LAX. Responding to the Mayor’s direction, the new alternative is designed to:*

- ▶ *Enhance safety and security at LAX for users and to protect the airport infrastructure*
- ▶ *Encourage the development and use of regional airports to serve local demand by constraining the facility capacity at LAX to approximately the same aviation activity levels identified in the No Action/No Project Alternative;*
- ▶ *Maintain LAX as the International Gateway to Southern California; and*
- ▶ *Mitigate the impacts of LAX’s continued operation.”*

At the same time, the SDEIS/EIR emphasizes that Alternative D is equivalent in many ways to the No Action /No Project Alternative. For example, SDEIS/EIR page ES-17 includes the following statement:

*“Alternative D would encourage a long-term regional approach to serving air traffic demand in the Los Angeles basin by designing facilities at LAX to accommodate passenger and cargo activity levels equivalent to the No Action/No Project Alternative activity level, but would be designed to allow air carriers to emphasize international routes at LAX.”*

The Project Description (page 3-25) expands on this theme, including the statement below:

*“LAWA determined that constraining the aircraft gate frontage at the terminals is a component of the airport system that is fully within its control. LAWA can constrain the development of this frontage and believes that this will, in turn, place an effective constraint on total passenger activity at LAX. LAWA can also control the amount of available cargo warehouse and processing space at LAX. By constraining the development of these cargo facilities, total cargo activity at LAX would be constrained.”*

Further, the SDEIS/EIR provides quantitative data to support these statements, as shown below with information excerpted from SDEIS/EIR Tables ES-1 and ES-2.

**Table 2  
COMPARISON OF NO PROJECT WITH ALTERNATIVES ‘C’ AND ‘D’<sup>6</sup>**

Facility	No Action/No Project Alternative	Previously-Preferred Alternative C	Currently Preferred Alternative D
Cargo-Annual Tons	3,120,000	4,172,000	3,120,000
Total # Nominal Gates	163	168	153
Million Air Passengers	78.7	89.6	78.9

<sup>6</sup> Note again that the 163 gates shown for the No Project alternative includes 52 remote parking spaces.

And yet the SDEIS/EIR claims that the No Action/No Project Alternative is seriously deficient. For example, discussion on page ES-7 states that the No Action/No Project Alternative “*would fall far short of meeting the projected demand for aviation services at LAX by accommodating approximately 78.7 million passengers (a shortfall of approximately 19.2 million) and 3.1 million tons of cargo (a shortfall of approximately 1 million tons) in 2015.*”

The SDEIS/EIR also portrays the No Action alternative as *de minimis* in the scope of its improvements, but allowing for increased passenger and cargo volumes, as shown in discussion from page 3-6:

*“This [No Project] alternative includes only minor airport improvements approved as of the publication of the Draft EIS/EIR in January 2001 or that were in the planning stages at that time. The improvements include minor taxiway improvements, new cargo building space, construction of at least one off-airport parking structure, and reconstruction of an on-airport parking structure. Passenger and cargo volumes would continue to increase in response to projected demand, reaching activity levels in 2015 of approximately 78.7 MAP and 3.12 MAT, respectively.”*

In essence, the Supplement to the DEIS/EIR offers the following unsupportable syllogism: Alternative D meets project goals, Alternative D is substantially the same as No Action, and No Action fails to meet project goals. As discussed more fully below (and in previous sections), we believe that this inconsistency arises from the fact that the EIS/EIR is misleading in its description of alternatives.

### 3.4 INADEQUATE ASSESSMENT OF ALTERNATIVES

#### 3.4.1 Inadequate Definition and Evaluation of Project Alternatives

The SDEIS/EIR fails to comply with two cornerstone elements of CEQA – that an EIR must describe a reasonable range of Alternatives that would feasibly meet most objectives, but would avoid or lessen significant effects of the project,<sup>7</sup> and that preparation of an EIR should be guided by a good faith effort at full disclosure.

The Supplement to the Draft EIS/EIR carries forward the project goals that were previously established in the 2001 DEIS/EIR. These goals included: (a) to respond to local and regional demand for air transportation during the period 2000-2015; (b) to ensure that the investment in airport capacity maximizes the return on existing infrastructure capital; and (c) to advance the role of LAX as the international commercial gateway to the region. Alternative D is presented as an option that would fulfill key aspects of the project purpose and need.

The SDEIS/EIR also emphasizes, repeatedly, that Alternative D is substantially the same as the No Action Alternative in terms of meeting transportation demand -- as measured by number of gates, number of passengers, number of aircraft operations, and cargo tonnage. Yet the No Action Alternative as presented is clearly deficient in terms of meeting demand for aviation and cargo services.

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<sup>7</sup> CEQA §15126.6(f) states, “Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.”

If this inconsistency has a sound explanation, it is the job of the SDEIS/EIR to provide that explanation. Instead, the SDEIS/EIR is permeated with unexplained inconsistencies. Similar incongruities were apparent in the 2001 document. The 2001 Draft EIS/EIR presented Alternative C as the preferred action, yet concluded that Alternative C would have more significant unavoidable adverse effects than either of the other two build Alternatives (25 for C; 23 for A; 22 for B), and would fail to meet projected demand.

In this regard, both the Draft and the Supplement to the Draft EIS/EIR fall short of the requirement that environmental documents must provide a *clear definition of project goals* in association with the selected range of alternatives. As now presented, the data suggest either that Alternative D fails to meet essential aspects of the stated goals, or that Alternative D has not been described in accordance with full disclosure requirements.

### **3.4.2 Alternatives are Inconsistent with Baseline Data**

On close review, the numbers provided in the Tables entitled “Summary of Activity, Comparison of Alternatives and Summary of Features, Comparison of Alternatives”<sup>8</sup> do not present a cohesive picture. When compared with data provided throughout the baseline and impact analyses, information contained in this summary statement appears to be fundamentally lacking in logical internal consistency. For example, in describing assumptions made for the No Project Alternative, the Socioeconomic Technical Report<sup>9</sup> indicates, “The schedule of operations would still show variations throughout the day but the peak period would be at or exceed the airfield’s capacity. Congestion, delays and passenger inconvenience would be common all year, not just during peak holiday periods.” However, the “Summary of Features, Comparison of Alternatives” contradicts these claims. The Summary indicates that the No Project Alternative would have: (a) fewer all-weather delays than Alternative C (13.2 vs.13.6); (b) fewer annual cancellations than Alternatives A and C (9,969 vs. 15,477 and 15,814); (c) more public parking stalls than Alternative B; and (d) the same number of all-weather peak operations and 3-hour average operations.

Similar inconsistencies occur with the addition of Alternative D. Most notably, the Design Day activity levels should approximate those for Alternative C given that the runway improvements are nearly identical. Further, public parking stalls and employee parking stalls are equal to or greater than other build alternatives, and rental car acreage is doubled over other alternatives. Passenger terminal square footage is 93% of Alternative C, but the passengers are 88%. This indicates faulty project design without consistent use of planning factors.

### **3.4.3 Alternative D may Exceed the Stated Growth Levels**

The SDEIS/EIR states that Alternative D evolved from a decision on the part of LAWA and the City of Los Angeles to limit growth. Alternative D does limit growth below that of Alternative A and B. However, as discussed in § 3.1, this alternative would not limit LAX to 78.7 MAP as claimed. Considering the extensive improvements to the airfield, passenger terminals, roadways and other facilities, it is more reasonable to assume that Alternative D will achieve service levels equaling or exceeding those of Alternative C (90 MAP). Furthermore, many elements of Alternative D resemble the Phase I construction of other alternatives: in future years, land area in

<sup>8</sup> Pages ES-9 through ES-11.

<sup>9</sup> Section 5.1.1.

the western part of the airport can be used for additional terminal space, and available apron space can be readily converted to remote terminal space. These possibilities merit evaluation in the SDEIS/EIR.

The SDEIS/EIR makes certain assumptions that require further explanation or verification. Why for example do commuter flights increase from 109,000 in Alternative C to 183,000 in Alternative D? If commuters fail to materialize, will the excess capacity be used for air carrier aircraft? Similarly, as discussed earlier in regard to the No Project Alternative, air cargo growth may also not be constrained.

Many of the more capital-intensive improvements in Alternative D seem to contravene the intended purposes. For example, Alternative D would require that significant resources be devoted to separating runways and demolishing existing terminals to provide for the New Large Aircraft. In fact, many major airports in the USA have already taken a position that they will not underwrite these costs. Yet easing the way for the New Large Aircraft at LAX will surely enhance the concentration of air service at LAX to the detriment of the other regional airports. If provisions for the new 600-seat New Large Aircraft were instead placed at Ontario International Airport, it would provide a powerful incentive for the airlines to increase service there. It takes many connecting flights to fill a 600 seat aircraft; if LAX is designed to accommodate these aircraft, one outcome will be to strongly reinforce the ability of LAX to attract the bulk of the region's air service.

The stated security enhancement goals can be achieved without the expense and vulnerabilities of an Automated People Mover by building the three principal ground processing landside facilities in a strategic configuration closer to the Central Terminal Area.

#### **3.4.4 Regional Alternatives would be Best Served by Relocating New Large Aircraft Inland**

The Master Plan is at odds with itself in regards to constraining or expanding LAX. As set forth in the Draft Master Plan and SDEIS/EIR, serious economic consequences will befall the region if LAX is not expanded to accommodate the unconstrained demand, and then the Supplement presents a Preferred Alternative that purports to do just that. The recent growth spurts at Long Beach and John Wayne will soon peak out. LAX will continue to attract cargo and international flights because the carriers continue to resist using other regional airports, particularly those in the inland empire. The proposed expansion of LAX and particularly the provisions for the New Large Aircraft are simply another chapter in the long history of incremental growth. As soon as these improvements are completed in twenty years or so, there is every indication that there will be another round of master planning to continue that pattern. As stated above, this master plan claims to support a regional approach to air transportation, but does not incorporate the one feature that would most secure it – i.e., relocation of the New Large Aircraft improvements to Ontario or Palmdale International Airports.

#### **3.4.5 Additional Alternatives to Evaluate**

Under CEQA, the range of alternatives addressed in an EIR should be governed by the 'Rule of Reason' which states that an EIR need only address those alternatives necessary to provide decision makers with a reasoned choice. Under this Rule, the selection of alternatives is guided by feasibility, efficacy in reducing or avoiding impacts, and ability to foster public participation and informed decision-making. 'Feasibility' includes site suitability, economic viability, availability of

infrastructure, compatibility with relevant planning documents and jurisdictional controls, and proponent access in cases where the alternative involves another location. In considering alternate locations, the “key question” to be asked is whether any of the significant project impacts could be lessened or avoided by relocating the project to another site.

**Relocation of New Large Aircraft Facilities to another Airport:** The Rule of Reason applies to the LAX Master Plan SDEIS/EIR, and this document will not meet the standards of adequacy until it evaluates relocation of all or part of the project to another site. The County of Los Angeles requests that LAWA provide such analysis for the following alternative: relocation of facilities oriented to the New Larger Aircraft to Ontario International and/or Palmdale International, both of which *were designed to accommodate international travel, are underutilized, and are owned and operated by LAWA.* Such an alternative would almost certainly enable LAWA to reduce project impacts around LAX substantially, without concomitant impacts at the relocation sites.

**Shift Airport Improvements from the East to the West:** The County also requests that LAWA evaluate an alternative in which improvements are shifted away from human habitat on the north and east and into the butterfly habitat on the west. We understand why LAWA may have wished to avoid this assessment in light of the complex background and history surrounding the El Segundo Blue Butterfly Habitat Restoration Area and the Los Angeles/El Segundo Dunes. However, the path of omission forecloses an important opportunity for informed decision-making. In this case, *the proposed Master Plan improvements will cause new, significant and unavoidable adverse new impacts to thousands of human beings (i.e. elevated noise levels, increased single-event exposures, increased school disruption, loss of industrial jobs and historical resources, elevated pollutant levels, etc.).* Due to omission *decision makers will not know* whether it may have been possible to lessen or avoid these impacts by shifting the improvements westward and instead imposing the significant unavoidable adverse impacts on a population of 7,000-87,000 endangered El Segundo Blue Butterflies. *Decision makers will not know* how the mitigation costs for the human impacts would compare with the mitigation costs for relocating butterfly habitat. Due to omission, *decision-makers will be unable fulfill their statutory obligation* to weigh, balance and consider the trade-offs, costs and opportunities associated with environmental justice and resource protection. To avoid this outcome, the County of Los Angeles asks that LAWA provide the public and LAWA decision-maker with a full and complete assessment of this alternative.

**Redesign and Reprioritize Proposed Airport Improvements:** Finally, in furtherance of finding an environmentally superior alternative that fulfills the basic objectives of the project, the County asks that LAWA develop, consider and comment on a new Alternative that would solve the urgent needs LAX in a timely manner and also eliminates costly, time consuming and controversial items. The following elements should be addressed:

- ▶ Fast track the addition of international gates on the west side of Tom Bradley International Terminal.
- ▶ Fast track the lengthening of RW 6R/24L in its present position.
- ▶ Widen the north complex runways by moving RW6L/24R to the north as proposed in Alternative C.
- ▶ Eliminate the Ground Transportation Center and the Automated People Mover. Prohibit private vehicles on World Way in the Central Terminal Area, and provide security screening for a fleet of zero emission vans that would serve the many airport and privately owned garages around the airport. (Note that this trend is already evident.)

- ▶ Eliminate all provisions for the New Large Aircraft including the Design Category VI spacing of the north complex runways and provision of larger aircraft gates.
- ▶ Provide additional space in the Central Terminal Area as proposed in Alternative D.
- ▶ Close Pershing Drive to all public access.

### **3.4.6 Scoping Outreach did not Include Alternative D**

LAWA made the 2003 SDEIS/EIR available for public comment in July of 2003 to update information presented in the 2001 Draft EIS/EIR and to integrate Alternative "D" into the environmental review process. Alternative D, the "Enhanced Safety and Security Plan," introduces numerous infrastructure and concept changes into the alternatives analysis including a reprioritization of project goals to emphasize safety. In turn, the shift in project objectives changes the manner in which alternatives must be assessed in the environmental analysis. The objectives of the CEQA process include fostering interagency coordination early in the review of projects and encourage public participation in the planning process.<sup>10</sup> Similarly, the purpose of the scoping process required by NEPA is to identify and disclose all of the potential Alternatives under consideration by the lead agency. This provides the public with the greatest ability to understand project issues and thus contribute useful information, suggestions and comment for consideration by the lead agency decision-makers.<sup>11</sup>

In the present case, the scoping outreach and early consultation with Responsible and Trustee Agencies did not include Alternative D, which became the preferred project. This denies the public of the opportunity to comment, and it also raises questions as to the validity of the process by which "D" became the preferred Alternative -- between the 1996 circulation of the Notice of Preparation (NOP), and scoping outreach, and the circulation of the 2003 SDEIS/EIR. If the objectives and scope of the project changed sufficiently between initial outreach and circulation of the Supplement to the Draft to warrant incorporation of a preferred Alternative that was not even included in the original Draft EIS/EIR, then the NEPA scoping process should have started again. CEQA also requires, at minimum, circulation of a comprehensive Subsequent Draft EIR that includes full disclosure of the alternatives analysis and process used to select the preferred Alternative.<sup>12</sup>

## **3.5 INADEQUATE AND OUTDATED BASELINE SETTING**

### **3.5.1 The 1996 Baseline is not Applicable to Existing Conditions in 2003**

The Draft and Supplement to the Draft EIS/EIR both comply with the CEQA requirement that the baseline be defined by conditions extant at the time the Notice of Preparation was released. However, because the baseline was already five years old at the time of the 2001 Draft EIS/EIR release, and is now 7 years old for analyses contained in the Supplement, the review fails to comply with the intent of CEQA to facilitate an understanding of changes in the environment associated with the proposed project. Use of the five-year old baseline, coupled with the document's frequent assumption that mitigative actions addressing air quality, noise, traffic, water quality, and other topical issues will occur primarily (or only) through project-related activities, tends to consistently overstate the impacts of the No Project Alternative relative to other Alternatives. Although the

<sup>10</sup> CEQA Guidelines § 15002, § 15086, and § 1587

<sup>11</sup> NEPA Guidelines: 40 C.F.R. § 1508.25

<sup>12</sup> CEQA Guidelines §15162(a)



2003 SDEIS/EIR provides the “normally” accepted “baseline” of conditions extant at the time the NOP was released, CEQA Guidelines by implication allow the Lead Agency to use a baseline different than the NOP released date when “non-normal” circumstances occur.<sup>13</sup>

In the present case, several “non-normal” circumstances have occurred that necessitate an updated baseline. In particular, the NOP is now seven years old and conditions extant in 1996 do not represent existing conditions at the project site. More significantly, the extraordinary events of September 11, 2001 significantly altered baseline conditions – physical and social -- from what existed when the NOP was released. So fundamental were these changes that LAWA withdrew the then-pending Draft EIS/EIR and Master Plan, and proceeded to formulate an entirely new alternative, which it then identified as its preferred project. Clearly, the 1996 baseline material provides an inadequate yardstick against which to measure and understand the impacts of Alternative D or any other project alternative (especially including the No Action Alternative).

It is generally understood that air travel will not soon return to pre-9/11 conditions. After 9/11, LAX implemented new operational procedures that in turn changed (1) the location and distribution of passengers and visitors, (2) the length of time passengers are at the airport, (3) the number of passengers arriving, and (4) the number of aircraft taking off and landing.

For all of these reasons the 2003 Supplemental Draft EIS/EIR fails to comply with the intent and judicial interpretation of CEQA relative to the Baseline Analysis – i.e., to facilitate an understanding of changes in the environment associated with the proposed project and project Alternatives. Furthermore, use of this 7-year old baseline tends to consistently overstate the impacts of the No Project Alternative relative to other Alternatives. When coupled with the Draft EIS/EIRs frequent assumption that mitigative actions addressing air quality, noise, traffic, water quality, and other topical issues will occur primarily (or only) through project-related activities, the error is even more apparent. CEQA clearly intends that the baseline should reflect the existing level of actual development to the maximum extent possible; since the Draft EIS/EIR baseline is set at 58 MAP (vs. 67+ MAP at present – a 15%+ discrepancy), this intent is clearly unmet.

In order to achieve an adequate document, LAWA needs to provide an updated baseline for all topical sections where current data is available. Doing so will minimize the risk of an unfavorable ruling such as the situation encountered by Logan Airport in Boston. The United States Environmental Protection Agency rated the 1999 Logan Airport EIS as “Environmental Objection, Insufficient Information” for, among other concerns, the use of the outdated baseline year of 1993.

### **3.5.2 Baseline Terminology is Inconsistent and Confusing**

The baseline data is also inconsistent. This problem extends not only to the many different years used as the “baseline”, but also to incorrect identification of the base year for given data sets. For example, the 4<sup>th</sup> quarter 1996 database cited for the noise calibration does not match actual 4<sup>th</sup> quarter data according to published noise contours.

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<sup>13</sup> CEQA Guidelines § 15125

**Table 3**  
**DIFFERENCES BETWEEN EIS/EIR NOISE IMPACT**  
**& LAWA 1996 QUARTERLY REPORT**

	Dwellings Inside 65 CNEL	Population Inside 65 CNEL
LAWA 1996 4 <sup>th</sup> Quarter Report	31,968	85,907
EIS/EIR Table 4.1-2 For 1996	16,900	49,000
Difference	<b>15,068</b>	<b>36,907</b>

The question therefore arises as to how LAWA actually defines the “Environmental Baseline.” Is the Environmental Baseline the same as the “Adjusted Environmental Baseline?” Or the “Future Without Project Scenario” (i.e., cumulative without project)? Or the “No Action/No Project Alternative?” Or none of these? Although each of these scenarios may serve a useful purpose, such gains can be realized only when the scenarios are properly defined, adequately differentiated, and consistently employed – none of which is true for the LAX Master Plan SDEIS/EIR. Does the environmental baseline include the phase-out of older, noisier Stage 2 jets, as assumed with the build Alternatives? The forecast reduction in noise exposure for Alternatives A, C and D, as compared with the No Action/No Project Alternative,<sup>14</sup> appears to conflict with the numbers cited in the penultimate paragraph on page ES-21. It is not clear which of the congestion relief package features are scheduled for completion in Phase 1 and which will be deferred to Phase 2.

The Summary of Alternatives<sup>15</sup> notes, in discussing baseline conditions, that “physical conditions are represented as they existed in 1997 and in more current years when possible to provide the most up-to-date information available.” It is not clear why “up-to-date” information is possible in some categories but not others. LAWA has had five years to update the information and is anticipating spending significant funds to implement the project; there is in truth no justifiable reason for denying the public and LAWA decision-makers access to current information.

LAWA must clearly define each of the baseline and future condition scenarios used in the 2003 Supplemental Draft EIS/EIR, with an explicit statement of the rationale for its use. Perhaps LAWA should delete one or more of these scenarios from discussion. Referenced scenarios include “environmental baseline,” “environmental baseline (1996),” “environmental baseline (2000),” “adjusted environmental baseline,” “environmental baseline (2015),” “non-LAX development having cumulative impact,” “future without project scenario” (i.e., cumulative without project), and “No Action/No Project”. Incredibly, the Glossary defines none of these terms. The analysis constantly shifts the baseline timeframe to manipulate the comparative assessment of project impacts -- using 1996 baseline data for traffic, air and aircraft noise, while using 2000 through 2002 for biology, earth, and water resources. The frequent shifting from one baseline nomenclature and timeframe to another is, at best, confusing. At worst, it conceals the underlying impacts that this 2003 Supplemental Draft EIS/EIR is intended to illuminate.

