

LAX MASTER PLAN
MITIGATION MONITORING AND
REPORTING PROGRAM (MMRP)

2020 ANNUAL PROGRESS
REPORT

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LOS ANGELES INTERNATIONAL AIRPORT (LAX)

MASTER PLAN PROGRAM

**MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

2020 ANNUAL PROGRESS REPORT

Prepared by

**Los Angeles World Airports
Environmental Programs Division**

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LAX Master Plan MMRP Documents

LAX Master Plan MMRP as adopted December 2004, BWP MMRP dated September 2009, WAMA MMRP dated February 2014, and MSC MMRP dated June 2014

For a copy of these MMRPs, reference Los Angeles World Airports (LAWA) Website <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>, LAX Master Plan Documents

Disclaimer: LAWA obtained data from a variety of sources to generate this report. The reporting team did not have access to each individual primary document and thus was not able to verify all data sets fully against the source documents.

1 Project Background

On December 7, 2004, the Los Angeles City Council certified the LAX Master Plan Final Environmental Impact Report (FEIR) and related entitlements for future development of LAX and adopted the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP). The 2004 MMRP is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. Following certification of the LAX Master Plan FEIR, the Los Angeles City Council certified a number of project-level EIRs for individual Master Plan components, including the South Airfield Improvement Project (SAIP) (certified on January 11, 2006), Crossfield Taxiway Project (CFTP) (certified on February 9, 2009), Bradley West Project (BWP) (certified on October 14, 2009), West Aircraft Maintenance Area (WAMA) Project (certified on April 1, 2014), and Midfield Satellite Concourse (MSC) Project (certified on July 21, 2014). The Board of Airport Commissioners (BOAC) and the Los Angeles City Council adopted MMRPs for these projects to mitigate or avoid potentially significant effects on the environment. As a result, current project-specific mitigation measures are included in this report for the BWP (baggage optimization component), WAMA project (Delta Air Lines hangar and associated Ground Support Equipment Facility), and the MSC project.

This report provides an update on applicable mitigation activities, policies, and programs implemented by LAWA. This report covers the period January 1, 2020 through December 31, 2020. Separate tables are provided for mitigation measures where no action was required during the reporting period, on-going or in-progress measures, and measures completed during the 2020 reporting period. Measures completed in prior reporting periods, and measures that are not applicable, can be found in Appendices A through D.

2 Non-Project Specific Mitigation Measures for Reporting Period

The LAX Master Plan MMRP, adopted in December 2004, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>. It contains a number of general non-project specific mitigation measures. This section addresses those non-project specific mitigation measures that were implemented in 2020. Measures are shown by resource and mitigation measure as presented in the MMRPs.

Table 2-1 Summary of General Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
NOISE		
N-1	Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program (ANAP)	LAWA complied with this commitment in 2020 by maintaining the LAX Aircraft Noise Abatement Program (ANAP) and prepared Quarterly Reports for submittal to the County of Los Angeles.
LAND USE		
MM-LU-1	Implement Revised Aircraft Noise Mitigation Program	<p>The Aircraft Noise Mitigation Program (ANMP) describes ongoing LAWA efforts to convert existing incompatible land uses surrounding LAX to compatible land uses through the implementation of two noise mitigation strategies: (1) sound insulation of structures; and (2) acquisition of property followed by the conversion of incompatible land use to compatible land use. The ANMP implementation reduces adverse noise impacts and achieves airport standards as set forth in Title 21 of the California Code of Regulations. LAWA also periodically submits ANMP reports to the State of California as a condition of LAWA's Variance as LAWA continues working to achieve land use compatibility.</p> <p>LAWA completed the soundproofing program for the City of Los Angeles in 2014, continues to fund and oversee residential sound insulation programs implemented by the City of Inglewood and the County of Los Angeles, and is working to address incompatible dwellings in the City of El Segundo since their termination of the sound insulation program.</p>
MM-LU-2	Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program	LAWA produced the N94 contour for 2015 (2015 N94 contour) under the LAX Master Plan to identify any newly impacted incompatible residential properties for inclusion in the Airport Noise Mitigation Program (ANMP).

