

Congress of the United States
Washington, DC 20515

April 8, 2013

Herb Wesson, President
City Council of Los Angeles
200 N Main St., Suite 410
Los Angeles, CA 90012

Dear President Wesson and Council Members,

The Los Angeles City Council will soon be considering the adoption of the Los Angeles International Airport Specific Plan Amendment Study (SPAS). The projects in SPAS will update LAX ground transportation, provide improved intermodal access, enhance its passenger terminals, and safely and efficiently accommodate the new generation of aircraft now in service. According to the Board of Airport Commissioners, approving SPAS will improve the passenger experience and will allow the airport to operate in the safest and most efficient manner possible.

The Board has stated that LAX must be modernized to maintain the airport's, the City's, the region's and the State's competitive position in international trade and travel. LAX terminals and roadways were expanded and renovated in 1984 to accommodate the Boeing 747, and LAX built the Tom Bradley International Terminal to solidify its role as the principal US gateway to the Pacific Rim. A number of terminal improvement projects were approved in 2004 and are now underway, including an expansion of the Bradley Terminal. The existing \$4.11 billion capital program for LAX is estimated to have created over 40,000 jobs by expanding the Tom Bradley International Terminal and implementing a host of other vital projects that will improve the passenger experience, safety, and efficiency.

The runways of the LAX North Airfield have not been updated since they were constructed in the 1960s and were originally designed for a fleet of aircraft which is now obsolete. According to the Board of Airport Commissioners, much of the current fleet operates at LAX under restrictive ground movement rules set by the FAA and Group VI aircraft, including Airbus 380s and Boeing 747-8s, impede all other operations during arrivals and departures and cause regular delays. If the LAX airfield is not modernized, our region runs the risk of being overflowed to inland markets, and could lose out on vital trade and tourism opportunities.

In addition, although the airfield is currently regarded as very safe, and numerous improvements have been made to enhance airfield safety over the years, the FAA has stated that "... the FAA and industry safety professionals have each identified a safety risk in the current (LAX) north airfield configuration." The agency has also stated that "... the only complete solution for LAX's safety and efficiency needs must include airfield geometry designed to accommodate modern aircraft."

The Board of Airport Commissioners has stated that the plan for the LAX North Airfield will improve safety by increasing the separation between the runways and allowing for additional parallel taxiways, and that all recently-conducted safety studies indicate that a runway reconfiguration will improve airport safety. We are pleased that the Board has noted that the

alternative will not extend the airport boundary, keeping relocated runways and roadways on existing LAX property and preserving the current fence line to ensure that no homes or businesses are removed. Importantly, the Board has also indicated that the Environmental Impact Report (EIR) has shown that fewer homes will be impacted by noise under the proposed plan than under the configuration today or the alternative configuration, which would not increase runway separation.

We ask the City Council to move forward with plans to modernize Los Angeles International Airport, including approving SPAS with the runway configuration that provides the greatest degree of safety and efficiency for the traveling public and that will ensure that Southern California maintains its status as the gateway for Pacific Rim trade and tourism.

Sincerely,



Henry A. Waxman
Member of Congress



Tony Cardenas
Member of Congress



Linda T. Sánchez
Member of Congress