<sup>14</sup> First bar chart on Page ES-22 titled, “Population Exposed to Noise Above 65 CNEL in 2015.”

<sup>15</sup> 2001 Draft EIS/EIR, Section 3.2.1, Pages 3-8 through 3-18.

### 3.5.3 Baseline Terms are Not Defined

There is no clear definition of the term “Unconstrained Forecast” anywhere in the Environmental Summary or in Sections 1, 2 or 3. The reader is left to guess what the term is intended to portray, where it fits into the long-range forecasts for LAX and other regional airports<sup>16</sup> and the estimates of rising aviation demand.<sup>17</sup>

This lack of definition and intent extends to the term “Adjusted Baseline.” This condition has never existed, and will never exist (i.e., 1996/97 airport activity and physical facilities plus 2005 and 2015 land use activity and regional traffic). There is no basis in CEQA and/or NEPA for use of this term and it therefore requires either clarification or removal from the document in favor of more traditional and more clearly defined comparative data.

### 3.6 PROJECT PHASING DOES NOT REFLECT STATED PRIORITIES

The proposed project phasing illustrates the Master Plan’s embrace of an environmentally inferior alternative. The most pressing problems on the airport are the lack of adequate runway length on the north complex, the security threat of private autos near the terminals, and the lack of international gates. Taxiing of loaded B747 aircraft to the south runway complex and the bussing of international passengers across the airfield creates air quality impacts, congestion, delay, and general lack of capacity. Yet the Phase 1 construction plan addresses none of these issues for many years and instead concentrates initially on the fringes of the airport preparing for the Ground Transportation Center and Intermodal Transportation Center, and on demolishing and rebuilding perfectly useable terminals in preparation for moving a runway to accommodate the New Large Aircraft. This sequence does not match the urgent environmental and congestion priorities evident on the airport.

### 3.7 APPEARANCE OF ADVOCACY

Both the Draft EIS/EIR and the Supplement to the Draft EIS/EIR contain numerous comments and conclusive statements that create an appearance of project advocacy. This is inappropriate given the policy guidelines contained in CEQA and NEPA. It undermines confidence in the objectivity of the analyses and casts doubt on the Lead Agency commitment to full disclosure. We are particularly concerned about technical assumptions that understate the growth potential and overstate the benefits of Alternative D, as paired with assumptions that overstate the adverse impacts of the No Project Alternative (please see §3.5.2 above for further elaboration of this concern).

### 3.8 INADEQUATE SCOPING OUTREACH

Both the 2001 Draft EIS/EIR and the 2003 Supplemental Draft EIS/EIR make frequent mention of the regional significance of LAX and of the Master Plan process. This emphasis on regional context is evident in discussions and analyses provided throughout the text, but more significantly is an integral part of the Purpose and Objectives statement. As stated, *“The purpose and objectives of the Master Plan are to provide...sufficient airport capacity for passengers and freight in the Los*

<sup>16</sup> 2001 Draft EIS/EIR, Table 1-13.

<sup>17</sup> 2001 Draft EIS/EIR, Depicted in the Exhibit on Page ES-3.

*Angeles region to sustain and advance the economic growth and vitality of the Los Angeles region...*<sup>18</sup>

Nevertheless, the original scoping outreach effort did not include a single agency within the county governments of San Bernardino County, Orange County, Riverside County, or Ventura County.<sup>19</sup> Nor did the scoping outreach include any municipal agencies, airport officials, businesses, or services within any of these four counties, although many such entities would have an interest in the regional issues addressed and in the development and analysis of project Alternatives. This is a serious omission, particularly in light of the NEPA mandate to establish close nexus between project goals and project Alternatives. It may also explain why none of the project Alternatives incorporates even minimal regional elements.

Furthermore, the scoping process is intended to identify and disclose all of the potential Alternatives under consideration by the lead agency. This provides the public with the greatest ability for input and understanding into the potential project and offers an opportunity to comment. In fact, it is common for lead agencies to remove Alternatives from further consideration between the scoping process and the distribution of the Draft EIS/EIR. In this case, the scoping outreach did not include Alternative C (the 2001 preferred alternative) or Alternative D (the 2003 preferred alternative). As noted previously, this approach forecloses the opportunity for public comment and casts doubt on the adequacy of the process by which LAWA screened and selected the alternatives. In any case, the SDEIS/EIR fails to meet CEQA and NEPA standards because LAWA did not disclose the preferred Alternative D to the public prior to document release.

Furthermore, although LAWA presented the original 2001 draft master plan at a number of public meetings held specifically for minority citizens, it is unfortunate that the same level of outreach has not occurred for the Supplement to the Master Plan. The minority segment of the population will experience the greatest exposure to the effects of changes at LAX. In particular, the County's interest in this issue is again with the unincorporated Lennox community. LAWA should develop a more thorough outreach program for Alternative D that fully informs the citizens in this area of the complete range of options and how the proposed master plan would specifically affect them. LAWA should fully disclose the decision to extend runways to the east and avoid the endangered species habitat to the west along the beaches.

### **3.9 PROGRAM ASSESSMENT OF BASELINE, IMPACTS, MITIGATIONS**

The analytic framework of the 2001 Draft EIS/EIR was described as one in which the document was meant to set the basis for "tiered" environmental review pursuant to both NEPA and CEQA.<sup>20</sup> The tiered concept assumes that subsequent environmental documents will be required to focus the analysis on site-specific, project-level issues, impacts, and mitigation measures. The 2003 Supplemental Draft EIS/EIR does describe many concepts in more detail, but continues to keep the analysis at a program level. The program-level analyses and vague mitigation commitments may not provide the Federal Aviation Administration (FAA) with an adequate basis on which to issue an "unconditional approval" of the airport layout plan (ALP). An unconditional approval assumes that

<sup>18</sup> 2001 Draft and 2003 Supplemental Draft EIS/EIR, Section 2.1, Page 2-1.

<sup>19</sup> Based on review of EIS Agency Scoping Coordination Letter Mailing List and other materials provided in Appx. A.

<sup>20</sup> Section 4, Pages 4-5 and 4-6.

LAWA has completed appropriate analyses for all development actions, and the circulated document does not fulfill this requirement.

### **3.10 GROWTH & CUMULATIVE IMPACTS MAY BE UNDERSTATED**

The Supplement to the Draft EIS/EIR bases its analysis of growth inducement on projected cargo and passenger activity. It concludes that by 2015, Alternative D would yield a direct economic output of \$63.7 billion and 350,500 jobs, plus an indirect economic output of \$93.8 billion and 629,000 jobs through a multiplier effect of 1.5. The EIS/EIR assumes that all of the jobs would be within the 5-County SCAG region, 78% of the jobs would be within a 20-mile radius, and 40% within a 10-mile radius of LAX. Finally, it concludes that Alternative D would be similar in terms of job formation to the No Action/No Project Alternative, differing by an increase of about 1%. With respect to collateral development, the EIS/EIR finds Alternative D impacts equivalent to the No Project Alternative for LAX Northside<sup>21</sup>, Westchester Southside and Belford, and less than the No Project Alternative for Continental City and Manchester South.

In taking this approach, the document ignores the cumulative synergistic effects that would result if LAX Northside is constructed in tandem with the LAX improvements, as proposed under Alternative D (but not Alternatives A, B or C). The increase in cargo will create corresponding increases in off-airport services and place extraordinary pressures on commercial and residential land uses in the immediate neighborhood. Apart from a discussion of the proposed cap on peak hour traffic from the LAX Northside project, the Growth-Inducing Impact Analysis (which is also the Cumulative Impact Analysis for Alternative D) does not address these more localized impacts at all, even though the history of LAX shows them to be potentially significant.

## **4.0 COMMENTS SPECIFIC TO THE SUPPLEMENT TO THE DRAFT EIS/EIR**

### **4.1 AIRPORT SECURITY ASSESSMENT IS INCOMPLETE**

#### **4.1.1 Summary of Findings Concerning the Analysis of LAX Master Plan Security**

As detailed at length in the discussion that follows, the security content of Alternative D documentation is inconsistent and contradictory, leaving important questions unanswered and an urgent need for definitive clarification of the true policy and planning direction. The security analysis has been treated in an aloof and disconnected manner, is preoccupied with the public approaches and the eastern half of the infrastructure; and fails to address total airport security vulnerabilities and risk management planning. These inconsistencies imply an absence of coordination in the planning process. Of greater concern is the possibility that the professed emphasis on security enhancement is not the true priority in terms of planning and phased implementation.

There is a strong case for the separate ground processing facilities and for dispersal of target populations by reducing density, controlling and limiting vehicular access and proximity. Access

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<sup>21</sup>LAX Northside is approximately 330-acres of land located on the north side of LAX (bisected by Westchester Parkway) and owned by LAWA. Tentative Map #34836, approved for this site during the mid-1980s, would allow development of about 4.5 million square feet of office, hotel, restaurant, retail, research and airport-related land uses.

roadways merit greater emphasis on security design, demonstrating a clearer commitment to specific contingencies while anticipating traffic impacts.

The separation concept is diminished in value by the expensive and vulnerable mass transit link between the Central Terminal Area and remote landside ground facilities. It is further diminished by the lack of Flow Process Mapping data, the risk of task overload and failure to achieve target reduction, and by potential alienation if the public perceives screening requirements as excessive.

For reasons discussed in this report, we believe that the Automated People Mover is a weak link in the overall security plan. Security enhancement goals can be achieved without the Automated People Mover by moving the 3 main ground processing facilities closer to the Central Terminal Area. The western half of the airport should be drawn into the Plan with all subcomponents receiving 'substantial treatment' as required of federal regulators and stated early in the analysis. In the course of addressing the western end of the airport, *and as a matter of urgency*, LAWA should conduct a detailed assessment of the vulnerability to terrorist attack. LAWA should give serious consideration to the permanent closure of Pershing Drive as a public thoroughfare.

LAWA should provide an illustration that shows anticipated concentric ring security applications along with an explanation of the capabilities for surveillance of adjoining commercial and residential neighborhoods. Finally, the analysis should offer a quantitative projection of the demands on security and law enforcement personnel, and the intended ratio of manpower to technological devices.

#### **4.1.2 Introduction to the Analysis of the LAX Master Plan Security Component**

The LAX Master Plan Security Component addresses known and implied security issues, with a focus on Alternative D (the Enhanced Safety and Security Alternative), while also referencing the more limited discussions found in the Master Plan and SDEIS/EIR documents as a whole. The events of September 11, 2001 are commonly referenced in the Alternative D documentation, and security issues predictably appear in documentation released by the City of Los Angeles on July 9, 2003. However, it has been more difficult to obtain security plan elements for earlier plan options, namely Alternatives A, B and C, and also the No Project Alternative.

Fundamental to the integrity of the exercise is simulation of the process by which an ordinary member of the public would gain access to this public documentation. Although airport security is a relevant topical in the context of environmental review, it did not receive any attention in the pre-9/11 public deliberations for the 2001 LAX Master Plan. This is an extraordinary fact considering the status of LAX as a world-class destination and departure airport. The public documentation search process is therefore discussed here because the security content, its location within the Master Plan and the priority afforded to it, bears directly on the credibility of the stated title of Alternative D, 'The Enhanced Safety and Security Initiative' and therefore upon the worth of the security planning component.

The documentation is voluminous and consequently electronic key word searches were employed to locate security related sections in the earlier documentation, i.e. up to June of 2001. Key words used included 'security', 'threat' and 'terrorism;' Master Plan documentation published during 2003 was

also searched using electronic means. The major portions of the documentation subjected to analysis from the security perspective, after search and filtering are:

- ▶ The LAX Master Plan SDEIS/EIR: Chapter 3 Alternatives (Including Proposed Action).
- ▶ LAX Master Plan Addendum Draft dated June 2003.
- ▶ Appendix I to the LAX Master Plan Addendum Draft: Comparative Security Analysis of Alternative D and the No Action/No Project.

#### 4.1.3 Review of the LAX Master Plan Supplement to the Draft EIS/EIR

**Chapter 3, Alternatives:** The Introduction notes that Council on Environmental Quality (CEQ) regulations for NEPA require federal regulators to “*Devote substantial treatment to each alternative considered in detail...*” The SDEIS/EIR offers an historical explanation of the Draft Master Plan and the context in which Alternative D was developed. An excerpt from page 3-1 illustrates some of the extraordinary circumstances applicable to long-term security planning:

*“Alternative D is designed to protect airport users and critical airport infrastructure in response to the increased risk of terrorism aimed at aviation and commercial assets. The Plan is designed with the flexibility to incorporate evolving federal airport security requirements. Alternative D is also designed to enhance the on-airport presence of law enforcement and emergency response teams.”*

The words ‘flexibility’ and ‘evolving’ effectively equate at the time of public deliberation to ‘unknown’. The discussion of baseline conditions (Ch. 3.2) does not address security planning in terms of existing conditions, and, the discussion of airport security (Ch. 3.3.1) provides no explanation for the failure to address security planning in the pre-9/11 options. A vague attempt is made to reassure the reader that security plans are available for Alternatives A, B, and C should these be chosen (as opposed to Alternative D), yet the discussion is wholly inadequate. Noting that ‘these alternatives would provide on-airport space for the Transportation Security Administration to conduct its mission,’ the report goes on to state:

- ▶ *“At the time this supplement to the Draft EIS/EIR was published, the federal government’s security requirements were continuing to evolve and LAWA officials were working with TSA to determine and accommodate its needs to the greatest extent possible,”* and
- ▶ *“...it is anticipated that an extensive array of security features and operational practices if/as required could be accommodated by any of the build alternatives.”*

These statements suggest that the public disclosure of security plans is unnecessarily vague, and that security planning has been overly deferred to federal regulators.

The SDEIS/EIR summarizes conceptual points making up the new approach to airport security on page 3-27 under Alternative D: “*The end goal of this design concept is to achieve a new balance between the needs of both passenger security and passenger convenience.*” Besides claiming public safety and security benefits in very sweeping terms, it also refers to the physical layout of Alternative D and mentions the Master Plan boundaries. But it does not provide any detail concerning the features of the security plan that will deliver these benefits.

The description of Alternative D Facilities (p. 3-43) repeats the message that "*Alternative D is designed to be flexible in accommodating new federal security requirements.*" There follows brief mention of 'important security features' referring to elimination of private vehicles from the Central Terminal Area roadways and elimination of the public parking structures within the Central Terminal Area. This and subsequent statements are not so much 'security features' as 'security objectives' or 'security outcomes'. The difference is important, because it is the details that impart greater understanding and thereby enable the public to judge and offer comment. For example, when the text states that passengers and employees will access the Central Terminal Area via the Automated People Mover, there is no explanation of the methodologies that would be used to secure the safety of that journey. It is thus unclear that the APM would be safer than the Central Terminal Area public parking facility. The document also declares that "*The presence of law enforcement and emergency response teams would be enhanced with Alternative D.*" Although it then goes on to speak of two new Aircraft Rescue and Fire Fighting facilities, a new police headquarters and Terminal police posts, again it resorts to generalized claims of the advantages without supportive detail. In fact, the planned police headquarter (at Westchester Parkway and Emerson Avenue), is located outside of the operating boundary of the airport.

In subsequent pages (3-47 to 3-56), the following topics are listed and discussed without reference to any specific security component: Terminal Facilities; Traffic/Parking/Circulation Facilities; Automated People Mover; Cargo Facilities; Ancillary Facilities; Land Acquisition and Relocation; Collateral Development; and Proposed Phasing. The text states that publicly available data show that airport facilities have to be upgraded to improve security. However, the Transportation Security Administration is not the only arbiter of security issues. Security is becoming an integrated component across all airport functions. Given the size of the LAX Master Plan project, it is reasonable to expect discussion of the security plan for each listed action, each function and each facility. Cargo and Phasing offer good illustrations of this need: Cargo security is currently the focus of attention by TSA and others. It is unarguable that cargo security processes will affect airport operations, logistics and facilities access over the next 2 years, but the Supplement does not appear to anticipate this. Moreover, the 3-part Phasing Plan does not even acknowledge advance security preparation for a protracted construction project during which exceptional and extraordinary vulnerabilities will apply to the airport and its environs. The new police headquarter is not listed in the phasing, nor is there any apparent recognition of the significant perimeter and core security demands. All of these elements should be addressed before project commencement.

Discussion of the Preferred Alternative (Ch. 3.5) and the CEQA Environmentally Superior Alternative (Ch. 3.6) does not elaborate on the security benefits from traffic and incident management. Security plan elements discussed in other parts of the Master Plan suggest that the security surveillance and detection system will extend well beyond the airport infrastructure into the wider public environs, but there is no detail to confirm this. We request that LAWA provide further discussion, in keeping with full public accountability, so that long-term impacts can be considered.

The role of the Transportation Security Administration is briefly discussed in Chapter 4 (p. 4-698). The remainder of this subsection describes post 9/11 security measures, including government-mandated deadlines on baggage screening that LAWA states it has met, together with current and long term plans for deployment of 'inline' screening systems. A statement in this discussion indicates that: "...TSA is in the process of developing additional recommendations and requirements to increase security at the nation's airports" but provides no details. We request



discussion of the additional TSA recommendations and requirements and how they may be applied to the LAX Master Plan.

#### 4.1.4 Review of the LAX Master Plan Addendum Draft June 2003

The Executive Summary to the Draft Addendum speaks of Alternative D as 'a new design approach to securing airports for the future' (page i-1). It states that "*The alternative would incorporate, to the greatest extent possible, [TSA] recommendations as they are developed as well as the latest passenger and baggage screening technologies;*" and "*...would also enhance the on-airport presence of law enforcement, surveillance, security, and response teams.*" These statements merit further explanation as to how this would be accomplished, and with what impact. The following page (i-2) describes conceptual goals for deterrence and prevention of terrorist attacks. In shorter form the goals stated are:

1. Reduced concentrations of people in the public areas of the airport;
2. Relatively rapid movement of departing passengers and baggage through the necessary processes to the secure (sterile) parts of the airport; and
3. Reducing vehicular access to the Central Terminal Area and avoiding concentrations of people and vehicles in other ground processing areas.

On the same page, it is stated that, "*Alternative D would utilize an expanded LAWA-operated FlyAway Program throughout the region to disperse passenger processing. This service would include remote check-in of passengers and baggage, and provide direct access into the Central Terminal Area. Refer to Appendix I for a detailed assessment of the security and safety features of Alternative D.*" Although the foregoing suggests that an explanation will be forthcoming from Appendix I, our analysis has shown that Appendix I *does not present a detailed assessment* as promised, especially when compared with other parts of the documentation. Accordingly, some comment is due concerning the generalizations stated in the Executive Summary.

As noted above, the third goal is to permit only known, screened and controlled vehicles into the Central Terminal Area; this means that some vehicles will still have access. Expansion of the FlyAway program throughout the region would also offer access to the Central Terminal Area. These two factors may compromise the intent to prevent vehicle bombs imposing heavy casualties in and around the Central Terminal Area. Terrorists seeking weak links in the protective systems would have the opportunity to exploit both approaches, e.g. by hijacking, stealing or attaching bombs to vehicles that they know have privileged access. The County requests further review and comment on this issue.

Furthermore, a number of questions arise about the modes of permit, identification (vehicle and driver) and screening of so-called 'controlled vehicles.' Access and special egress road design, emergency diversion contingencies, fully equipped road vehicle inspection checkpoints, chokepoints, and barriers -- all away from the concentrations of people -- come into play here. An efficient system should impose structural constraints on all roadways, with special allowance for those passengers and foreign drivers who will make mistakes or misinterpret airport road signs. This need appears to have been underestimated (in contrast, Appendix I does enter into speculative possibilities on roadway security controls) and we ask for a reassessment of this issue.

It is extremely doubtful that regional expansion of the FlyAway service can satisfactorily and consistently secure a fully screened passenger and baggage load to justify a bus being brought close to the Central Terminal Area, especially given the threat of suicide attack. The description of the proposed passenger screening systems for those passing through the Ground Transportation Center, Intermodal Transportation Center and Rental Car facilities will be discussed later, as there are some contradictions to address. But it is necessary to point out here that a 'level one' screening will not be adequate for passengers at the FlyAway bus stations. The TSA 'level two' screening would be essential, but would have to be repeated in the Central Terminal Area because of the mixing of people from different modes of access at that location. It is unlikely that LAWA can consistently operate fully equipped remote resources (and sterile station-to-bus areas) to accomplish full screening prior to embarking on the FlyAway bus, and then keep that bus closed and secure for its entire journey. Such a system is prone to error and penetration. Moreover, the 'hassle factor' from lengthy duplication of screening operations would to some extent defeat the initial reason for using this service. We request further review of the screening operations, including assessment of the feasibility of operating the remote resource to complete screening in advance of the FlyAway bus.

Still on page i-2, the document briefly describes the Ground Transportation Center as the primary pick-up and drop off for LAX passengers. It states "*The facility would combine a controlled and monitored roadway access system with first level passenger security screening and profiling to further enhance the safety and security of all passengers using LAX.*" The interested observer might wonder what this actually means. Parts of the Draft Addendum on this topic contradict other parts of the same document, creating confusion if not doubt about the ultimate intention for security risk management of the various facilities. LAWA has made an effort in the right direction, but the analysis below shows that the documentation for Alternative D must be significantly expanded before its title as the enhanced safety and security alternative can be justified.

Discussion of the Terminal/Passenger Processing Facilities for Alternative D (Ch. 2.2) includes a statement that, "*The Central Terminal Area reconfiguration would prohibit private and commercial vehicle access to the area, eliminating the threat of vehicular blast at the curb front, which exists today in the Central Terminal Area.*" What vehicles would LAWA permit to enter the area? Would FlyAway buses and 'screened, controlled vehicles' be allowed, as mentioned in the Executive Summary?

Text on page 2-20 mentions a baggage tunnel that connects the new airport terminals with the Ground Transportation Center, and notes that this tunnel would allow passengers to check their baggage at the Ground Transportation Center, with arriving passengers using the system to re-check their baggage back to the Ground Transportation Center from the Central Terminal Area. This statement is somewhat confusing -- does this refer to Skycap check-in service only? What security process would LAWA use for departing passengers? Is the baggage tunnel available for use by departing passengers who will check in at the Central Terminal Area? If so, is there a plan to screen 100% of this baggage? Further, what are the implications for synchronizing transit of passengers and their baggage to the Central Terminal Area?

Ch. 2.2.5 describes an airside secure underground Automated People Mover linking the West Satellite Concourse with the reconfigured Central Terminal Area. Given that a geological fault exists in or close to the area, we request discussion concerning the resulting safety implications as well as contingency plans for emergencies including Automated People Mover breakdown.

**The Ground Transportation Center:** Discussion in Ch. 2.2.8 notes the theoretical role of the Ground Transportation Center in drawing concentrations of people away from the check-in queues by separating curbside pick up, drop off, and parking. Some of the statements in this discussion require further clarification:

*“...limiting large congregations of passengers by moving ticketing, security screening, and baggage claim to the Central Terminal Area would improve passenger safety and security. Passengers would be subjected to a first level security screening process at the Ground Transportation Center. It is anticipated that the process would include a random checking of baggage and passengers using sniffing dogs, video surveillance systems, and other security devices. Second level screening would occur at the Central Terminal Area; however the Ground Transportation Center would be designed to accommodate second level screening at any time.”* (Underlined words relate to later comment in this review).

Eight major functions are proposed to be included in the Ground Transportation Center, including E-Kiosk check in, Skycap baggage check-in and first level ‘passenger security screening.’ We assume that the passenger screening would also apply to visitors and employees (not just passengers), but it is unclear what is meant by ‘random checking.’ The deployment of explosive detection canine units, given their limitations, suggests that far less than 100% of people and bags would be screened at the Ground Transportation Center. Please provide further clarification for this part of the plan.

Discussion of the baggage tunnel (p. 2-36) tends to reinforce the assumption that the baggage transit system between the Ground Transportation Center and the Central Terminal Area will not incorporate EDS screening or, if some check is applied, it will not be to the standard required for aircraft loading. The discussion leaves open the question as to whether passengers not using the Skycap service would be able to send baggage through the tunnel to the Central Terminal Area, but it does say ‘*Passengers that do not use Skycap baggage check-in may carry [note, not ‘must carry’] baggage on the Automated People Mover*’. There are two important qualifying statements about the process: “*Bags carried by passengers on the Automated People Mover would need to be checked by the appropriate airline in the Central Terminal Area. No airline agents are initially anticipated to be located in the Ground Transportation Area.*” The foregoing suggests a confused and difficult process, particularly for passengers who do not use the Skycap service (potentially 60% of all LAX traffic).

There is also risk of a terrorist attack via baggage used to carry a device for detonation on the APM. The terrorist objective in this case would be 3-fold: (1) killing and maiming a maximum number of Automated People Mover passengers; (2) closing a critical part of the system down; and (3) terrorizing the public so that they will not use LAX. In logistical terms an APM journey that involves loading, mixing and unloading of passenger baggage would reduce the potential frequency of Automated People Mover arrivals and departures and the subsequent loop journey time. Please comment on this issue.

**Intermodal Transportation Center (ITC):** The description of random screening in the ITC section (page 2-45) is almost identical to that describing the processes at the Ground Transportation Center. Also mentioned is the intent to monitor all approaching vehicles using video surveillance systems. Please see the discussion of Appendix I for further comment on this subject.

**Consolidated Rental Car Facility (RAC):** This section does not address security issues, and so the review process defers to Appendix I for explanation.

**Ground Access and Parking:** Discussion in Chapter 2.3 emphasizes means to reduce terrorist target density and the County does not dispute the validity of this approach. However, the document lacks data to show that the projected dispersal pattern would justify the expense and disruption of reconfiguration. For example, if an improvised explosive device was detonated at the Ground Transportation Center, curbside, on or near the Automated People Mover, or at the reconfigured Central Terminal Area, what casualty rate would LAWA anticipate at, say, peak travel time? Are the projected measurements of time, distance, people dispersal, response capabilities and resources proportionate to the desired gain? Part of the improved protection evidently comes from proposed blast mitigation measures that combine structural design with open space, but we request more data on the flow of people and vehicles in order to evaluate the plan. For example, if the needed dispersal percentages are achieved by adding 3 outlying facilities, is it necessary to operate an automated train system for a distance of 1.5 miles away from the Central Terminal Area? Could LAWA achieve the same goals closer in, with resultant savings and safety mitigations on Automated People Mover operations? If LAWA holds that there is a logistical and dispersal advantage by having the Automated People Mover further out, thereby staggering the flow of people, we request that an explanation of the basis for this advantage.

In discussion of the Central Terminal (Ch. 2.3.2.1) the document says that *“access points to the Central Terminal Area road system would be controlled to enhance security in the areas immediately surrounding the airport’s infrastructure.”* It then mentions FlyAway buses and vehicles cleared to drive on the secure airside. This appears to open a security loophole. Would it not be better to provide FlyAway passengers with a dedicated lane or fast track, using the public entrance to the Central Terminal Area while having their baggage processed through the level two TSA screening checkpoint? It appears feasible to screen all FlyAway buses, passengers and baggage with a unit contracted or employed by LAWA with TSA approval. Sufficient user numbers within the FlyAway expansion plan would justify this investment. Moreover, this additional service feature, once given the security planning attention it requires, may offer a more cost effective use of reconfiguration, in addition to its target dispersal contribution. Please comment on this proposal.

Discussion of the Ground Transportation Center (p. 2-60) mentions use of video surveillance to monitor activity, and cites the ability to pre-screen vehicles before they approach the Ground Transportation Center as an integral part of security. Some very simple calculations show this to be an extremely optimistic expectation in terms of prevention. Current, developing and anticipated surveillance technology may offer improved detection and interception, but the distances covered by vehicles at various speeds (whether at normal or excessive traffic flow rates) significantly limit the ability of responding security or law enforcement officers to prevent a determined attack. A number of examples of the speed of attack execution exist, such as terrorist bombings of military installations overseas. A vehicle traveling a linear mile at 20 mph would cover the ground, if unhindered, in 3 minutes; at 40 mph, in 1.5 minutes. Some type of substantial physical obstacle, such as a hydraulic arrest barrier built into a choke point, should therefore be part of the roadway design. Such equipment does need some visibility for deterrent value; in a multi-lane setting, the barrier could be used to moderate traffic volume for other goals. We request that LAWA comment on roadway design from a security perspective, including the concept outlined above.

Security features for access to/from the Intermodal Transportation Center and the Rental Car Facility are not discussed in Chapters 2.3.2.3 and 2.3.2.4. We thus repeat our previous comments on controlled choke points, and request that LAWA provide discussion of security design. The reduction of people and vehicle density is but one layer in the defensive design that will allow the 'protection, detection, assessment, and response' concept to become reality. The fact that a target density at one location is reduced from say, 1000 to 100 people will not in itself deter an attacker. The possibility remains that a back up of people could be orchestrated to deliberately increase congestion, density and target volume. This possibility must be addressed at every airport ground processing facility in order to eliminate weakness in the overall security plan and avoid the need to later retrofit the roadways. The suggested control would also apply to design of exit roads, to prevent reverse flow access by an attacking vehicle. The intermodal and rental car facilities would probably not benefit from as much close-in law enforcement and security personnel coverage as the Ground Transportation Center and Central Terminal Area. This compounds the need for optimum security design features on roadways and building access. Please comment on these points.

Discussion of the Air Cargo Roadway (§2.3.2.5) offers no discussion about security planning, conveying the assumption that there are no security considerations. Is this a correct assumption? Similarly, there is no discussion of security planning for Off-Airport Public Road Access (§ 2.3.3), conveying the assumption that there are no security considerations. Is this a correct assumption?

In §2.3.6 it is noted that the proposed 12,400-stall employee garage (accessed via Pershing Drive) would "*be designed to help diffuse blast impacts from surrounding vehicles. It would be designed with a security-screening checkpoint for all employees using the garage.*" Why does LAWA emphasize this point for the employee parking facility but not for public parking facilities at the Ground Transportation Center, the Intermodal Transportation Center, or the rental car facility?

Discussion of the Automated People Mover (§ 2.4 et seq.) touches briefly on security in a reference to video surveillance. We have indicated previously our concern about the vulnerability of the Automated People Mover, but would add that the expected security issues and management plans for the Automated People Mover deserve more public disclosure. Please provide an assessment of this risk and the steps proposed to address it.

In discussing Cargo Facilities, Chapter 2.5 acknowledges that new security requirements are being developed by the TSA and advises that "*LAWA would incorporate any new requirements into the cargo facilities as those standards are developed.*" This section does not adequately address LAWA's own 'industry capability' -- i.e. using its own initiative to offer options. The future direction of air cargo security management may not be fully known from a regulatory perspective, but in terms of public safety we believe that it would be responsible for LAWA to pioneer its own air cargo security standard. Alternative D by virtue of its title claims to answer security concerns and to offer innovation in the process. Yet innovation is decidedly absent from the cargo aspect of the plan. The ultimate test may come from an attack on commercial aircraft via air cargo: adequate warnings exist in industry circles to justify a stronger effort in this regard. We request that the SDEIS/EIR provide more detailed discussion of air cargo security measures, and respond to the suggestion that LAWA pioneer its own standards.

Among the measures that could be considered for air cargo facilities is a plan that would allow airline operators to provide, at short notice, an integrated roadway and security system to screen and clear inbound vehicles, and a 'cold' or 'hot' operational facility for dual technology screening of

outbound cargo. In combination, these facilities could routinely earn additional airport revenue and facilitate business continuity during periods of high alert. Please comment on this suggestion.

**Addendum Illustrations:** The various plan drawings and artists impressions found in the Master Plan Alternative D documentation are helpful and informative. There are, however, several considerations for improving public articulation. Residents of the surrounding environs are a valuable part of airport protection. The eyes, ears and voices of local residents can provide superior protection of community assets. This holds true even when compared with trained law enforcement personnel who have access to advanced technologies. Citizens and local residents who perceive that they have a stake in the future of their airport, and who are consulted in the security planning aspects, are most likely to participate constructively. What efforts have been or will be taken by LAWA to provide public education sufficient to harness this resource?

#### **4.1.5 Review of Appendix I: Comparative Security Analysis**

The Master Plan Draft Addendum refers to Appendix I as “*a detailed assessment of the security and safety features of Alternative D.*” This statement, combined with the lack of detail in other Master Plan documents, creates high expectations as to the quality of its articulation. In practice, our review has found the experience to be disappointing. The discussion is inconsistent with other documentation and falls short of the detail that should be available for public scrutiny. We are in a new era of risk management. Traditional or conventional thinking will not successfully address future vulnerabilities unless there is a respectful treatment of the public debate. The physical and operational reach of the defensive concept will extend beyond the footprint of the airport infrastructure. In fact, the security component will have environmental effects that are unprecedented in American commercial airport planning, particularly in urban and suburban settings. The Master Plan Alternative D must offer detailed projection, measurement and quantification of these impacts.

**Discussion of the Concept:** The document states, on page I-2 of the Executive Summary, “*The first level (Level 1) entails screening of all persons and bags prior to entering the Central Terminal Area. Level 1 screening is focused on preventing attacks on the ground and ensuring a safe passenger environment. This level of screening will occur prior to entering the Automated People Mover system or FlyAway shuttle buses and focuses on weapons and explosive.*” This directly contradicts the ‘random screening, sniffing dogs’ explanation in the main Draft Addendum document; clarification is requested.

On page I-4 of the Appendix, under Methodology, reference is made to the Department of Homeland Security and General Accounting Office validation of “concentric rings of security” to bring protection, detection, assessment, and response” capability ‘*to the extended airport perimeter*’. The following statements from that Chapter appears to contradict the approach offered in the prior two documents:

*‘Anyone entering the airport property whether to visit or travel will undergo security inspections. There are at least two levels of personnel and baggage inspection that will take place. Level 1 inspection requires screening for explosives and weapons prior to transport by the Automated People Mover or FlyAway shuttle bus to the Central Terminal Area. Using current technology, Level 1 inspection would include screening of persons and bags similar to checks made upon entering federal buildings today. These checks should be*

*designed to be as unobtrusive and not impede the flow of transportation to the Central Terminal Area and should take advantage of the emerging technology. Level 2 inspections will consist of current security screening criteria as mandated by TSA for departing passengers and baggage which is more intrusive and detailed than level 1'.*

We offer the following observations on the above excerpt, and request that LAWA provide comment and clarification for each point:

- ▶ Level 1 inspection as described here does not match the 'random selection, sniffing dogs' explanation offered in the Draft Addendum.
- ▶ There is no mention of profiling people and baggage for selective screening.
- ▶ The stated similarity to 'checks made upon entering federal buildings today' is meaningless to people who have never seen or experienced the federal security screening process.
- ▶ At federal buildings 100% of those who enter are screened, but these systems rarely (if ever) encounter baggage in size and volume such as will be common to an airport.
- ▶ The statement above contradicts itself: the process for federal buildings is obtrusive and would impede flow if applied literally as a Level 1 screening protocol.
- ▶ The possibility of 2 levels of screening that are both obtrusive, even with Level 1 proving to be selective, implies a need to estimate consequential density effects that might in some circumstances defeat the desire to disperse people rapidly into the airport controlled areas.
- ▶ The reader is left wondering whether there is agreement and/or coordination between the planning entities on security policy and practice.

The same page refers to Figures 4-1 & 4-2 as illustrations of the concentric rings of security and deterrence strategy respectively. These very simplistic figures are of no value in helping the public to understand what the strategies mean for LAX, and no other drawings are included in Appendix I. Why is this not done, given the proliferation of site drawings and artists' impressions in the other parts of the Alternative D documentation? We ask that LAWA superimpose the concentric rings over the airport plan and explain the resulting figure. The following statement from the same page is offered for its relevance to further comment:

*"PDAR facilitates the detection of possible malevolent acts prior to the hostile force coming within range of the target. By increasing the distance between critical areas and the point of detection, law enforcement officers and security personnel have additional time to assess the act as benign, dangerous, or overtly hostile, and respond appropriately."*

We offer the following observations on the above excerpt, and request that LAWA provide comment and clarification for each point:

- ▶ Is it correct to assume from the statements about bomb threat dispersal that 'critical areas' include public areas where concentrations of people can be expected (e.g. the Ground Transportation and Intermodal Transportation Centers, the Central Terminal and perhaps to a lesser extent, the Rental Car Facility)?
- ▶ A rough calculation of available response times (using existing travel distances and transit times) indicates that Alternative D roadway configurations will not significantly increase response time 'prior to the hostile force coming within range of the target.' What does LAWA anticipate in terms of this issue?

- › By inference, the ‘protection, detection, assessment, and response’ system would prove of value only if the outer concentric circles encompass more distant roadways and areas including commercial and residential areas, beyond the immediate airport environs. Is LAWA contemplating an expansion of the concentric circles to include these areas?
- › Implementation of a multiple concentric ring system defies imagination in its practical application to LAX. The airport has an irregular property boundary that may be poorly suited to this system. There is no logical center point for the concentric rings, apart from the large Air Operations Area, and the critical areas at LAX are disparate and scattered. In this setting, what is the feasibility of developing the concept with a series of overlapping concentric rings?

Discussion in Ch. 5 (Threat) evaluates LAX as a target. This is a complex topic; we understand that evolving trends in terrorist tactics may unexpectedly shift some of the security emphasis and strategy over time. However, we believe that the threat may have been understated and ask for further discussion and comment on this issue.

The discussion of Potential Mitigations (pp. I-12, I-13) describes security measures that will be applied to MTA Green Line connections with the proposed Intermodal Transportation Center. The discussion refers to use of Closed Circuit Television surveillance and related intelligent devices (as yet unidentified), and specifically mentions facial recognition technology. Several security industry reports in 2002 and 2003 have discredited the so-called ‘face in the crowd’ facial recognition applications. Original hopes for this technology were overly optimistic, and recent experience has shown this application to be flawed. In a number of cases (for example, Ybor City, Tampa, FL) the systems have been withdrawn from use.<sup>22</sup> Further comment will be made later in regard to use of an array of technology and the finite value of detection data inflow.

The final paragraph discussing the MTA Green Line states that “*The Green Line connection enhancements in Alternative D provide for a better security solution because no unscreened people or luggage would be permitted to enter the Central Terminal Area.*” This suggests 100% screening of people and bags, yet there is no reference elsewhere in the Addendum or Supplement to confirm this. Please comment on whether 100% screening will be provided.

There is also no discussion of the planned accommodation for and type of screening equipment, other than a vague mention: “*The MTA Green Line connection facilitates the future employment of security technology allowing a level of initial screening to occur prior to entering the Intermodal Transportation Center or Central Terminal Area.*” What form of screening will actually take place there initially, and to what extent? What increase in screening activity is planned or accommodated in the contingencies for change?

Chapter 6.2 offers a more comprehensive description of the Intermodal Transportation Center. The Comparative Analysis acknowledges that the Intermodal Transportation Center is an integral part of the concentric rings of security and ‘protection, detection, assessment, and response’ concept. The concentric rings processes are described, with the final stage described thus: “*Prior to boarding the APM, all people and bags will be screened using appropriate technology to identify weapons and explosives.*” Two benefits are cited: one is that it would permit initial screening of passengers and

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<sup>22</sup> Note that biometric facial identification systems, which are used to match individuals on a one-on-one basis, are a different form of this technology and continue to show successful results.



vehicles that without the reconfiguration would not occur; and the other is that it adds a measure of protection to passengers using the APM as they move to the Central Terminal Area. This appears to contradict other elements of the Master Plan documentation, raising questions about the consistency between security components. LAWA should define the word 'screening' and use the classification 'Level 1' more consistently. Otherwise this suggests the emergence of different security standards for access to the Automated People Mover and Central Terminal Area.

Pages I-16 and I-17 cover general security matters pertaining to the reconfigured roadways. Again we note that security technology is a valuable adjunct to trained security patrols but it is not a panacea; it is instead a management tool. Please articulate the contingency plan for interception and management of roadway incidents with minimal disruption to airport operations. This is particularly important at the policy setting stage, as large projects are notorious for paring back security expenditures and thereby compromising protection standards. Will LAWA policy identify agreed-upon security standards so that this does not occur?

In practice, the performance of Closed Circuit TV will depend on the ratio of trained personnel to monitoring devices. Although the stated benefits of roadway monitoring are attractive, the increased data will require monitoring, interpretation and action. How much thought has LAWA given to the risk of data saturation? Over-dependence on security technology may lead to higher risk of error and, ironically, diminished protection. Occupied space is projected under this plan to increase from 3.9 to 6.8 msf. In combination with increased separation distances, this increase will impose substantial new constraints and demands on emergency and enforcement response, and also upon patrol/deterrent services.

Mitchell Gray, in a University of British Columbia paper title *Urban Surveillance and Panopticism* (<http://www.surveillance-and-society.org>) explores many of the more complex issues associated with surveillance in the community. It is worthy reading for any elected official attempting to understand the implications and potential unintended consequences of surveillance systems. The basic message to be gained from Gray's treatise is contained in the following extract: "*It is rapidly becoming an urban instinct to grasp at security through surveillance and knowledge, but this, paradoxically, may add to urban insecurity in a fundamental way: by transforming society in unforeseen directions. There is a threshold point in urban surveillance beyond which quantitative change – the addition of devices used and areas watched – becomes qualitative change.*" Please comment on how LAWA has addressed the potential for over-dependence on security technology at LAX as part of the proposed Master Plan improvements.

A review of the Ground Transportation Center in Appendix I (Ch. 6.4) restates the threat and target dispersal philosophy along with the 'protection, detection, assessment, and response' protocols. According to discussion on page I-19, passengers will go through a well-organized Level 1 screening point at the Ground Transportation Center before transport on the Automated People Mover to the Central Terminal Area. The Level 1 screening serves to insure the integrity of the Automated People Mover and common areas of the Central Terminal Area, and represents the first opportunity to check passengers and employees for concealed weapons and explosive devices. Yet again there is a clear contradiction with the main part of the Draft Addendum, reinforced by a listing of measures that makes reference to design and installation of passenger and baggage screening devices; please clarify. Additional comment and questions are provided below:

- Is it the planned intention to have two levels of screening, to include 100% of pedestrians accessing the APM and Central Terminal Area?
- How would 100% screening of Level 1 people and baggage affect the risk of congestion and increased people density at the Ground Transportation Center and other remote locations? Has LAWA analyzed this risk? If so, where are the results?
- What ergonomic design factors will optimize rapid movement of people and bags? Has LAWA considered the impact of Level 1 screening on the elderly, infirm, and people traveling with small children?
- Has any field market research been conducted to assess the tolerance for earlier arrivals to negotiate two levels of screening and transportation of baggage between those two levels?

Discussion of the Rental Car Facility (Appendix I Ch. 6.5) repeats the intention to screen all personnel from the Rental Car area to the Automated People Mover. However, the same discussion notes: *'should the current Central Terminal Area roadway need to be secured' inspection of an estimated 1 million shuttle bus trips annually would be time consuming and subject to human error even if state-of-the-art security inspection equipment was employed*. If Alternative D removes vehicular traffic, and thereby mitigates vehicle bomb risk, then would not the passenger and baggage security factor shift to the Automated People Mover? The APM system could become an attractive and vulnerable target. We are therefore concerned about the potential need to police and manage a much larger area (including an occupied mix of separate facilities), that may from the outset require equal standards of screening at Levels 1 and 2. Please comment on this concern.

The Rental Car Facility mitigation measures offer a blend of logical and speculative measures, including the discredited facial recognition system. We again raise earlier comments about discredited systems, data saturation and over-dependence on technology. This is particularly pertinent since the assessment does not refer to an equivalent demand for the increased training and numbers of security operatives (ranging from technicians through guards to airport dedicated law enforcement personnel). Please comment on LAWA's plans with respect to the presence and role of security personnel at the Rental Car Facility.

We request that LAWA provide a security deployment projection for Alternative D, together with a security technology and equipment schedule. Please illustrate how 'protection, detection, assessment, and response' can be accomplished using only technology available today, and describe any credible security equipment advances that can be expected over the next 5 years that might justify an investment in this program. It may be unwise to count on as-yet undeveloped technologies, particularly since reliable and proven technology is with us today, sufficient for planning purposes. More problematic may be the use of human resources, including appropriate numbers, competence and strategic locations.

The comparative analysis in Chapter 6.6 indicates that the Automated People Mover will be a key component for dispersal of vehicular traffic from the Central Terminal Area roadway network. This may be true, but could LAWA accomplish the same dispersal by reducing the distance between the remote ground processing points and the Central Terminal Area? Please provide a vulnerability analysis to address this issue. Further comment and questions are provided below:

- Please provide additional discussion about screening for weapons and explosives at the inbound remote Automated People Mover station access points

- ▶ Please discuss the security logistics and practical challenges of handling heavy baggage, multiple bags, and elderly and disabled passengers and children when loading and unloading the Automated People Mover. It is extremely difficult to imagine how screening, loading and offloading of passengers and baggage could be accommodated at the Ground Transportation and Intermodal Transportation Centers and the Rental Car Facility, with sufficient frequency to achieve the level of service promised in the Plan -- especially with the reconfiguration objective of rapid dispersal of people.
- ▶ The Draft Addendum states (p.2-37) "*It is also assumed that luggage carts would be allowed on the Automated People Mover and highly utilized in the transfer of people and baggage.*" This chaotic image invites questions about safety factors and load capabilities, neither of which is discussed in the Appendix I security assessment. Please address this issue.
- ▶ Please provide an exhibit showing street-to-departure ergonomics, flow and density patterns, and screening equipment layout of the remote people mover access points. Although security screening equipment is implied, space utilization is at odds with this statement from page 2-37: "*it is anticipated that passenger assembly would be limited to the passenger platform.*"
- ▶ The prevention of unscreened vehicular and bomb access to the Central Terminal Area could be offset by the APM: the train could actually carry the device to its target if Level 1 does not screen for explosives carried on the person (as in suicide attacks in Israel). Magnetometers do not detect explosives. Please address this potential security threat.
- ▶ The APM could be attacked via vehicles using Century Blvd. and 98<sup>th</sup> Street, and/or from commercial buildings and hotels overlooking the Automated People Mover guide way system. Please address this potential security threat.
- ▶ The primary vulnerability appears to come from the track distance and elevated nature of the Automated People Mover, and its target worth (i.e., elimination of a critical airport transit link, serious disruption to operations, high casualties, public terror and a prestigious but discredited security program). In effect, the Automated People Mover may serve to reintroduce the target potential that Alternative D was purportedly designed to reduce.
- ▶ If the Automated People Mover concept is to be pursued, we ask that LAWA consider the possibility of building a grade level (surface) operation, with blast diffusion techniques and materials applied to a protective wall and an armored one-way-transparent canopy for the length of the track
- ▶ Overall this part of the Plan is conceptual and idealistic. It lacks data that is essential to show how and when the processes interconnect and will be successfully negotiated while achieving safe dispersal objectives. If the main part of the Addendum (Page 2-35) is correct in its description of the intended screening activity (i.e., "*random checking of baggage and passengers using sniffing dogs, video surveillance systems and other security devices*") then the Automated People Mover will be vulnerable. Acceptance of that risk is a matter for public policy debate, but moving walkway bridges would obviate need for the Automated People Mover. We request comment and discussion on each of the points raised in this item.

Discussion of the Expanded FlyAway (Ch. 6.7.1) attempts to instill confidence in a speculative system to protect buses from becoming unwitting vehicles for terrorist attack. We have already expressed our doubts on this topic, including the considerable physical spread of the security requirement, the attendant cost, and serious questions as to the ability to control bus security within remote stations and in transit. The FlyAway bus operations would come inside the concentric circles, and it is unclear how the protection would be achieved. The technology to address these

concerns (such as under-vehicle inspections) is simplistic and conceptual. Please provide more detail concerning this system, with discussion of the attendant human resource requirements.

In the Chapter 8 Summary, Appendix I uses a subtitle 'Alternative D Advantages and Disadvantages.' It then lists five primary advantages followed immediately by three 'potential enhancements'. We request that LAWA provide more explanation of each, as we believe they merit greater priority. Note that the first suggests the provision of a Vehicle Inspection Center. We have already made reference to the need for this in roadway planning.

We believe that the Remote Delivery Facility will become a reality for many critical government facilities in the United States over the next 5 years, closely followed by other critical infrastructure sectors including commercial airports. It is already operating policy for a variety of private and public sector facilities in different parts of the world, and has seen an increase since the Anthrax mail attacks of late 2001. Accordingly, we ask that LAWA give serious consideration to an extension of this prospective facility to include an Identification and Authorization Processing Center, including some discussion in the response to this comment.

During this review we have established an unquantifiable but extensive (potentially massive) future demand for data input, retrieval, analysis, interpretation and sharing. The data will be diverse, covering audio & visual, electronic signaling, text, numerical, pictorial, computer code, identification systems, people, vehicles, transactions etc. etc. Our understanding of the transactional volume and complexities for a busy international airport shows that a dedicated Identification and Authorization Processing Center is justified to monitor the demand for access to different parts of the airport. This security-controlled service provides identification and clearance for individuals and vehicles, engaging electronic tagging, biometrics, and the administration of airport asset and airside vehicle tracking. Variables allow for individual issue of identification and access control media whether the subject is escorted or unescorted, permanent or temporary, urgent or routine. This facility should be off-airport, based on long established methods employed overseas. The processes will relate directly to the interests of law enforcement agencies and the security resource. This facility should be located close to the planned new police headquarters. Please comment on the possibility of incorporating these suggestions into the Master Plan.

The third enhancement described in Appendix I relates to the Automated People Mover, previously discussed in this review. There is, however, *a distinct and in fact total, absence of listed disadvantages relating to Alternative D security.* Our concerns are deepened by the fact that Appendix I lists 5 disadvantages of the No Action/No Project Alternative and then proceeds to mix conceded points with counter argument on 5 other points, thereby maintaining absolute opposition to the No Action/No Project Alternative. A similarly critical eye needs to be cast upon all alternatives. The current approach significantly weakens the value and integrity of the discussion as a comparative analysis, and echoes the concerns for bias and lack of full disclosure that we have stated elsewhere. We request that LAWA provide a full discussion of the disadvantages associated with the proposed security plans for each of the project Alternatives.

#### **4.1.6 Other Security Considerations**

In a project of this size, with a title of the Safety and Security Alternative, the County of Los Angeles would expect the LAX Master Plan Alternative D to embrace a total security concept. It is

therefore notable that the documentation does not elaborate on plans to secure areas that are known to have major security implications, such as cargo, maintenance hangars and facilities, fuel farm operations, and the perimeter fence lines. During an airport environs tour, the review team saw many security exposures at the west end of LAX and witnessed extreme weaknesses in access control allowing commercial delivery vehicles to enter facilities unchecked (in one instance by simple tailgating). This unauthorized access provided close quarter observation and potential access to parked wide body passenger aircraft in the vicinity. Please comment on this apparent lack of existing security at the west end, and any plans to remedy the situation.

We are aware that in a September 2002 press release, Mayor Hahn announced installation of more than 1,200 video cameras throughout the airport complex. We are unsure whether the word 'complex' refers to all LAWA managed airports, or just LAX; please clarify. We also request discussion of the current status of this project; is it correct that bids have been invited for installation of surveillance technology on the LAX perimeter? With respect to perimeter areas, we offer the following comments, along with a request that LAWA respond to each:

- ▶ The Alternative D Plan provides a substantial, expensive (albeit imperfect) protection system for the 'front door' to LAX. But it leaves the back door wide open.
- ▶ LAWA should give much more effort to security planning for the individual cargo area, the maintenance and fuel farm complex and roadways, and for the entire perimeter. Otherwise there is a danger that the environmental impact will not receive public scrutiny or will consume unacceptable time when that becomes urgent and essential.
- ▶ It is evident that LAX is vulnerable and that security improvements are relatively urgent. LAWA should prioritize the work so that the new security enhancements, when selected, come on stream as early as practicable. Special need exists for a thoughtful security risk management program during construction.
- ▶ Serious consideration should be given to the permanent closure of Pershing Drive to public access, and to introduction of a controlled, partially-automated access and egress system for vehicles with legitimate business in the maintenance, fuel farm and employee parking areas.
- ▶ In 1994 the Irish Republican Army fired four mortar bombs onto the runway at London Heathrow from a pick-up truck parked outside the perimeter fence. Two bombs hit the runway but failed to detonate. Two more recent attempts to attack aircraft with rocket-propelled grenade have occurred in Africa and at a military air base in the Middle East. The vulnerability arising from use of surface-to-air missiles is acute at the western end of the LAX airport environs. The location of the Segundo Blue Butterfly Habitat/Reserve, the topography and rough shrub cover, is almost perfect for the launch of shoulder-fired missiles and offers target range proximity to ascending and descending aircraft. As disturbing as it may be to be so candid, it is necessary to point out that a passenger, cargo and fuel laden wide-body passenger aircraft heading out for a long haul trans-Pacific flight could be attacked without sufficient time to implement successful counter measures. The suicidal nature of modern day terrorist attack reduces the notional response time even further. We recommend that an urgent and intensive review be undertaken to address this vulnerability and to proffer solutions that meet both public safety and environmental review requirements.
- ▶ Security and law enforcement personnel requirements merit discussion, as the number and need for specialized training would increase under Alternative D. For the sake of efficiency and public safety, this review should consider ways to reduce potential for jurisdictional and operational law enforcement conflict. It is our understanding that senior officers of the Los

Angeles Police Dept. in 1991 proposed a merger of policing entities for the airport, but without progress at that time. This may be a good opportunity to revisit that proposal.

#### 4.2 THE ENVIRONMENTAL JUSTICE ASSESSMENT IS DEFICIENT

Presidential Executive Order 12898, issued in February 1994, requires all federal agencies to analyze environmental justice impacts when proposing public projects. The analysis is intended to determine whether minority and low-income communities are unfairly burdened by project impacts, with the goal of using mitigation measures to create a level playing field. In 1999, Senate Bill 115 was passed making environmental justice a requirement of CEQA as well (PRC §.72000-72001).

Despite the importance of this subject, the original Draft EIS/EIR was found to lack even the most elementary NEPA requirements for this topical issue. Review of the Supplement to the Draft EIS/EIR indicates that many of the same deficiencies in the analysis remain. The impacts associated with Environmental Justice demand a far more rigorous analysis than has been provided in the 2001 and 2003 environmental reviews. As discussed below, NEPA requires that information be included in the EIS if costs of obtaining the information are not exorbitant. Where such costs are exorbitant, NEPA requires that the EIS: (1) state that the information is complete or unavailable; (2) state the relevance of the information to the analysis; (3) summarize credible scientific information about the impacts; and/or (4) use other methods of assessing impacts that are generally accepted by the scientific community. CEQA also addresses the issue of analytic detail, requiring that an EIR provide information and analyses with a sufficient level of detail to permit informed decision-making and public participation. LAWA must apply these very basic NEPA and CEQA requirements to the SDEIS/EIR assessment of Environmental Justice.

We are also concerned about the method used to compare alternatives in the environmental justice analysis. In both the 2001 and the 2003 documents, the No Project Alternative incorporates future planned improvements that were not actually being built, and overstates the capacity of existing facilities. Consequently, the No Project Alternative appears to have far more environmental impacts than any of the proposed Build Alternatives.

Further, the 2003 Supplemental Draft EIS/EIR describes Alternative "D" as an option that would limit growth to 78 MAP. However, as described previously in § 3.1, Alternative D provides 153 fully functional, high capacity gates and does not remove concrete areas that can be used for aircraft parking. By parking aircraft, Alternative "D" can function as though it has over 200 gates. In overstating the capacity of the No Project Alternative and minimizing the capacity of the build alternatives, the impacts relating to air emissions, air toxics, noise, and traffic are all underestimated for the build alternatives. *Underestimating these impacts skews the environmental justice assessment.* This is particularly true for Alternative "D," which shifts many of the impacts toward the more economically disadvantaged communities east and northeast of LAX.

Finally, in designing runway extensions and facilities to the east under Alternative D, this plan appears to protect biological resources (especially the El Segundo Blue Butterfly) at the expense of residents in Lennox, Inglewood & Manchester Square. As part of the Environmental Justice assessment, a revision to the 2003 Supplemental Draft EIS/EIR needs to be made that compares the disproportionately high and adverse human health and environmental effects that will be incurred by

minority and/or low-income communities in order to protect a limited habitat area on the coast (see also our discussion under § 3.4.5). Our concerns are discussed further in the sections below.

#### **4.2.1 Results of Scoping Outreach Must Be Discussed**

Scoping is a public process, required by NEPA, that should be conducted as early as possible after a Lead Agency decides to prepare an EIS. The scoping process is designed to determine the scope of issues to be addressed in an EIS, and should be conducted as early as possible after a Lead Agency decides to prepare an EIS. It is intended to be an open process, incorporating the views of other agencies and the public regarding the scope of an EIS.

Environmental Justice issues are usually a major component of the scoping process, and the 2001 Draft EIS/EIR does list 126 outreach efforts with low-income and minority communities and Appendix S-D of the 2003 Supplemental Draft EIS/EIR includes copies of the material (in both Spanish and English) handed out during these outreach efforts. The 2003 SDEIS/EIR also lists four additional Environmental Justice Workshops conducted in 2001. However, neither the 2001 DEIS/EIR nor the 2003 SDEIS/EIR provides an indication of concerns or issues raised by those that were contacted, or details of what transpired during these meetings. The public is thus unable to assess whether or how LAWA may have used the information developed through these efforts. The County of Los Angeles hereby requests that the 2003 SDEIS/EIR be expanded to include specific descriptions of the efforts made to gather information from low-income and minority communities, with a table that identifies the specific concerns raised by each of these groups and discusses LAWA's steps to address those concerns.

#### **4.2.2 The Level of Analytic Detail is Inadequate<sup>23</sup>**

Many potential Environmental Justice impacts were not fully evaluated, reportedly because LAWA was unable to quantify the impacts. NEPA states that when information is incomplete or unavailable, the Lead Agency must obtain that information unless costs are exorbitant.<sup>24</sup> According to CEQA, the analysis must be specific enough to permit informed decision-making and public participation. The following subsections include some of the impact discussions considered inadequate.

In discussing Air Quality and Health Effects, the 2001 Draft EIS/EIR and the 2003 Supplement both state: "Due to the lack of available background data and limited information on the cumulative effect of multiple air pollutants, the effect of the Master Plan on cumulative health risks among minority and low-income population cannot be quantified or fully analyzed." NEPA regulations do not permit such a deferral of obligation. All available data must be included, consistent with the mandate of NEPA, and the report must document the efforts made to obtain needed data. Where data is found to be unavailable or limited, the report should identify the cost associated with developing original data and indicate why such cost was determined to be exorbitant in the context of overall project costs.

The 2001 Draft EIS/EIR further asserts, "*Due to the lack of available background data, the cumulative or synergistic health effects of [toxic air pollutants (TAP)] emissions associated with the*

<sup>23</sup> 2001 Draft EIS/EIR, Section 4.4.3.

<sup>24</sup> NEPA Guidelines ; 40 C.F.R. § 15022.22.

*build Alternatives and other environmental hazards could not be quantitatively analyzed within the scope and timeframe of this Draft EIS/EIR.*" The 2003 SDEIS/EIR dropped this discussion and did not provide new information related to cumulative or synergistic health effects. The 2003 Supplemental Draft EIS/EIR could and should have made assumptions in order to determine such impacts. The County asks that LAWA develop and apply these assumptions to a quantitative analysis of the cumulative and synergistic health effects of TAP emissions associated with the build Alternatives and other hazards.

#### **4.2.3 The Relocation Plan and Requirements are Unsubstantiated<sup>25</sup>**

The 2001 Draft EIS/EIR stated that, "*Minority-owned businesses or businesses with a high proportion of minority employees or minority/low-income customers may face special challenges that need to be considered in developing a Business Relocation Plan*" but provided no explanation or definition of "special challenges." LAWA needs to clarify this term and indicate how these challenges would be considered in developing a business relocation plan.

The 2001 Draft EIS/EIR further stated that, "*Data is currently not available regarding the number of minority owned businesses or minority employees that might be affected by proposed acquisition.*" In fact, the referenced data is generally available and can be obtained with reasonable effort. LAWA must obtain and analyze this data in the SDEIS/EIR.

The 2003 assessment of Alternative D relocation impacts includes this statement: "*While it is possible that certain of these businesses may be minority owned, they are mostly airport related uses or uses that serve the largely non-minority/non-low-income community of Westchester-Playa del Rey.*" This statement is unsubstantiated by any facts presented in the 2001 Draft EIS/EIR or the 2003 SDEIS/EIR. Neither of these documents presents data showing how many businesses are minority owned or serve minority communities. The County requests that LAWA present such information in the SDEIS/EIR.

#### **4.2.4 Noise Impact Mitigations Require Further Discussion**

Both the 2001 and 2003 environmental documents assert that "*Certain areas affected by noise would still be faced with significant impacts due to constraints that apply most directly to minority and/or low-income communities. These include residential areas ineligible for mitigation due to inconsistent zoning or land use designations and substandard housing that may be infeasible to insulate.*"<sup>26</sup> At the very least, the 2003 Supplemental Draft EIS/EIR needs to clearly delineate the location of these impacted areas. A more appropriate solution would be to identify and implement specific mitigation measures to reduce impacts on minority neighborhoods; the document did not contain any noise mitigation measures, as discussed in detail later in this report.

#### **4.2.5 LAWA Must Develop a Build Alternative Based on Community Input**

Scoping is intended to be an open process, incorporating the views of other agencies and the public regarding the scope and focus of the EIS. CEQ regulations require Federal Agencies to identify an environmentally preferable alternative in the record of decision.<sup>27</sup> When the agency has identified a

<sup>25</sup> Discussion in this section is based on 2001 Draft EIS/EIR, §4.4.3 and SDEIS/EIR §4.4.3.

<sup>26</sup> 2001 Draft EIS/EIR, Section 4.4.3, Page 4-423; Supplemental Draft EIS/EIR, Section 4.4.3, Page 4-323.

<sup>27</sup> NEPA Guidelines: 40 C.F.R. § 1505.2(b)



disproportionately high and adverse human health or environmental effect on minority and/or low-income populations, as occurs in the 2001 and 2003 EIS/EIR documents, NEPA requires that the distribution as well as the magnitude of the disproportionate impacts should be a factor in determining the environmentally preferable alternative. This mandate is evidence in the following excerpt from the CEQ Environmental Justice Guidance document:<sup>28</sup>

*“Agencies should encourage the members of the communities that may suffer a disproportionately high and adverse human health or environmental effect from a proposed agency action to help develop and comment on possible alternatives to the proposed agency actions as early as possible in the process.”*

To conform to these requirements, LAWA and FHWA must develop an environmentally superior alternative based in part on input from members of minority and/or low-income communities that may suffer a disproportionately high and adverse human health or environmental effect. The 2001 Draft EIS/EIR and the 2003 Supplemental Draft EIS/EIR are void of any evidence indicating that comments or input offered by impacted members of minority or low-income communities were considered in developing an environmentally superior alternative. LAWA must revise the 2003 SDEIS/EIR to incorporate an environmentally superior alternative.

#### **4.2.6 The Area of Analysis is Arbitrarily Limited**

The Environmental Justice analysis of existing conditions and impacts focuses only on census tracts surrounding LAX. LAWA completed no regional analyses, although it was stated that the area of included the region as a whole. The analysis needs to be expanded to incorporate the region that is referenced in § 2 titled the Purpose and Need for the Proposed Action in both the 2001 Draft EIS/EIR and the 2003 Supplemental Draft EIS/EIR.

#### **4.2.7 Environmental Justice Mitigation Measures are Vague and/or Deferred<sup>29</sup>**

The 2003 Supplemental Draft EIS/EIR describes Environmental Justice mitigation in vague terms, deferring some of the mitigation to future studies. For example, aircraft noise mitigation measure MM-LU-1 (2003 SDEIS/EIR) states that LAWA will revise the Aircraft Noise Mitigation Program (ANMP) to include:

*“Aspects that are particularly relevant to addressing the unique issues and conditions in minority and low-income areas include provision by LAWA of additional technical assistance to local jurisdictions to support more rapid and efficient mitigation, and the reduction and elimination of structural and building code compliance constraints to mitigation of substandard housing.”*

Although the language suggests that LAWA has addressed this problem, the measure does not in fact commit LAWA to any definable actions that would reduce impacts. The 2003 SDEIS/EIR also describes future studies as mitigation. Of particular concern is mitigation measure MM-LU-3 calling for a study of the relationship between aircraft noise levels and the ability of children to learn:

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<sup>28</sup> Environmental Justice Guidance Under NEPA, Section 5, page 15.

<sup>29</sup> Discussion is based on review of 2003 Supplemental Draft EIS/EIR Section 4.2.8.

*“This measure requires that LAWA conduct a comprehensive study to determine the relationship between learning and the disruptions caused by aircraft noise with the intent to set a threshold of significance for classroom disruption due to aircraft noise”*

This description suggests that the children of disadvantaged communities may be subjected to harmful noise levels in order to define thresholds of significance. A more responsible and conservative approach is needed that does not have the potential to do additional harm.

While the 2003 Supplemental Draft EIS/EIR elaborates on mitigation concepts more fully than the 2001 document, in many cases the mitigations still do not commit LAWA to definable actions that meet the CEQA and NEPA requirement to avoid, minimize, rectify, reduce, or compensate for adverse project impacts. All identified adverse impacts need to be accompanied by specific and defined mitigation measures. LAWA must evaluate the efficacy of the proposed measures in reducing identified primary and secondary impacts. The EIS/EIR should clearly identify impacts for which no measures are proposed, and should provide an indication of their severity. LAWA should then offer the amended analysis for public review and comment as part of a revised (or entirely new) Draft EIS/EIR. Only by these means can the EIS/EIR achieve adequacy with respect to the analysis of Environmental Justice.

#### **4.3 TRAFFIC ASSESSMENT**

##### **4.3.1 The LAX Interchange at Lennox Boulevard**

If Alternative D is chosen for the LAX Master Plan, the County of Los Angeles recommends the LAX Interchange be constructed on the 405 Freeway at Lennox Boulevard. The LAX Interchange would provide direct access between the 405 Freeway and LAX and significantly reduce the traffic impact of LAX on the unincorporated Lennox community and surrounding area. The name “LAX Interchange” is recommended, rather than Lennox Interchange, is to avoid the impression that motorists on the 405 Freeway can exit the freeway and travel to Lennox. Additionally, some form of interchange at Lennox Boulevard is recommended regardless of the plan chosen for LAX. Traffic demand at LAX is expected to increase steadily to the 78.9 MAP, even under the no-build scenario. Therefore, intersection or interchange improvements will be needed to mitigate LAX’s traffic impact on the Lennox community and nearby area.

County staff has met with Mr. Bruce McDaniel, Superintendent of the Lennox School District, and his staff to consider the School District’s input about the LAX Interchange. In response to their concerns, County staff informed the School District that the EIR/EIS for the LAX Interchange would include a noise study of the proposed interchange ramps. County staff also informed Mr. McDaniel the study would consider Lennox School District’s new pre-school recently constructed at the west end of 106<sup>th</sup> Street. Mr. McDaniel also expressed concern that the LAX Interchange may affect the visibility of signs to be installed on Lennox School District property adjacent to the LAX Interchange. Public Works referred the School District’s concern about the signs to LAWA’s representatives for their review and response.

### 4.3.2 Traffic Model Questions

A. C. Lazzaretto retained Mr. Terry Austin of Austin Foust and Associates to review the traffic model used in the LAX traffic study. Public Works staff coordinated its traffic review with Mr. Austin, and agrees with the questions and concerns raised by Mr. Austin in the discussion below.

**Trip Generation:** The trip generation table (Attachment A in Technical Report S2B) gives information by activity component but is hard to follow for the “Airport Miscellaneous” category. For example, what items represent the trip generation for the 12,400 space west employee parking structure and the 1,300 east employee parking structure? With respect to the employee trips, why are 54 percent assigned to the east parking structure with 1,300 spaces and only 46 percent to the 12,400-space west parking structure? (See Page 22 of the Supplemental On-Airport Surface Transportation Technical Report).

**Trip Distribution:** The trip distribution diagram (Figure B-1) is difficult to follow (while not labeled, it appears to be airport peak hour trips). Is there information that can more clearly show the trip distribution? The methodology discussion suggests that employee/other trips have a different trip distribution than air passenger trips. This would certainly be appropriate, but there does not appear to be any elaboration on this or any quantitative description.

**General:** There does not appear to be a reference for a description of the traffic model. There presumably is such a report which describes the model and provides a peak hour intersection level validation. Other questions that are also presumably addressed in that document pertain to the intersection forecasting process. For example, does the traffic model use post-processing for year 2015, and if so, is it 2000-2015 or some other interval? If there is no post-processing, then considerable reliance is being placed on the raw modeled data for 2015. This is particularly critical for peak hour intersection turn movement volumes.

## 4.4 NOISE ASSESSMENT

The County previously submitted to LAWA a lengthy set of comments on the noise analysis contained in the 2001 Draft EIR/EIS for the LAX Master Plan. The prior comments addressed noise impacts associated with the project Alternatives (A, B and C) under review at that time. The 2003 SDEIS/EIR expands on analyses contained in the original EIR/EIS to cover the new preferred project, Alternative D. The SDEIS/EIR also contains an analysis of single event noise impacts on sleep disturbance as well as an expanded analysis of noise impacts on schools. The sleep disturbance and school noise impacts analyses were prepared in response to CEQA litigation on the Oakland International Airport Master Plan commonly known as “Berkeley Jets.” The SDEIR/EIS presents Year 2000 noise data for comparison in addition to the Base Year 1996 data.

The comments presented here are ones made specific to the analysis of Alternative D and the sleep and school analyses that are presented in the supplemental EIR/EIS. The comments submitted in 2001 concerning Alternatives A, B and C also apply to Alternative D. Accordingly, we have organized the following review to include all of the comments originally submitted in 2001, as well as the new comments appropriate to Alternative D as described in the SDEIS/EIR.

#### **4.4.1 Restatement of Critical Review Submitted in 2001**

It is important to note that the findings of the Draft EIS/EIR include a finding of significant noise impact that cannot be mitigated to a point of insignificance. The issues raised in our analysis do not change this finding of significance. The comments presented here address whether or not the Draft EIS/EIR adequately discloses the extent and magnitude of the impact and whether or not mitigation issues are addressed adequately.

**Determination of Potentially Significant Impacts:** CEQA requires that the Draft EIR identify all impacts that could arise to significant levels and must employ the proper “thresholds of significance” to make that identification. CEQA also requires that the document “challenge” and “update” thresholds that may not be current or protective of the public interest. This notion includes the idea of setting thresholds that will improve the quality of life of residents. As it relates to the impacts identified below, LAWA should seize this opportunity to push the SDEIS/EIR beyond mere minimum standards or code compliance, and assert a more conservative approach to identifying significant impacts. The following identified impacts relate to the use of minimum standards.

CEQA does not mandate, require or endorse a specific decibel standard or noise metric to determine if a project engenders a significant adverse environmental impact with respect to aircraft noise. However, a significant aircraft noise impact is said to have occurred if one or both of the following conditions exist:<sup>30</sup> (a) noise sensitive areas (such as residences, churches, and hospitals) are newly exposed to 65 CNEL or greater; and/or (b) noise sensitive uses in the 65 CNEL contour of a “build” alternative experience an increase of 1.5 CNEL or greater compared with the environmental baseline conditions.

The Airport Noise Compatibility Planning guideline<sup>31</sup> is the primary Federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. It establishes, for most land uses and noise sensitive uses, the standard of < 65 day-night average noise level (DNL or Ldn) as “acceptable,” although it recognizes that local communities may choose to mitigate impacts below the Ldn of 65 dB.

The Federal Interagency Commission of Noise has identified 65 Ldn as the 24-hour day-night average sound level at which most people become highly annoyed by noise. However, FICON has acknowledged that people may and do become highly annoyed by noise levels well below 65 Ldn. Indeed, many commentators and acoustic researchers are seriously questioning the validity of the 65 dB Ldn criteria for planning purposes: research has shown that at this level about 15% of the population remains “highly annoyed” and that the standard is an average sound level, not a measurement of individual sound events that tend to affect people more than average levels.

The SDEIS/EIR should have employed these conservative criteria to allow a survey of a larger area and reveal the true pervasiveness of sound that was not identified in the Draft EIS/EIR. This would be important in the discussion of impacts and mitigation of noise to show that “average” threshold levels were not sufficient to show the chronic and long-term effects within the LAX flight path. It is likely that there will be exacerbated and disproportionate levels of impacts on unincorporated neighborhoods under the flight path approaches to LAX.

<sup>30</sup> California Aircraft Noise Standards, Title 21 of the California Code of Regulations.

<sup>31</sup> Title 14 of the Code of Federal Regulations, Part 150.

**Number of People Impacted by Noise:** There is a significant discrepancy in the number of dwelling units and population impacted between the EIS/EIR baseline year impacts and data published by LAWA. Under California law, the airport must publish a quarterly report that describes the noise impact of the airport. This law has been in effect since the early 1970s and LAWA has published the Quarterly Reports as required. Appendix D of the EIS/EIR states that the base year noise impact is based on data published by LAWA in the 1996 Fourth Quarter Report.<sup>32</sup> Chapter 4, § 4.1.3.1.2 states that the EIS/EIR relies on the Fourth Quarter 1996 operational data but does adjust the EIS/EIR contours to reflect the noise monitoring data that are collected by the airport. The difference between the impacts as defined by the EIS/EIR and the impacts as identified by LAWA in its Quarterly Report is dramatic and significant. The following data compare the number of dwellings and population impacted as defined by LAWA in the 1996 Fourth Quarter Report and as defined in the EIS/EIR for baseline year 1996.

**Table 4**  
**Difference Between Draft EIS/EIR Noise Impact and LAWA 1996 Quarterly Report**

	Dwellings Inside 65 CNEL	Population Inside 65 CNEL
LAWA 1996 Fourth Quarter Report	31,968	85,907
EIS/EIR Table 4.1-2 For 1996	16,900	49,000
<b>Difference</b>	<b>15,068</b>	<b>36,907</b>

The differences shown in Table 4 are not presented, reconciled, or explained in the SDEIS/EIR. The population and dwelling data shown in the LAWA 1996 Quarterly Report are not mentioned in the Supplement to the Draft EIS/EIR even though the Quarterly Report shows noise impacts nearly twice as large as those reported in the SDEIS/EIR. Section 4.1.3.1.2 and Appendix D § 2.2 discuss the LAWA Quarterly Reports and the fact that noise contours in the Quarterly Reports are adjusted to reflect noise monitoring data. Appendix D presents the difference between the noise monitoring results and the EIS/EIR noise model results in the terms of dB CNEL in Table 5. The average difference between the two is presented as an under-prediction in the model of approximately 1.1 dB. Examination of the data shows that the noise monitor sites east of the airport, primarily in Inglewood, consistently show noise levels nearly 3 dB greater than the EIS/EIR noise modeling predicts. While the differences are smaller in other communities, the bulk of the population impacted is in the area where monitors show that the noise model has under-predicted the impact.

LAWA operates a permanent noise monitoring system as required by the California Airport Noise Regulations that has been approved by the State of California Division of Aeronautics. LAWA has been monitoring noise on a continuous basis and submitting Quarterly Reports since the early 1970's and every Quarterly Report includes noise impact data based on noise contours that have been adjusted to match noise monitoring data. Nevertheless, the Draft EIS/EIR relies on a noise computer model output that has not been adjusted to reflect the noise monitoring data even though the noise monitoring data show a consistent 3 dB bias in the east approach corridor to LAX.

<sup>32</sup> Appendix D Section 2.1, Appendix D Section 2.2.

There is no doubt that there is a consistent bias in modeling data in the Inglewood approach corridor; the size of the difference in the Inglewood area compared to the system accuracy is significant. Appendix D, in the paragraph just below Table 6 makes the misleading and inaccurate statement that the SDEIS/EIR noise contours “were generally confirmed by the actual noise measurements.” This statement is based on the overall average difference at all sites, and fails to recognize the bias in the Inglewood approach corridor. The Draft EIS/EIR contours under-predict the noise impact as measured by the number of dwellings and population within the 65 CNEL contour by an amount that makes it difficult to establish a credible disclosure statement to the general public.

The SDEIS/EIR does not attempt to examine the reason for the under-prediction of aircraft noise by this noise model. Instead, the SDEIS/EIR rationalizes the lack of contour adjustment by stating, “draft FAA Order 1050.E indicates that measurements should not be used to calibrate noise contours;”<sup>33</sup> the cause of the discrepancy is not identified. The difference may be due to errors in input data to the noise model, not a calibration issue. Failure to adequately account for flight track dispersion could cause the kind of discrepancies the data shows. The model has the capability to report noise levels by aircraft type at each location. Such data should be compared to measurement data for those aircraft and a rational and detailed explanation of the model/measurement differences should be made. At the least, the source of the difference would then be identified (i.e., input data errors, model database differences, or model algorithm shortcomings).

The FAA has a history of being reluctant to adjust noise contours based on measurement data. This policy was based on historical attempts to use short term monitoring data to make adjustments that are not statistically justified. Such a policy is justified, in particular when attempts are made to use a few hours of monitoring data as a basis for moving noise contours. In this case, however, LAWA operates noise-monitoring sites 24 hours a day, measuring every aircraft, and has been doing so for over 20 years. These data do warrant adjustment to the noise contours; either by correcting input errors or modifying model databases (such as noise curves and aircraft profiles). FAA does not prohibit these changes and, in fact, FAA provides a mechanism for user changes to the database. The “INM Users Guide,”<sup>34</sup> contains Appendix B, “FAA Profile Review Checklist.” The first paragraph of that appendix contains the following statement,

*“The Office of Environment and Energy (AEE) requires prior written approval for all user changes to the Integrated Noise Model (INM) standard profiles for FAR Part 150 studies. A similar requirement under National Environmental Policy Act (NEPA) will take effect pending FAA Order 1050.1E”.*

Following that paragraph is a detailed list of information required for the FAA review of user made changes. It is not known if any attempt was made to seek FAA approval of changes needed to make the model better match measurement data. If there was no attempt, the decision should be explained. This last comment is especially appropriate if input errors have already been eliminated as a possible source of the difference.

**Change in Number of People Impacted by Noise:** The Draft EIS/EIR relies on the noise model to identify relative changes between baseline and future Alternative conditions. The Draft states, “*the*

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<sup>33</sup> Appendix D, Page 17.

<sup>34</sup> For INM Version 6, dated September 1999.

*modeled noise levels associated with environmental baseline conditions will have consistent relative relationships to future noise patterns prepared with the INM.*"<sup>35</sup> This statement, while possibly true for changes in noise level, is not accurate with respect to the area of noise impact, the number of dwelling units, and the population within the noise contours. The implication of the statement quoted above is that the increased number of people identified as impacted will be the same whether or not the noise contours are adjusted to reflect results of noise monitoring. This is not true and fails to reflect that area, dwelling units, and population are second order functions of the size of the contour. The change in the number of people residing inside the 65 CNEL contour will be much larger than reported in the Draft EIS/EIR. The percent change may remain nearly constant, but the absolute magnitude will be larger.

If LAWA does not adjust the Draft EIS/EIR contours to reflect monitoring data then the document should attempt to estimate the correct number of dwellings and people inside the contours by using an adjustment factor based on the differences identified for the baseline conditions. While this is far less satisfactory than adjusting the contours, the impacts identified would be a far better disclosure of the magnitude of the impact than is now included in the document.

**Use of 1996 as Base Year:** There is reason to question the validity of 1996 as the baseline year. Use of the 1996 baseline appears to underestimate the impact of the project (in addition to the contour adjustment issue identified above). To demonstrate this concern, the following table compares 1996, 1999, and Year 2000 noise impacts at LAX:

**Table 5  
LAWA 1996, 1999 and 2000 Quarterly Report Noise Impacts**

	Dwellings Inside 65 CNEL	Population Inside 65 CNEL
1996 Fourth Quarter Report	31,968	85,907
1999 Fourth Quarter Report	26,422	78,026
2000 Fourth Quarter Report	27,312	80,211

The above data show that the use of the 1996 baseline, with its larger impact area, would result in underestimating impacts compared to using 1999 or 2000. The difference in the number of people impacted for the year 1996 and the year 2000 is potentially large enough to change the conclusions as to whether future year contours impact a larger or smaller number of people than baseline conditions. As a result, LAWA should update the noise study to a more current year.

**Project Description/Operational Assumptions:** The noise analysis is a comprehensive analysis that attempts to identify cumulative and single event noise impacts as well as detailed tables of time above specific thresholds. However, in addition to failing to adjust the contours to reflect noise monitoring data, there is substantial uncertainty associated with the future operational assumptions. The operational assumptions are in many cases counterintuitive and lack justification. This makes any analysis of the noise impacts speculative, and potentially under-predicts the impact. The following are examples of areas of concern and point to a need to do a "worst case" analysis in the

<sup>35</sup> Appendix D, Page 17.

event that these assumptions cannot be assured or justified. The following data were taken from the Executive Summary, Pages ES-9 and ES-10.

**Passengers Per Departure:** The baseline passengers per departure are 90.76 while Alternative C assumes 145.09. It is not explained how LAWA expects the project to result in a relocation of short haul operations to some other airport and an increase in average aircraft size. There is no component of Alternative C that results in a nearly 60% increase in passengers per departure. This increase is extraordinarily large given that no part of the project forces commuter or short haul aircraft to move or even includes a design feature that discourages these aircraft. In light of this, the Draft EIS/EIR should contemplate the noise impacts if this assumption proves to be false and commuter and short haul carriers do not move to some other airport. Further, the extent to which the passenger per departure increase is due to increased load factors needs to be addressed and a discussion of whether or not this increase in load factor (expressed as an increase in aircraft weight) was included in the INM input for the future case scenarios needs to be explored.

**Cargo Activity/Cargo Building Space:** The baseline cargo activity is 1.9 million tons of cargo using 1.9 million square feet of space. Alternative C activity is 4.1 million tons using 5 million square feet. The future ratio assumes that new cargo facilities are no more efficient than the old LAX facilities and fails to recognize that modern facilities may handle twice the amount of cargo per square foot. LAWA does not provide the basis for this assumption. The noise analysis should be based on the potential impact of far more cargo traffic than is currently estimated.

**Maximum Airside Capacity:** The Draft EIS/EIR nearly doubles the terminal space but assumes a very modest increase in passengers and operations. This is based on the assumption that future technology will not increase the capacity of existing runways. However, LAWA should also explore the opposite: what would result if improved technology results in increased airside capacity? Given the increase in terminal space, how much air traffic could those terminals handle? LAWA should disclose noise impacts for air traffic estimates based on maximum terminal capacity for the proposed project.

**Peak Hour Operations/Delay:** The All Weather Peak Hour Operations are identified as 150 for the baseline condition and 145 for Alternative C. The All Weather Average Delay is identified as 8.69 minutes while the Alternative C delay is identified as 13.59 minutes. This statement is counterintuitive and, at the very least, challenges the credibility of the aviation forecasts upon which the noise analyses are based. Please explain the basis for these findings.

**Terminal Space/Number of Gates:** Alternative C increases terminal space from 4 to 7.3 msf while gates increase from 165 to 172 (186 to 228 narrow body equivalents). The narrow body equivalent ratio increases from 21,500 sq. ft. per narrow body equivalent gate (baseline) to 32,000 square feet per gate, which is nearly a 50% increase. It appears that the project will have a larger gate capacity than is being reported and, if so, this needs to be accounted for in the noise analysis.

**Regional Issues:** The project is primarily a landside development project (terminals and roads) with no new runways. A major assumption in the document is that some other airport in the region will absorb the unmet aviation demand. The Draft EIS/EIR does not identify which airports will meet this demand or any mechanism to ensure that this assumption is valid. LAWA, as proprietor of multiple airports is lead agency for the EIR and the FAA is a lead agency for the EIS. Both agencies have the ability to commit to or fund airport projects outside of LAX. The document



needs to address the noise issues in the event that future airport capacity is not developed elsewhere in the region. The SDEIS/EIR should include an Alternative that meets aviation demand for the region – either through committing to a regional solution or anticipating additional runways in Alternative C – and discloses the noise impact of that Alternative.

**Health Effects of Noise Technical Report:** Technical Report 14b contains a general discussion of the effects of noise on people. In the last paragraph of §1 the report concludes with the statement, “It is, therefore, assumed that compliance with the compatibility criteria is sufficient to protect human health.” The statement in itself is correct, but is misleading in its implication that LAX complies with the compatibility criteria. The report fails to make a most important conclusion related to health effects of noise: LAX does not comply with the compatibility criteria. Based on this factor, it can then be concluded that noise levels associated with aircraft operations at LAX have adverse health effects on people. This should be addressed in the Technical Report and the DEIS/EIR should identify the health effects associated with high noise levels including the fact that in 1996 over 85,000 people resided in areas that exceeded the compatibility criteria.

**Mitigation of Noise Impacts:** The proposed project includes no noise mitigation recommendations for the proposed project. It should be noted and clearly recognized that LAWA has for many years conducted an ongoing noise mitigation program and has periodically introduced new programs as appropriate. What is not clear is why the proposed project does not address any new noise mitigation programs. Several mitigations are discussed in detail in Appendix D but not recommended for adoption by LAWA. Appendix D includes the following measures that LAWA should consider for inclusion as recommended programs for the proposed project:

- ▶ Shorten the downwind leg approach to reduce the number of overflights to communities well east of the airport.<sup>36</sup>
- ▶ Eliminate early turns over El Segundo.
- ▶ Reevaluate the benefit of restricting outboard runways to arrivals only in terms of number of people and dwellings inside the 65 CNEL contour.

The analysis in Appendix D describes benefits and impacts in only general terms of change in noise level but not in area impacted. Further, the analysis appears to rely on questionable economic data to estimate mitigation costs. Specifically, the analysis assumes that the delay of 2-4 minutes associated with the measure would apply to all flights independent of time of day. It would be more logical to assume that the delay would be longer during peak periods and shorter during off peaks.

An important aspect of the existing LAX noise mitigation program is the preference for west flow departure operations. The project assumptions presented in Appendix D appear to assume some degradation in the amount of time that the airport is in west flow for departures. Figure 10 of Appendix D shows 5.71% of operations in east flow for the proposed project. Table 3 of Appendix D indicates that less than 1% of departures are to the east for baseline conditions. Figure 10 and Table 3 are in different formats, so the above comparison may not be fair; however, the SDEIS/EIR does not provide assurance that the project will not result in an increase in east flow departures.

A final mitigation that should be given consideration is expansion of the sound insulation program to homes within the 60 CNEL contour. Such a program may not qualify for traditional Federal

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<sup>36</sup> Exhibit 29 of Appendix D.

funding but there may be an opportunity to use passenger facility charge (PFC) funding for such a program. Because community concerns about the impact of aircraft noise goes so far beyond the boundary of the 65 CNEL contour (particularly when the contour is not adjusted to match noise measurement data), consideration of expanding the program should be given a thorough evaluation in the Draft EIS/EIR. Figure 4.2-5 shows the 1992 65 CNEL contour upon which the insulation program is based. The Draft EIS/EIR should compare this contour with the project 60 CNEL contour and evaluate the cost of expanding the program to include the 60 CNEL contour.

#### **Miscellaneous Noise Comments:**

Data Sources and Assumptions: In §2.1, the third from last sentence, 2<sup>nd</sup> paragraph states, “this EIS/EIR will rely on the results of the Noise Management Bureau’s system in the definition of environmental baseline noise levels (per the 4<sup>th</sup> Quarter 1996 Report).” This statement is categorically wrong and misleading. It implies that the report relies on the calibrated noise contours produced by LAWA. The report relies on uncalibrated noise contours generated by the noise model that are considerably smaller than the contours presented in the 4<sup>th</sup> Quarter 1996 Report.

Environmental Baseline vs. Quarterly Noise Report: Discussion in §2.2 attempts to downplay differences between the Quarterly Report contours and the baseline contours in the SDEIS/EIR. The first paragraph cites a Figure<sup>37</sup> that would help the reader understand that the Draft EIS/EIR baseline is considerably smaller than the Quarterly Report contours, but the figure is missing from the report. The statistical analysis of the noise measurement data and noise model results from Table 6 is completely inadequate and fails to identify the bias in the noise model to under-predict noise levels in the approach corridor over Inglewood. Please address this concern.

Impact on Schools: §3.3 of Technical Report 14b (Health Effects of Noise) has a footnote explaining the 1980 lawsuit settlement with the school district. The analysis appears to assume that because of this settlement there is no impact on schools. Please identify which schools have been insulated, which schools remain to be insulated, and how many more schools will need to be insulated as a result of the project.

Federal Standards: § 4.1.4.1.2 in the last sentence states that the “...FAA has adopted standards and guidance governing airport noise compatibility.” The FAA has only published land use compatibility guidelines and has not adopted noise standards. It is up to the local authorities to adopt noise/land use compatibility standards.

Construction Noise: § 4.1.4.3.1 should reference the City of Los Angeles and the County of Los Angeles Noise Ordinances which contain noise limits and limits on the hours of activity. The County requests that LAWA identify noise limits in the ordinance as a threshold of significance, and provide analyses in accordance with that threshold.

Operations Data: In the discussion on noise patterns,<sup>38</sup> the first bullet point outlines an increase in heavy aircraft and a decrease in small aircraft. There is no explanation as to how Alternative C accomplishes this transition and there are no explicit features of Alternative C that would appear to

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<sup>37</sup> Figure 2.3.

<sup>38</sup> Section 4.1.6.1.2.2, Alternative C, Aircraft Noise Pattern at 2015.

encourage it. If the assumption cannot be justified, the noise analysis should be revised to reflect the trend toward a fleet mix that does not rely on heavy aircraft for achieving the passenger demand.

Construction Scheduling: The City and County of Los Angeles have ordinances that limit the hours of construction activity. § 4.1.8.3, MM-N-9, should reference those ordinances and identify the hours that construction is permitted.

Location Impact Analysis: The last sentence of the last paragraph on Page 87 states that only CNEL and DNL have a regulatory function. This is a very limiting assumption and fails to recognize that for some types of impacts, these metrics may be inadequate. Specifically, FICON identifies these metrics as potentially inadequate for assessing noise impacts on sleep or noise impacts on the classroom environment. FICON recommends use of supplement metrics for analysis of these impacts; the County requests that LAWA use the metrics to analyze these impacts. While the document does present some Sound Exposure Level (SEL) contours and tables of time above data at specific points, the Draft EIS/EIR fails to use these data to assess sleep disturbance or school impacts.

No-Action/No Project Comparisons: The first sentence of § 5.1.3 identifies that 11 grid points will be exposed to increases of 1.5 dB. This comparison of the number of grid points is used throughout the analysis. This type of analysis fails to account for the land use that may occur at the grid points. In effect, the grid points, while regularly spaced, are located on random land uses. It would be more accurate to use INM to construct a different contour that shows all areas exposed to a change of 1.5 dB or more; the County requests that LAWA use this contour to quantify the land use impact. The INM has the ability to construct such a different contour.

Noise Mitigation: The first sentence of §7 identifies the need for mitigation of significant impacts. Since the project is shown to have a significant impact, the County requests that LAWA propose appropriate noise mitigation measures.

Alternative C Figures: Alternative C, Figure 11, does not use flight track dispersion in the noise model; however, LAWA has radar-tracking ability. Please provide a 24-hour period of actual radar tracks as an example of the extent of track dispersion over the affected areas.

Area Wide Flight Paths: Please supplement Alternative C, Figure 17 with one chart for existing conditions so the reader can identify differences. At a minimum, the text should describe how this chart changes paths relative to existing conditions.

Appendix D: Table 7 of Appendix D identifies the forecast year 2005 baseline as 2,107 operations per day and year 2015 as 2,124 operations per day.<sup>39</sup> The Quarterly Report for the 4<sup>th</sup> Quarter of the year 2000 shows that current operation levels are 2,280 operations per day (201,347 quarterly operations). Existing operations are already exceeding the 10 and 20-year projections for the No Action/No Project case. Please revise the noise analyses and comparisons to reflect realistic descriptions of future no project conditions.

Reduced Impact of Approach Overflights: Exhibit 29, Reduced Impact of Approach Overflights, shows (and the accompanying text contains) an analysis of this approach procedure and there

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<sup>39</sup> Table 8.

appear to be community benefits to this procedure. Therefore, it is concerning as to why it not included as a recommended mitigation measure.

#### **4.4.2 New Comments on the Supplemental EIR/EIS for Alternative D**

The following comments are provided based on an analysis of EIR/EIS § 4.1, "Noise," and Appendix S-C1, "Supplemental Aircraft Noise Technical Report:"

**Noise Modeling:** Section 2.1 implies that noise monitoring and flight track system data were used to generate noise contours, but should be revised to state that the noise analysis and noise contours were based entirely on a computer noise model. The noise data presented in the Supplemental EIR/EIS do not use any of the noise data collected by the airports noise monitoring system. The airports noise monitoring and flight track system was used only to obtain operations and runway utilization data. In fact, there is a significant conflict between the noise monitoring data published by the airport and the noise modeling done as part of the EIR/EIS.

**Noise Contour Errors:** § 2.1.7 The noise contours presented in the SDEIR/EIS for the year 2000 are smaller than the noise contours published by the LAWA in its Year 2000 Q4 report. No attempt is made in the SDEIS/EIR to examine the reason for the noise model under-predicting aircraft noise. The Supplemental EIS/EIR rationalizes the lack of contour adjustment by stating, "draft FAA Order 1050.E indicates that measurements should not be used to calibrate noise contours." However, no attempt is made to identify the cause of the discrepancy. The difference could be due to errors in input data to the noise model, not a calibration issue. Failure to adequately account for flight track dispersion could cause the kind of discrepancies the data shows. The model has the capability to report noise levels by aircraft type at each location. LAWA should compare the data to measurement data for those aircraft and offer a rational and detailed explanation of the model/measurement differences. At the least, the source of the difference would then be identified (i.e., input data errors, model database differences, or model algorithm shortcomings).

**Noise Contours Require Adjustment:** The FAA has a history of being reluctant to adjust noise contours based on measurement data. This policy was based on historical attempts to use short term monitoring data to make adjustments that are not statistically justified. Such a policy is justified, in particular when attempts are made to use a few hours of monitoring data to move noise contours; however, in this case LAWA operates noise monitoring sites 24 hours a day, measuring every aircraft and has been doing so for over 20 years. These data do justify adjusting the noise contours either by correcting input errors or modifying model databases, such as noise curves and aircraft profiles. FAA does not prohibit these changes. The FAA provides a mechanism for user changes to the database. The "INM Users Guide"<sup>40</sup>, contains Appendix B, "FAA Profile Review Checklist." The first paragraph of that appendix contains the following statement, "The Office of Environment and Energy (AEE) requires prior written approval for all user changes to the Integrated Noise Model (INM) standard profiles for FAR Part 150 studies. A similar requirement under National Environmental Policy Act (NEPA) will take effect pending FAA Order 1050.1E." Following that paragraph is a detailed list of information required for the FAA review of user made changes. It is not known if any attempt was made to seek FAA approval of changes needed to make the model better match measurement data. If there was no attempt, LAWA should explain the decision—particularly if input errors have already been eliminated as a possible source of the difference.

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<sup>40</sup> For INM Version 6, dated September 1999.

**Mitigation Must Reflect Validated Contours:** The Supplemental EIR/EIS should explicitly show the difference in noise contour location and the number of dwellings and population for the Year 2000 noise contours contained in the Quarterly Report published by LAWA and the Year 2000 noise contours contained in the Supplemental EIR/EIS. The Supplemental EIR/EIS further rationalizes the use of the noise modeling information in spite of the differences to the measurement data by stating that future measured contours will be used to adjust mitigation area. If noise mitigation programs will be based on noise measurement validated noise contours, then the mitigation measures should include a specific commitment to use such validated contours.

**Assumptions Concerning Future Noise Contours lack Validation:** The supplemental EIR/EIS further states in § 2.1.7 of S-C1 that using the smaller computer generated contour will result in showing greater noise impacts. This latter statement is based on the erroneous assumption that the noise contours presented for future conditions are accurate and that the noise contours for 1996, 2000 and the future no project case are underestimated. On what basis does the Supplemental EIR/EIS conclude that the future noise contours are more correct than the existing noise contours when the same model and methodology are used for each?

**Inadequate Number of Flight Tracks for Modeling:** Footnote 3 of § 2.1.3 states that the 74 flight tracks were adequate to produce an adequate noise model input. What data did LAWA use to draw this conclusion? Why did LAWA not complete a sensitivity analysis to determine if the discrepancy between measured noise data and modeled result differences was due to inaccurate or insufficient number of flight tracks used in the INM model? In particular, why weren't additional flight tracks used to simulate track dispersion for aircraft approaches? In the absence of supporting data, footnote 3 is misleading and should be eliminated.

**Table S11 is Mislabeled:** The title of this table indicates it is a comparison of single event noise. It is in fact a table of runway utilization data during runway construction. Please revise the title to Table S11 accordingly.

**Sleep Disturbance Data Require Clarification:** In § 6.1.1, the threshold of significance for sleep disturbance is based on the 94 SEL contour which represents a 10% awakening rate for noise events that occur at least once every 10 days. The number of awakenings presented in the data tables is not the total number of people awakened but the number awakened within the 94 SEL contour. In fact, at lower noise levels there is still sleep disturbance, albeit at a lower rate. For example, the FICAN curve shows that for an interior noise level of 45 SEL (58 SEL exterior noise level with windows open) about 1% of the population will be awakened. The awakening rate of 1% is quite low, but when applied to a large population such as that located in a 58 SEL contour, would produce a large number of people awakened. The Supplemental EIR/EIS should make it clear that the sleep disturbance data presented are not total awakenings, but awakenings within a specific contour. The methodology used in the EIR/EIS allows the comparison of alternatives within a contour that can be practically estimated and appears to be a fair basis for comparison.

**Sleep Disturbance Flight Tracks Must be Identified:** Analysis of single event for sleep disturbance does not make it clear whether or not the analysis relied on the same flight tracks as used for developing the CNEL model. Did LAWA use the same flight tracks? If so, then the sleep analysis fails to account for flight track dispersion, and given that the significance threshold is based on an event that occurs at least once every 10 days, the results are misleading. If flight track dispersion is not included in the analysis then the County requests that LAWA describe the results

as comparing the number of awakenings within a specific SEL contour for aircraft flown on the nominal flight tracks and aircraft flight deviations that occur on other tracks would cause further awakenings.

**Sound Insulation Eligibility:** §6.1.3 adds an important criterion to the eligibility program for sound insulation. The sound insulation area is now based on ANMP CNEL contours and this section adds the SEL contour map. Is this a proposed formal policy that is clearly stated in the mitigation measures (including the requirement that the location of the 94 SEL contour be verified by measurements)? Has the cost of insulating the additional homes been included in the reported costs for the Master Plan improvements? If single event contours are underestimated relative to measured noise as is the case with the CNEL contours, how would this affect the study results? How many more homes and schools would be impacted if the SEL noise is underestimated by the same amount that the CNEL contours are underestimated (as measured by comparing baseline model results to baseline year measurement results)?

**Lennox Preschool Mitigation Required:** The Lennox School District operates a preschool at 10417 Felton. The site of this school is affected by both aircraft noise and roadway noise. The SDEIR/EIS addresses only aircraft noise at this site and does not address roadway noise. How does the combined noise from aircraft and motor vehicles affect impact this school? Further, how would roadway improvements in the vicinity of this site affect roadway noise levels and what would be the corresponding impact on the school? The SDEIR/EIS identifies a significant impact for Alternative B, but fails to address noise level changes that may result from roadway improvements that will occur with other alternatives. Similarly, in §6.2.3 the statements on school mitigation contain no commitment to mitigate identified impacts, only a commitment to study further. The County requests affirmative commitment from LAWA for the full mitigation of noise impacts at all affected schools in the project area.

**Soundproofing Homes to Reduce Noise Impacts:** LAWA has outlined a number of important noise attenuation goals in Mitigation Measures MM-LU-1, MM-LU-2, MM-LU-3 and MM-LU-4. However, it is not clear how or when or even if the goals would be achieved because many of the implementation components lack definition. We are particularly concerned about the following:

MM-LU-1: Implement Revised Aircraft Noise Mitigation Program.

- ▶ Under the measure calling for 'Accelerated rate of land use mitigation to eliminate noise impact areas in the most timely and efficient manner possible,' LAWA calls for "*Increased annual funding by LAWA for land use mitigation.*" Please specify an annual dollar amount for which LAWA is willing to make a commitment.
- ▶ Under the same measure, LAWA calls for "*Reevaluating requirement for granting of avigation easements with sound insulation mitigation.*" Please specify the performance criteria that LAWA would use in this reevaluation. Under what conditions would LAWA waive the requirement for granting of avigation easements with sound insulation?
- ▶ Under the same measure, LAWA calls for "*Reduction or elimination, to the extent feasible, of structural and building code compliance constraints to mitigation of sub-standard housing.*" Please define the criteria that would justify a reduction of code compliance constraints, and the criteria that would justify the elimination of code compliance constraints. Please also estimate the proportion of currently code-constrained units that would become eligible with application of these criteria, including a specific estimate for the community of Lennox.

MM-LU-2: Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program:

- ▶ Although this measure adds a large number of homes to the insulation program, none of the additional units is located on unincorporated land even though many impacted homes are in Los Angeles County jurisdiction: please explain why this mitigation omits County homes.
- ▶ MM-LU-2 includes the following commitment, "*actual adjustments to the ANMP contour would be based on periodic reevaluation of the 94 dBA SEL noise contour by LAWA.*" The statement implies, but does not actually state that measurements will be used to make the actual adjustments. Please incorporate the word 'measurements' into this commitment.

MM-LU-3: Conduct Study of the Relationship Between Aircraft Noise Levels and Ability of Children to Learn. This measure commits LAWA to a program to reevaluate the single event threshold for schools and using results to select "*an acceptable replacement threshold of significance for classroom disruption.*" What group or groups will provide peer review of these studies and judge the acceptability of proposed significance thresholds?

MM-LU-4: Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise. Please see the comment above concerning a key aspect of this mitigation measure calling for "*acceptance of results by peer review of industry experts.*" Again, the measure does not indicate which agencies will be involved in the selection of the industry experts for the peer review. Please indicate whether and which of the affected cities, county, and school districts will have a role in selecting the experts for the peer review.

## 4.5 AIR QUALITY ASSESSMENT

### 4.5.1 Review of Ambient Air Quality Data used in the 2001 Draft EIS/EIR

Ambient air quality data were used for two purposes in the 2001 study. One purpose was to define baseline conditions and the other was to estimate background concentrations. Baseline conditions in this case were defined as the maximum air quality concentrations in the vicinity of the airport for existing conditions (an approximate 1996-98 timeframe). Background concentrations, on the other hand, were defined as the concentrations present in the absence of nearby sources. In other words, the concentrations due to multiple small sources and distant large sources were not directly accounted for in the air quality impact assessment. Estimates of background concentrations were used in the analysis to add to the concentration estimates generated by computer dispersion models for the airport and other nearby sources to arrive at estimates of total ambient concentrations.

Data from two air quality monitoring stations were used to characterize both baseline and background ambient air quality conditions. One station was located onsite and immediately to the east of the airport runways in the South Airfield Complex. LAWA operated this station for approximately 7.5 months, from August 1997 until March 1998, and measured carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>) and particulate matter (PM<sub>10</sub>). The other station was located approximately 0.6 mile south of LAX. This station, located in Hawthorne and designated as Station No. 094, was operated by the South Coast Air Quality Management District (SCAQMD) and measured ozone (O<sub>3</sub>), lead (Pb), sulfates, CO, NO<sub>2</sub>, SO<sub>2</sub> and PM<sub>10</sub>.

The 2001 Draft EIS/EIR did not provide any justification for the location of the onsite ambient air quality monitoring station or any information concerning the primary purpose of the station. Typically, a monitoring station will be located and operated to either measure background concentrations or maximum source impact. Given the location of the station with respect to the prevailing wind direction and the airport runways, the station appears to be situated near the likely maximum source impact area. Data from the station are used to describe "Environmental Baseline" conditions, which apparently refers to maximum source impact for existing conditions. In most cases, computer modeling would be used to identify the locations of maximum concentrations for baseline conditions, and then one or more monitoring stations would be positioned at these locations. If the onsite monitoring station was not positioned at the expected location of maximum concentration, then it is possible that concentrations higher than those reported at the station occurred in the area.

The 2001 DEIS/EIR did not discuss this, but maximum concentrations from the nearby SCAQMD station are comparable to the concentrations reported onsite by LAWA for the same timeframe. This suggests either that maximum concentrations do not vary significantly in the area or that both stations are similarly affected by nearby sources. The document shows that the maximum concentrations from the onsite monitoring station actually occurred when the station was upwind of the airport.<sup>41</sup> Thus, the maximum 1-hour CO concentration shown as the Environmental Baseline value in Table 4.6-11 was apparently due to other sources in the area and not the airport. This needs to be rectified.

LAWA needs to explain the basis for siting of the onsite ambient air quality monitoring station. If it was located at or near the expected location of maximum concentration (for all pollutants), please explain how this location was selected. It is also unclear whether data from the onsite monitoring station characterized true maximum baseline concentrations in the area or only the maximum concentrations at the monitoring site location. If the data did not characterize the maximum concentrations, please identify them. Finally, the Environmental Baseline concentrations shown in the 2001 DEIS/EIR Table 4.6-11 need to identify whether they represented maximum impacts from the airport emissions or if they are due to other sources in the area.

#### **4.5.2 Review of Ambient Air Quality Data used in the 2003 Supplement to the Draft EIS/EIR**

Additional baseline data is provided in the Supplement to the Draft EIS/EIR. Baseline data are taken to include background plus contributions from airport and non-airport sources. This additional baseline data includes measurements by the SCAQMD for the period 1998 through 2000 at a nearby monitoring station. Previously, baseline data were reported for 1996 through 1998 at the same SCAQMD station and also for on-site measurements collected during 1997-98. These data are presented together in Table S4-6.5, so presumably they are reasonably comparable.

Together, these two data sets comprise approximately five years of data. No discussion of the comparison of the two data sets is provided in the Supplement DEIS, but one obvious thing to look for is data trending. In comparing the data reported in Table S4.6-5, it appears that there has been little change or a slight increase in air pollution levels during the five-year period. Elsewhere in the Supplement to the DEIS/EIR future background concentrations of air pollutants are assumed to decrease substantially over time. Although it is possible that future area-wide emission reductions

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<sup>41</sup> Technical Report 4, Attachment Y.



will be greater than achieved during this five-year period, the ambient monitoring data do not appear to support a significant reduction in background concentrations during the next several years. Most of the comments and questions offered previously regarding ambient air quality data are still relevant and applicable.

#### Suggested Questions / Comments for LAWA

- ▶ The trends in baseline ambient air quality data given in Table S4.6-5 do not support the substantial decrease in background concentrations that are assumed to occur in future years. Can LAWA explain this and can the forecast reductions in future background air pollution levels be relied upon?

#### **4.5.3 Review of Emission Data used in the 2003 Supplement**

Baseline emissions data are given in Tables S4.6-6 and S4.6-7 for 1996 and 2000 on-airport emissions sources, respectively. The 1996 data have been updated while the 2000 estimates are new in the Supplemental DEIS. It is worth noting that the estimates for 1996 given in the Supplemental DEIS are all higher than the values given in the DEIS, and in the case of VOC and sulfur dioxide, the increases are very substantial. Compared to the original estimates given in the DEIS, the estimated emissions of VOC and sulfur dioxide are more than two times higher. The revised emission estimates for future scenarios have also increased compared to the original estimates given in the DEIS. Again, this is particularly so for VOC and sulfur dioxide which are now two to three times higher than the previous estimates.

#### Suggested Questions / Comments for LAWA

- ▶ The estimated emissions for on-airport sources given in the SDEIS/EIR have changed substantially from the estimates given in 2001. Can the estimated emissions for on-airport sources given in the Supplemental DEIS be relied upon to be reasonably accurate?

#### **4.5.4 Review of Meteorological Data used in the 2003 SDEIS/EIR**

The Supplemental DEIS indicates that the revised analyses were performed using upper air data from a location near San Diego.

#### Suggested Questions / Comments for LAWA

- ▶ Is the upper air data from the San Diego Miramar Weather Service Contract Meteorological Observatory representative of the LAX area?
- ▶ Other comments offered previously concerning the use of 10-m onsite wind data for modeling off site impacts are still applicable.

#### 4.5.5 Appropriateness of the Analysis Methodology

**General Approach:** As commented in the previous review, the Supplemental DEIS includes the results of computer modeling for future scenarios only. No analysis of the existing/baseline situation is provided, which could provide a benchmark of how well the models were performing.

##### Suggested Questions / Comments for LAWA

- ▶ Why did LAWA not model the existing/baseline situation and compare the results to existing ambient air quality monitoring data to get a benchmark of how well the models were performing?

**Aircraft Operations:** The comments and questions provided previously appear to remain applicable. Perhaps the most important of these is that it remains unclear how aircraft queuing was estimated, which is critical to the accuracy of the analysis. Also, it is not clear whether the reduced airport capacity during IFR conditions has been considered in the evaluation of worst-case air quality conditions.

The Supplement to the DEIS indicates that an updated version (Version 4.11) of the EDMS model has been used to evaluate Alternative D impacts. In so doing, the version used for the previous assessments (Version 3.2) was applied to Alternative D, and a ratio of the resulting estimated emissions for the two versions was computed for each air pollutant. These ratios were then used to estimate impacts for the other alternatives based on the results originally obtained with the older version of EDMS.

The EDMS model performs two major functions for airport sources. It estimates emissions and it calculates atmospheric dispersion. In updating the EDMS model, changes were made to both sections of the model. Hence, simply 'ratioing' the previous results based on the old and new emission estimates will not account for any changes in the dispersion algorithms. Thus, use of the developed ratios to update the previous results may not be appropriate.

##### Suggested Questions / Comments for LAWA

- ▶ How was aircraft queuing estimated? Is this critical to the air quality impact analysis?
- ▶ Did LAWA consider IFR conditions in evaluating air quality impacts and the effect this could have on reduced runway capacity and increased aircraft queuing?
- ▶ Did the 'ratioing' technique that was used to update the previous air quality impact analyses generated by EDMS account for all changes in the model or does it only account for changes in the emission algorithms?

**Off-Airport Motor Vehicles:** In the previous review, it was commented that use of wind data from a height of 10-m at the airport may not be representative of winds at off-airport intersections and that using only four receptors at each intersection may also result in underestimated maximum concentrations. These comments appear to remain applicable for the Supplemental DEIS.

#### **4.5.6 Accuracy of the Analysis**

The accuracy of the air quality analyses will depend to a large extent on the computer models used and the input data for the models. Presumably, the use of the updated EDMS model for the airport sources has resulted in improved accuracy for Alternative D compared to the previous analyses. Simple ratios were developed and applied to the previous analyses in an attempt to update the results for the other alternatives. If the ratios are based on the old and new emission estimates only, which appears to be the case, it is doubtful if the predicted concentrations for the other alternatives will be very accurate. This is because the new version of the model includes changes to both the emissions and the dispersion algorithms, and the 'ratioing' of predicted concentrations based on the emission ratios would account for changes to the emission components only. Some of the resulting concentration estimates for the other with-project alternatives given in Table S4.6-12 are considerably higher than those for Alternative D. It is conceivable that a complete assessment of these other alternatives with the new version of EDMS might yield different results.

As commented before, the accuracy of the predicted impacts from the airport sources will depend to a large extent on the aircraft queuing estimates and the estimated airport runway capacity, especially during IFR conditions. It is not clear from the analysis how these issues were addressed.

The unmitigated off-airport impacts for carbon monoxide given in Table S4.6-13 appear unreasonably low. Presumably, traffic approach volumes at many of these intersections are at least several hundred vehicles per hour and perhaps several thousand during peak hours. Yet, the predicted maximum concentrations are only marginally higher (and in some cases even equal to) the estimated background concentration. Assuming that the background concentration estimates are accurate, then maximum concentrations near congested roadway intersections could be expected to be substantially higher.

The accuracy of the predicted maximum concentrations at both on- and off-airport locations depends to some extent on the validity of the assumed substantial decrease in background concentrations of some air pollutants over the next several years. If the projected decrease in background concentrations turns out to be too optimistic, the projected maximum concentrations will likely be too low.

#### **4.5.7 Gaps in the Analysis**

The lack of an analysis of existing conditions using the same computer models and methodologies that were used to evaluate future scenarios continues to be a shortcoming. Without doing this, it is difficult to judge the accuracy of the predicted future conditions. Further, the 'ratioing' technique that was used to update the analyses of airport sources for Alternatives A, B and C and for the no-project case makes it difficult to fairly compare the alternatives.

#### **4.5.8 Appropriateness and Adequacy of Mitigation Measures**

Tables S4.6-6 and S4.6-7 provide emission estimates by source category for on-airport sources for the years 1996 (baseline) and 2000. Emission estimates are provided later in Table S4.6-9 for future years and project alternatives, but these estimates are not given by source category. Only the totals for the various air pollutants are shown. In Tables S4.6-14 and S4.6-16, it indicates that NO<sub>x</sub> and SO<sub>2</sub> emissions from on-airport sources will be significant. In developing a mitigation plan to

address this, it would be very useful to know what the major sources of on-airport NOx and SO2 are so that mitigation measures could be focused where they will be the most effective. Tables S4.6-6 and S4.6-7 indicate that aircraft emit a substantial portion of the NOx and SO2 emissions for the baseline and year 2000 cases. Thus, it seems probable that this will be true for the future scenarios, too. Table S4.6-18 provides a long list of proposed mitigation measures, but none of these involve measures to reduce aircraft emissions.

#### **4.6 LAND USE ASSESSMENT (Transportation)**

Information within the 2003 Supplemental Draft EIS/EIR on each of the project build alternatives relating to consistency with the 2002 Regional Transportation Plan (RTP) and Regional Aviation Plan (RAP) are too vague to draw meaningful conclusions. Of the four build alternatives in the LAX Master Plan, only Alternative D has any discussion of consistency with the current RAP and this discussion is contradictory. As an example, the 2003 Supplemental Draft EIS/EIR in discussing compatibility with the SCAG Regional Comprehensive Plan and Guide states that: *"Under Alternative D additional job opportunities, infrastructure growth, and indirect housing demand would occur."* However, in discussing compatibility with the SCAG RAP it states that: *"Under Alternative D, the LAX Master Plan would be consistent with the policy of the Regional Aviation Plan, which calls for no expansion of LAX."*<sup>42</sup>

How is it possible that infrastructure growth would occur at LAX without expansion of LAX? The fact of the matter is that massive infrastructure expansion would occur under Alternative "D". The result of the infrastructure expansion provides 153 fully functional, high capacity gates and does not remove concrete areas that can be used for aircraft parking. By parking aircraft, Alternative "D" can function as though it has over 200 gates and the capacity of LAX is greatly expanded. As such, Alternative "D" is incompatible with the SCAG RAP.

Revisions to the LAX Master Plan EIS/EIR need to be made that discuss compatibility of the build alternatives to the SCAG RTP and RAP including a discussion of either how Alternative "D" can be made compatible to the current RAP, or explain why it is not feasible for Alternative "D" to be made compatible. Without these discussions, meaningful analysis of this issue is not possible.

##### **4.6.1 Master Plan Commitments Lack Substance**

The referenced Neighborhood Compatibility Program<sup>43</sup> is vague. The details and "teeth" of this commitment must be clarified in order to allow an assessment of its value. The Program should be linked to the Mitigation Monitoring Program, including identification of a formal role for neighborhood review in the formulation and monitoring of specific development plans at the airport/neighborhood interface.

##### **4.6.2 Other Land Use Inconsistencies**

Discussion on Page 4-189 of the 2001 Draft EIS/EIR asserts that Master Plan Commitments LI-1 and DA-2 will reduce land use impacts of the Ring Road on the apartments on Morley Road to less than significant levels; however, these measures are not described in the 2001 Draft EIS/EIR or

<sup>42</sup> 2003 Supplemental Draft EIS/EIR, Section 4.2.6.5, page 4-169

<sup>43</sup> 2001 Draft EIS/EIR, Section 4.2.5, Page 4-116.

2003 Supplemental Draft EIS/EIR, but only referenced. In fact, throughout the 2001 Draft EIS/EIR text §§ 1 through 7, references are made to impacts and mitigation measures described in Appendix K, without any explanation or summary describing such impacts and mitigation measures. The 2003 Supplemental Draft EIS/EIR also provides no discussion of this issue. Since the LAX Expressway and State Route 1 (SR 1) improvements are integral features of the build Alternatives A through C, the 2003 Supplemental Draft EIS/EIR should be revised to incorporate this information in the body of the text.

The 2003 Supplemental Draft EIS/EIR presents additional analysis of single event noise levels as mandated by a recent court ruling by the California Court of Appeal (*Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners*, (2001) 91 Cal. App. 4<sup>th</sup> 1344.). It is commendable that LAWA chose to include this evaluation so critically important in assessing impacts to land uses surrounding airports. Of particular concern are single event noise levels as they relate to school disruptions. However, inconsistencies again appear in this evaluation: Table S4.2-2 in the Land Use Section shows that 29 schools would be affected by single event noise levels, whereas Table S4.1-2 in the Noise Section shows that 50 schools would be affected by single event noise levels. These inconsistencies need to be reconciled.

#### **4.6.3 The Land Use Assurance Letter should be Disclosed**

The contents of the Land Use Assurance Letter<sup>44</sup> should be summarized in the text and the document should describe how conflicts would be avoided. This discussion emphasizes noise compatibility considerations and minimizes the combined effects of noise, safety, air quality, lighting, and aesthetics. After acknowledging that land use compatibility is a function of these types of combined effects, very little discussion of combined effects is included in the 2001 Draft EIS/EIR or the 2003 Supplemental Draft EIS/EIR. Please identify properties that are subject to such combined effects.

#### **4.6.4 Key Mitigation Measures may Not be Implemented**

Substantial reliance is placed on Mitigation Measure MM-LU-1 "Implement Revised Aircraft Noise Mitigation Program." This measure is broad in scope, and depends upon the cooperation and funding of agencies outside of LAWA. Consequently, there is no assurance that LAWA will be able to implement this measure in a timely manner. Moreover, LAWA does not have an outstanding track record, as a number of commitments to properties already included within the current boundaries of the ANMP have not been fulfilled. A discussion of unmet commitments from prior actions should be provided along with an evaluation of the impacts that would result if LAWA were unable to fulfill the new commitments described in the 2001 Draft EIS/EIR and 2003 Supplemental Draft EIS/EIR.

Mitigation Measures MM-LU-3 and MM-LU-4 dealing with single event noise levels disrupting school sessions are of particular concern. Mitigation Measure MM-LU-3 commits LAWA to conduct a study of the relationship between aircraft noise levels and the ability of children to learn that in essence allows single event noise levels to continue and monitors the effects of these impacts on schoolchildren in the affected classrooms. As stated earlier, this approach may harm the

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<sup>44</sup> 2001 Draft EIS/EIR, Appendix E.

children. A more responsible and conservative approach is needed that does not have the potential to do additional harm. Mitigation Measure MM-LU-4 states that:

*“Upon completion of the study required by Mitigation Measure MM-LU-3 and acceptance of its results by peer review of industry experts, any schools found to exceed a newly established threshold of significance for classroom disruption shall be incorporated into the ANMP administered by LAWA. Based on the Master Plan alternative that is ultimately approved and thresholds set forth in § 4.1, Noise, that address single overflight event noise and the ability of children to learn in the classroom, and subject to modification based on the study required by MM-LU-3 those schools listed . . . may be eligible for sound insulation.”*

Although the mitigation reads as though it is addressing the problem, it does not commit LAWA to any definable actions that would reduce impacts other than a vague reference that schools may be eligible for sound insulation. LAWA must describe mitigation measures in enough detail to commit the lead agency to an action that reduces the impact. Further, mitigation measures must be defined in enough detail to analyze the potential environmental impacts that may result from the implementation of the mitigation measure.

#### **4.7 SOCIOECONOMIC ASSESSMENT**

##### **4.7.1 Productivity Variables are based on Flawed Assumptions**

The 2001 assessment of Employment and Socioeconomic Impacts (and therefore the Growth Inducement Analysis as well) was substantially flawed by assumptions made at the outset of the analysis concerning productivity gains. This conclusion is directed largely at the assumption made in 2001 that productivity gains would be the same for all of the build Alternatives. In fact, productivity rates are variable over time and highly sensitive to changes in the economy's overall rate of growth. These cycles are evident in statistics over the past 50 years, which show national annual productivity growth in the range of 2.8% from 1948-1973, compared with 1.2% during the economic slowdown of 1992-1995.<sup>45</sup> When Gross Domestic Product growth is decelerating, productivity slows. Given the repeated emphasis throughout the 2001 Draft and 2003 Supplement to the Draft EIS/EIR that failure to pursue the expansion project would have a negative ripple effect throughout the southern California economy, it would have been more logical to link the No Project Alternative with productivity gains lower than those associated with the build Alternatives. Similarly, to the extent that Alternative D resembles the No Project Alternative it too would be associated with productivity gains lower than those associated with the remaining build. Accordingly, the SDEIS/EIR should reassess Employment and Socioeconomic impacts for Alternative D and the No Project Alternative using a lower estimate of productivity gains.

##### **4.7.2 Productivity Forecasts Require Further Justification**

The Socioeconomic Technical Report (provided only in the 2001 Draft EIS/EIR) made note of the labor-intensive nature of many service industries, and identified the tendency toward stable or reduced productivity (and resulting job growth per unit of service) in hotels, restaurants, and numerous high-end personal, household and business services.<sup>46</sup> At the same time, assumptions in

<sup>45</sup>Alejandro Bodipo-Memba, "U.S. Productivity Surged During 1998, Hinting at Escape from 25-Year Slump," Wall Street Journal, February 10, 1999.

<sup>46</sup>Section 3.2.3.

the Draft and 2003 Supplement to the Draft regarding the No Project Alternative show passenger volumes increasing from 71.2 MAP in 2005 and 78.7 MAP in 2015 (about a 10% gain). The Technical Report noted that the services and tourism/entertainment sectors showed the most substantial employment gains between 1972-1992 and again between 1992-1997.<sup>47</sup> Finally, the Report allocated substantial passenger spending on these services, particularly for hotels and dining facilities, through the 2015 horizon.

In combination, these facts would point to positive employment gains in at least those sectors for which productivity is forecast to slow – eating and drinking establishments, hotels, and amusement and recreation facilities at a minimum. Nevertheless, and in apparent contradiction of its own assessment, the Socioeconomic Technical Report forecast losses in direct LAX-related employment for both sectors between 2005 and 2015 under the No Project Alternative. Eating and drinking establishments were forecast to sustain job losses on the order of 1,725 (a 4% drop); hotels were forecast to sustain job losses on the order of 3,467 (a 7.5% drop); and amusement/recreation facilities were forecast to sustain losses on the order of 4,514 (a 14.8% drop).

An explanation is needed to justify the Technical Report forecasts of job losses that conflict with the discussion of anticipated productivity trends for hotels, restaurants, and services. Job growth in the specified service sectors should be projected.

#### **4.7.3 Definition of the No Project Alternative is Artificially Narrow**

The artificially narrow definition of the No Project Analysis weakens the analyses contained in the Socioeconomic Technical Report. As discussed previously, the 2001 Draft EIS/EIR and the 2003 Supplement both assume that under the No Project Alternative there would be no new improvements at LAX beyond those now underway, planned, or programmed. Both CEQA and NEPA favor “worst case” assessment. In this light, it would be more reasonable and informative to anticipate that LAWA would pursue a wide range of additional improvements that would in turn boost direct and indirect employment and spending, with far different socioeconomic impacts than indicated in Technical Report estimates for the No Project Alternative. The analysis of Employment and Socioeconomic impacts should be revised to incorporate the expanded assessment of actions that may in the future be taken by LAWA in the event the project is not approved and the outcomes that could reasonably be expected to result from such actions should be addressed.

The 2003 discussion of socioeconomic effects associated with Alternative D repeats a form of the unsupportable syllogism described in § 3.3.2. In the current section, Alternative D is concluded to have beneficial socioeconomic effects, Alternative D is described as substantially the same as No Action, and No Action is found to have adverse socioeconomic effects. In fact, an increase in construction jobs is the only socioeconomic difference between No Project and Alternative D that is acknowledged in the Supplement to the Draft EIS. Again, we believe that the inconsistency is due to misrepresentation in the description of alternatives – particularly Alternative D and the No Project Alternative.

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<sup>47</sup> Section 4.1.1.

#### **4.7.4 Distribution of Passenger Spending Requires Explanation**

In estimating the distribution of passenger spending, §3.4.3.1 of Technical Report 5 indicated that it was assumed that LAX would represent the sole source for international traffic, based on historical data for the years 1985-1994. Additionally, the Section noted that:

*“As a working assumption, it was assumed that there was no connecting traffic at any of the other 4 major airports in the region...the single exception to this rule results from the fact that Ontario ‘International’ Airport did serve an estimated 50,000 international passengers during late 1993 and early 1994.”*

It is unclear how the “working assumption” and exception were applied in estimating future contributions under the 2005 and 2015 scenarios. Did the analysis treat the 50,000 international passengers as a one-time event, or did it assume that Ontario would continue to serve 50,000 international passengers (per year) through 2015? In either case, the document should have explored the factors that allowed Ontario to successfully enter this competitive market, with the goal of assessing Ontario’s ability to accept future unmet need in the region as a whole. This analysis would have been especially relevant to the socioeconomic analyses of the No Project Alternative, and may have resulted in far different conclusions. If the Socioeconomic Technical Report did base its 2005 and 2015 No Project Alternative scenarios on the assumption that Ontario would serve 0 or 50,000 international passengers (but no more), the analysis should provide a more detailed assessment of the potential role of Ontario in meeting international travel demand.

In general, and although the Technical Report promised such an assessment, the Socioeconomic Technical Report did not make any substantive effort to determine the degree to which the No Project Alternative might result in a redistribution of air services and associated economic activity to other airports in the region. As it stands, the analysis shines a very bright light on variables influencing the LAX growth scenarios, but does little to apply its powerful tools on the potential future role of other facilities in the region. This approach shortchanges the No Project Alternative. It also shortchanges the newly-proposed and preferred Alternative D. As noted above, the only socioeconomic difference between ‘No Project’ and Alternative D, according to the SDEIS/EIR, is construction employment. If true, then Alternative D would also be similar to No Project in its potential to redistribute non-construction air services and economic activity to other airports in the region. LAWA should expand the Supplement to the Draft EIS/EIR to take a closer look at this issue, considering the amount and type of activity that could reasonably be expected to shift within region, and the direct and indirect economic effects that might result.

#### **4.7.5 Distribution of Regional Spending Requires Explanation**

§3.4.3.1 of the 2001 Draft EIS/EIR noted,<sup>48</sup>

*“Parking costs are the only local impacts attributed to Resident passengers in the current analysis...[and to] the extent that such passengers spend money at restaurant and retail establishments during the time they spend in one of the region’s airports, this analysis may, to a small degree, have underestimated the impacts of Resident passengers.”*

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<sup>48</sup> In Footnote 32.



The analysis also discounted resident expenditures on transportation to and from the airport:

*"To the extent that such transportation is provided by a private taxicab, limousine or shuttle service will cause some additional impacts on the local economy. This does not apply to connecting and visitor passengers, for whom these impacts have been measured."*

On the surface, these assumptions would be expected to impact regional spending estimates in a neutral manner, because it is applied to all airports in the region. However, since the analysis: (1) assumed that facilities other than LAX will be essentially limited to resident passengers; (2) discounted the retail, restaurant and travel expenditures of these passengers; and (3) measured such expenditures for connecting and visitor passengers, the net effect is to disproportionately minimize the regional spending contributions of airports other than LAX. Once again, the assumptions would cast an artificially unfavorable light on the No Project Alternative (though not, apparently, on Alternative D, though it is presented as equivalent apart from construction impacts).

#### **4.8 REGIONAL TRANSPORTATION**

All of the alternatives, including the No Action Alternative, call for a 41% increase in passenger activity and a 60% increase in air cargo at LAX. Passenger volume would increase from 56 MAP to 79 MAP, and air cargo would increase from 1.95 million tons to 3.2 million tons in only 12 years. Those amounts are greater than 95% of all other national airports and are greater than all the other Los Angeles regional airports combined!

If indeed the LAX Master Plan aims to promote meaningful growth at other regional airports, then realistic growth control measures must be included. The inland airports have abundant capacity and are crying for air service, and the LAX Master Plan must include measures that lead to region wide cooperation to move air service to those areas. The City of Los Angeles has refused to participate in activities of the Southern California Regional Airport Authority, which has generated several proposals to promote such efforts. Without active measures to move air traffic to other airports, the Master Plan serves only to create another incremental step in the unabated growth of LAX. We understand that LAWA has recently hired a consultant to market Ontario International Airport,<sup>49</sup> and would request that LAWA outline the goals of that marketing plan.

#### **4.9 BIOLOGICAL RESOURCES**

##### **4.9.1 Review of Baseline Conditions**

The SDEIS/EIR identifies eight distinctive biotic communities without clearly distinguishing among the following: naturally occurring communities; man-influenced/modified natural communities; man-created biotic situations; or areas under complete development, which no longer have biotic value for sensitive plant and animal species. The acreages of biotic habitats were rates in terms of value for sensitive species, and compared with marginal habitats, non-native habitats, and areas that are developed and no longer supporting habitats. The review indicated that the airport is largely developed, with open areas that are highly disturbed and offers little or no viable

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<sup>49</sup> Press Enterprise Newspaper, "Still awaiting takeoff," September 21, 2003.

habitat for sensitive plant and animal species. The Los Angeles/El Segundo Dunes and, to a lesser extent, the non-restructured dunes north of this area stand out as the only areas having high biological value that merits recognition and a conservation effort by LAWA. It is therefore recommended that the Master Plan include a "conservation element" dictating how the Los Angeles/El Segundo Dunes will be managed. This goes beyond the requirements to manage the Habitat Restoration Area for the El Segundo Blue Butterfly.

#### **4.9.2 Review of Mitigation Measures**

Several mitigation measures are listed in § 4.10.8 that would, if successful, reduce potential impacts to sensitive biological resources to a less than significant level. The selection of mitigation measures will depend on which Alternative is chosen. It is expected that a mitigation monitoring program (MMP) will be developed and implemented. However, we recommend that LAWA separate the biological mitigation measures from the larger MMP and create a Conservation Program that focuses on the Los Angeles/El Segundo Dunes and surrounding areas. This would enhance the biological program and provide LAWA with a stronger negotiating position with United States Fish and Wildlife Service on future projects.

Section 4.11.2 mentions that LAWA initiated a formal Section 7 consultation with USFWS on September 5, 2000. The remainder of § 4.11 discusses several mitigation measures that will be implemented to reduce impacts to listed species to below a significant level. It is not clear whether these mitigation measures are the basis for the formal Section 7 or if they have been included in the required Biological Assessment. Although completion of the Section 7 consultation process by the FAA is not required to be a part of the Draft EIS/EIR analysis, the level of analysis and detail presented in this Draft would suggest that it has been included.

Apparently, USFWS and LAWA have not come to terms on the level of mitigation required to mitigate impacts to the Riverside Fairy Shrimp and its habitat. There is a brief mention of this divide at the top of page 4-691. The FAA is rightly concerned that the creation/restoration of fairy shrimp habitat (vernal pools) will create significant safety issues for aircraft by attracting birds (bird air strike hazards). However, the final endangered species mitigation measures and/or conservation management strategies will depend on final resolution of this issue between USFWS and the FAA.

The Draft EIS/EIR does not give an indication whether the present mitigation measures will be satisfactory to USFWS, or whether these measures will allow the FAA to complete its obligations under the Endangered Species Act. If this is the case, it should be clearly stated. If it is not, the reader needs to know that the mitigation measures have not been approved by USFWS and could change significantly before the Section 7 consultation process is completed and a Biological Opinion is issued by the USFWS.

As discussed above under comments for § 4.10.5 Master Plan Commitment, all biological mitigation measures should be integrated into a Conservation Program for LAWA with focus on the Los Angeles/El Segundo Dunes and the Riverside Fairy Shrimp.

#### **4.9.3 Wetlands Concerns Must be Integrated**

Only U.S. Army Corps of Engineers jurisdiction was found to occur within the Air Operation Area or the Los Angeles/El Segundo Dunes; no California Department of Fish and Game (CDFG)

jurisdiction was determined to occur. The permanent conversion/loss of the 1.3 acres of atypical wetlands is a significant impact that will require a 404 permit. It will also require a Section 7 consultation between the Corps and USFWS because of the presence of embedded Riverside Fairy Shrimp cysts in soil samples.

The biological concerns associated with wetlands should also be included in a Conservation Program rather than addressed as a separate biological issue for which no Master Plan commitments are made. Although there is very limited natural habitat at LAX, any loss of these remaining natural habitats will be considered significant by USFWS, CDFG, and local wildlife protection groups. It would seem an opportune time to develop a long-term management plan for biological resources on airport lands. Once in place, this plan/strategy would set policies and procedures (officially approved by the resources regulators) for the next several years. As the Draft EIS/EIR currently reads, LAWA has identified several biological concerns that are being addressed separately and on a one-time basis. This would leave LAWA vulnerable to future challenges as unanticipated development/programs are proposed.

#### **4.9.4 Reference to 2001 Comments from Land Protection Partners**

During 2001, the Land Protection Partners (LPP) submitted a comment letter to LAWA entitled "Review of Biological Resources Analysis in LAX Master Plan Draft Environmental Impact Statement/Environmental Impact Report" as a review of the 2001 LAX Master Plan Draft EIS/EIR. Based on a preliminary assessment of points made in the LPP letter, the County of Los Angeles has concluded that their comments raise some significant issues regarding incomplete or vague project descriptions of the build alternatives, outdated CEQA analyses, questionable survey methods, questionable El Segundo Blue Butterfly population counts, underestimating impacts, and inadequate mitigation. Many of Land Protection Partners' comments echo concerns raised in this comment letter, but with a particular focus on how the concerns impact the assessment of potential biological impacts. The County endorses the points raised by LPP, which are briefly summarized below, and looks forward to reviewing LAWA's responses:

**Vague and Confusing Descriptions of the Build Alternatives:** LPP noted that the Draft EIR/EIS does not give a complete project description of the build alternatives. Within the extent of the LAX Master Plan boundaries, it is unclear how LAWA proposes to use certain areas of biologically significant property. Designations such as "Airport Related" are useless in evaluating the potential biological impacts associated with that designation.

**Outdated CEQA Analysis:** The Draft EIR/EIS describes the LAX Northside Project as "Collateral Development" that previously was entitled through a 1983 CEQA process. No new or updated analysis is found in the Draft EIR/EIS, even though development of this project appears to be contingent on the project alternative selected for LAX. In this light, reliance on 1983 CEQA documentation that did not consider LAX as a contingent project is problematic at best.

**Questionable Survey Methods:** Land Protection Partners' document raised questions concerning survey results, particularly with respect to the incorrect choice of survey methods. LPP noted that LAWA did not conduct general biological surveys in all habitats within the proposed project site. LPP also references impacts to 100 acres of the El Segundo Dunes habitat that was not surveyed by

LAWA, even though it would be converted to a golf course under the Westchester Southside Project described in the 2001 Draft EIR/EIS.

**Questionable El Segundo Blue Butterfly Population Counts:** Land Protection Partners suggests that the surveys conducted by LAWA did not use the best available scientific methods for calculating population numbers of the Federally-endangered El Segundo Blue Butterfly (ESBB). In overestimating the ESBB population, the Draft EIR/EIS gives the false impression that the ESBB is able to sustain viable populations on limited habitat, and confuses the analysis by downplaying the need for land to be kept as conservation areas.

**Underestimation of Impacts of the Proposed Project Alternatives:** The methods used to determine impacts to habitat were misleading and not used accurately. LPP concluded that the combined affect of not surveying all potential habitat, using questionable survey methods, and overestimating ESBB populations resulted in a misleading impact assessment.

**Inadequate Mitigation Measures:** LPP found that use of a point system to rate 'habitat units' resulted in inadequate mitigation for lost habitat. For example, the Draft EIR justifies preserving smaller areas of prime habitat in exchange for the conversion of larger areas of occupied but marginally disturbed habitat. LPP noted that species need both the space and the quality of habitat, concluding that 10 acres of prime habitat may not be adequate to sustain a population that had previously lived on 50 acres of marginally disturbed habitat.

#### **4.9.5 General Comments**

The 2001 Draft EIS/EIR and 2003 Supplemental Draft EIS/EIR do not give complete project descriptions of the build alternatives. Within the extent of the LAX Master Plan boundaries, it is unclear what the disposition of certain areas of biologically significant property will be indicating designations such as "Airport Related" which are useless in evaluating the potential biological impacts associated with that designation.

LAWA did not conduct general biological surveys in all habitats within the proposed project site. As an example, the 2001 Draft EIS/EIR and 2003 Supplemental Draft EIS/EIR describe impacts to 100 acres of the El Segundo Dunes habitat that was not surveyed and would be converted to a golf course under the Westchester Southside Project.

Unfortunately, given the amount of time and effort devoted to assessing baseline biological conditions, the remaining step of integrating and folding this information into a long-term Conservation Program is missing. This may be a conscious choice by LAWA management and the City of Los Angeles; however, this approach may deprive LAWA of the opportunity to gain long-term control of its own biological resources.

## 4.10 ADDITIONAL ISSUES

### 4.10.1 Historical Resources

Illustration of the different impacts associated with the Single v. Split Viaduct LAX Expressway Alternatives should be carried forward from the Appendices to the Historic/Architectural section of the Supplemental Draft EIS/EIR.

The commitment to have a qualified architectural historian supervise noise abatement of historic properties does not assure that the historic values and character of such properties will not be altered or lost. The SDEIS/EIR should discuss this possibility and attach alternate mitigation measures or a revised significance finding, if appropriate.

The 2003 Supplemental Draft EIS/EIR concludes for all the build alternatives that:

*“The demolition of a historic/architectural resource is considered a significant impact at the state level that cannot be mitigated to a less than significant level without abandoning the project. A Statement of Overriding Considerations would be necessary to address unavoidable impacts on the International Airport Industrial District.”<sup>50</sup>*

This is insufficient information to support an override. Revisions to the SDEIS/EIR need to explain why demolition of this historic/architectural resource is required to implement the project and what benefits will result from the project that override this significant impact.

### 4.10.2 Human Health

The analyses indicated that aircraft emissions account for about 97% of total emissions and also contribute most to emissions of individual Toxic Air Pollutants,<sup>51</sup> yet none of the mitigation measures address aircraft emissions. Many of the mitigation measures would be expected to occur regardless of what happens with the proposed Master Plan – for example, parking pricing policies to encourage single trips or to minimize idle time at the curb, steps to encourage employee telecommuting, and expanded off-airport intermodal services to other airports. Others would have no air quality benefit – for example, where unmitigated impacts result in payments to a trust fund for unrelated community improvements.

In this context, it is difficult to understand how the HHRA determined that the build Alternatives, with mitigation, would have no significant human health impacts at either horizon year. A clarification of the assumptions that were made in order to reach this conclusion is necessary to validate this conclusion.

The California Office of Environmental Health Hazards Assessment (OEHHA) evaluates non-cancer risks and has established maximum reference exposure levels (REL) for each TAP. No adverse health effects are foreseen for exposures at or below the REL. The exposure of TAP at concentrations equal to the REL represents a non-cancer hazard index level of 1.0. Exposure above

<sup>50</sup> 2003 Supplemental Draft EIS/EIR, Section 4.9.1, page 4-443

<sup>51</sup> Technical Report 14a, Section 3.3.

a hazard index of 1.0 is considered a significant impact by OEHHA. The relationship for non-cancer health effects of Toxic Air Pollutants is shown in the following equation:

HI = C / REL, where:

HI = Hazard Index; an expression of the potential for non-cancer health effects

C = Annual average TAP concentration (ug/m<sub>3</sub>)

REL = Reference exposure level (REL) for TAP; the TAP concentration at which no adverse health effects are anticipated

The Supplemental HHRA Technical Report provided as Appendix 9a in the 2003 Supplemental Draft EIS/EIR states that the REL for acrolein used in the HHRA is 0.19 ug/m<sub>3</sub>.<sup>52</sup> This same document further states that under Alternative "D", total acrolein concentrations might range between 14 ug/m<sub>3</sub> and 87 ug/m<sub>3</sub> with an overall average of 23 ug/m<sub>3</sub>.<sup>53</sup> Using the OEHHA equation for determining the hazard index as shown above, the resulting hazard index would range between 73.68 and 457.90, well above the OEHHA threshold of significance set at a hazard index of 1.0. Evaluation of all scenarios indicates that the hazard index for acrolein are all above the OEHHA threshold, even in the existing condition and while the Supplemental HHRA indicates that Alternative D has the lowest exposure levels of all these scenarios it is nevertheless above the threshold of significance set by OEHHA. How is it that both the 2003 Supplemental Draft EIS/EIR determined that this impact is less than significant? Revisions to the SDEIS/EIR need to be made that disclose this significant impact and either mitigate to less than significant or provide the evidence that supports a Statement of Overriding Consideration for this significant impact.

#### **4.10.3 Environmental Action Plan**

Many of the key Master Plan Commitments and mitigation measures in the Environmental Action Plan (EAP) are broad and programmatic in nature. Many will require further study, with choices among specific options deferred to the Final EIS/EIR and other stages of the decision making process. The EAP needs to be expanded to identify when and where such subsequent environmental reviews will be required, with discussion as to how these timeframes relate to the improvement phasing plan set forth by LAWA, and to the sequence for FAA and LAWA consideration of required discretionary actions. The EAP, including all Master Plan Commitments and mitigation measures, should be refined and detailed to adequately serve as the CEQA Mitigation Monitoring Program, pursuant to Public Resources Code 21081.6.

#### **4.10.4 Video-Conferencing**

In the § 1.3 discussion of Alternatives to air travel, the 2001 Draft EIS/EIR notes a study by Apogee Research that contains key findings that video-conferencing has potential to satisfy (1) from 5-30% of non-discretionary travel; and (2) less than 5% of discretionary travel. The discussion in § 1.3 concludes with: "Given that 50% of LAX users are leisure travelers, it is projected that less than 5% of air travel demand at LAX could be satisfied by communication technologies in 2015. These amounts were factored into the assumptions of the LAX Master Plan forecasts." The Supplement to the Draft EIS/EIR did not resolve this error. The total amount of air travel demand at LAX that

<sup>52</sup> Technical Report 9a, Section 5.1

<sup>53</sup> Technical Report 9a, Section 6.1.2

could be satisfied by communication technologies should equal the combined amounts for discretionary travel PLUS non-discretionary travel (i.e., [5-30% of demand x 50% of travel = 2.5% to 15%] + [ $<2.5\%$ ] =  $\sim 2.5\% - 17.5\%$ ). It seems that a higher number should be factored into the assumptions of the LAX Master Plan forecasts.

#### **4.10.5 Sixty-Minute Access Zone**

The Zone Boundaries shown in Figure 1-3 of the 2001 Draft EIS/EIR showing the 60-minute travel time accessibility zones for airports in southern California appear to overstate driving times for at least some of the airports shown. The assumptions used in developing this map need to be discussed and clarified in order to support the map, as drawn.

#### **4.10.6 Weather Conditions**

The 2001 Draft EIS/EIR notes that only one of the four runways is sufficiently long to serve the largest aircraft when fully loaded under adverse weather conditions (hot days with little wind).<sup>54</sup> However, there is no discussion as to how many days of the year, on average, are characterized by these adverse weather conditions. There is also no discussion as to how many runways can accommodate the largest aircraft when fully loaded. Both of these issues require further explanation and investigation by LAWA.

#### **4.10.7 Remote Terminals**

The 2001 Draft EIS/EIR includes discussions of the possibility of remote terminals. However, no analysis is undertaken to determine their location or impacts. Alternative "D" described in the 2003 Supplemental Draft EIS/EIR includes a Ground Transportation Center connected to the main terminal buildings by an Automatic People Mover that appears to fit the descriptions of remote terminals mentioned in the 2001 Draft EIS/EIR. However, it is unclear whether or not the Ground Transportation Center within Alternative "D" is the remote terminal mentioned in the 2001 Draft EIS/EIR. LAWA should clarify this in revisions to the Supplemental Draft EIS/EIR, and if there are other possibilities for remote terminals, then include a full characterization of these other remote terminals as well as a description of the baseline setting for the proposed locations, the impacts of their construction and use, and mitigation measures to address any adverse effects.

#### **4.10.8 Hydrology and Water Quality**

Section 4.7 of the SDEIS/EIR inadequately addresses SUSMP and drainage issues. The environmental document does not provide sufficient information to determine what drainage impacts, if any, the project may have on County facilities (MTD 992, storm drain Project Number 5241, 647, 670, etc.). To properly assess drainage and SUSMP impacts and to determine appropriate mitigation, a Drainage Concept/SUSMP report will be required. We recommend that the applicant prepare a Drainage Concept/SUSMP report showing the extent of drainage and SUSMP quality impacts, and if necessary, provide mitigation acceptable to the County. The analysis should address increases in runoff, any change in drainage patterns, treatment method proposed for SUSMP regulations, and the capacity of storm drain facilities.

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<sup>54</sup> 2001 Draft EIS/EIR, Section 2.2.2, Page 2-6.

We also recommend that the Drainage Concept/SUSMP report should be reviewed and approved by the County of Los Angeles Land Development Division - Subdivision Plan-checking Section before the City considers its own approval. Once approved, a copy of the final Drainage Concept/SUSMP report should be included in the environmental document.

#### **4.10.9 Solid Waste Generation and Landfill Capacity**

Chapter 4 of the Master Plan Supplement to the Draft EIS/EIR, identifies the amount of solid waste generation as a result of construction and demolition activities of alternatives No Action/No Project, A, B, C, and D. The tonnage of waste generated from construction and demolition activities alone for Alternative D – the LAWA staff-preferred alternative – is well over 130,000 tons. Although LAWA states that it will require that contractors recycle a “specified” minimum percentage of waste materials generated during construction and demolition, a significant commitment is necessary to insure adequate mitigation of the scale of impact resulting from waste generated by this project. Therefore, the minimum percentage should be specified within the EIR, with a target of at least 50 percent of the waste diverted from disposal. Similarly, the percentage of minimum recycled content for materials used on site, and the specific diversion goals that will be required of lessors, should also be specified in the EIR.

Under heading of Master Plan Commitments (§4.19.5, p. 4-534), the SDEIS/EIR proposes implementation of a more aggressive recycling program, by expansion of the existing terminal recycling program to all terminals; lease provisions requiring that tenants meet specific diversion goals; and preference for recycled materials during procurement. The document should expand the discussion to include the type of material that might be targeted and the overall recycling goal.

The environmental document recognized that due to the uncertainty regarding future landfill capacity, impacts associated with cumulative increases in solid waste generation would be potentially significant (Sections 4.19.7 and 4.19.8, pages 4-537 and 4-538). Augmentation of landfill capacity is listed as a mitigation measure, however, the responsibility for implementing this mitigation measure is left to State, County, and local solid waste planning authorities. This discussion should be revised to indicate what measures the City of Los Angeles will implement to provide for the disposal of residual solid waste generated by this project and future projects within the City of Los Angeles considering the City’s stated interest to close all landfills within the City’s boundaries by 2006.

## **5.0 CONCLUSIONS**

There is no doubt that Los Angeles International Airport is vitally important to the City of Los Angeles, to the County of Los Angeles, to the region, and to California generally. There is an obvious and pressing need for improvements at LAX, most particularly to ensure the safety and security of future air travel. However, the County of Los Angeles believes that LAWA is proposing to implement a flawed project and that the process is further compromised by an inadequate environmental review. As documented throughout this report our concerns include (a) an inadequate security planning effort, (b) misleading statements regarding growth potential, resulting in fundamentally flawed environmental analyses, (c) improper choice of a Supplement to propose and assess an entirely new preferred project, (d) use of an unwieldy and confusing document format, (e) continued reliance on a baseline that is outdated and serves to undermine rather than illuminate understanding of project impacts, (f) wholly inadequate consideration and disclosure of



Environmental Justice issues coupled with a scoping process that considered neither 2001 nor the 2003 preferred project options, (g) language suggestive of bias and advocacy and an absence of full disclosure, (h) incomplete analysis of noise and air quality and the absence of studies to establish baseline or impact-level toxic air emissions, (i) inadequate and misleading assessment of impacts on biological habitat, and (j) the failure to provide an alternative that meets stated goals and also avoids or minimizes significant impacts in the identification and assessment of Alternatives.

The problems with the 2001 and 2003 environmental documents are so serious, pervasive, and universal that the only practical remedy is to start the process over again and prepare a truly comprehensive revised EIS/EIR. The revised document would need to provide comprehensive scoping, an updated and consistent baseline, identify and assess a reasonable range of feasible alternatives, be free of internal inconsistencies, offer proper levels of analysis and explanation, and present an entirely new impact assessment that does not defer critical decisions. Only with these extensive modifications can the LAX Master Plan and associated EIS/EIR be rendered adequate.