Table 2-1 Summary of General Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		<p>For the Cities of Los Angeles and El Segundo, and the County of Los Angeles, all dwelling units within the 2015 N94 contour are already included in the ANMP, based on the current Program Boundary (2020 Noise Exposure Map 65 dB CNEL contour) and FAA-approved Block Rounding areas.</p> <p>Within the City of Inglewood, there are several parcels located within the 2015 N94 contour that are not included in the City of Inglewood’s acquisition program. All of these parcels are in close proximity to the current Program Boundary, but the City of Inglewood did not include them in their FAA-approved Block Rounding areas because these properties are planned for industrial or commercial uses and are not eligible for sound insulation.</p>
ENVIRONMENTAL JUSTICE		
EJ-1	Aviation Curriculum	<p>In 2020, LAWA continued working with local schools to offer an aviation program that includes information about aviation careers, aviation business education, and job shadow components. These schools included Orville Wright Middle School in Westchester; Hawthorne Middle School and Hawthorne High School in Hawthorne; International Studies Learning Center in South Gate; and Inglewood High School in Inglewood. LAWA also included students mentored by A New Day Foundation in the program. In 2020, LAWA continued coordinating aviation-related activities with Graham Elementary in South Los Angeles.</p>
EJ-2	Aviation Academy	<p>LAWA’s Aviation Career Education (ACE) Academy is a free, week-long motivational program to provide seventh and eighth grade, and high school students in communities surrounding LAX, (El Segundo, Hawthorne, Inglewood, Lennox, South Los Angeles, and Westchester/Playa del Rey) with a basic understanding of career opportunities within the aviation industry, as well as general knowledge about LAX. Twenty-seven (27) local students participated in the virtual, on-line program during the summer of 2020.</p>

Table 2-1 Summary of General Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report														
Mitigation Measure		Status												
EJ-3	Job Outreach Center Construction and Other LAX-Related Job Outreach	<p>The First Source Hiring Program (FSHP) provides early access to airport jobs for targeted residents from the communities immediately surrounding the airport and those most impacted by airport operations – South Los Angeles, El Segundo, Hawthorne, Inglewood, and Lennox -- access to airport jobs. FSHP focuses much of its outreach in these areas.</p> <p>FSHP works closely with local Community Organizations such as Work Source Centers, One-Stop Centers, and faith-based organizations to promote airport jobs for LAX employers. FSHP provides training to these organizations on how to apply for jobs at LAX and what is needed to obtain a job with LAX employers. FSHP also lists jobs through its website www.jobsatlax.org. During 2020, FSHP activity was as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>2020</th> </tr> </thead> <tbody> <tr> <td>Job Openings</td> <td>4,559</td> </tr> <tr> <td>Registered Job Seekers</td> <td>12,124</td> </tr> <tr> <td>Website Visits</td> <td>185,554</td> </tr> <tr> <td>LAX Employers</td> <td>219</td> </tr> <tr> <td>Community Partners¹</td> <td>142</td> </tr> </tbody> </table>		2020	Job Openings	4,559	Registered Job Seekers	12,124	Website Visits	185,554	LAX Employers	219	Community Partners ¹	142
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EJ-3	Job Outreach Center Community Job Database	LAWA's FSHP has an online website www.jobsatlax.org . The website allows airport employers to have their jobs automatically or manually posted to the website from their company website.												

¹ First Source Hiring Program outreach efforts to local community based organizations

Table 2-1 Summary of General Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
EJ-3	Job Outreach Center MBE/DBE & SBE Business Outreach	<p>In collaboration with the Procurement Services Division, LAWA's BJSR Division held nine "Doing Business with LAWA" workshops in 2020, with 141 business representatives attending.</p> <p>In October 2012, the Board of Airport Commissioners (BOAC) adopted the Small Business Enterprise (SBE) program to replace the Minority/Women/Other Business Enterprise (M/W/OBE) program.</p> <p>In addition, pursuant to United States Code of Federal Regulations Title 49—Transportation, Subtitle A, Part 26 (49 CFR 26), Executive Directive No. 2001-26 of Mayor Richard Riordan and the Provisions of Resolution No. 19765 of the Board of Airport Commissioners, it is LAWA's policy to provide Disadvantaged Business Enterprises (DBE) firms an equal opportunity to participate in the performance on all LAWA contracts and concession agreements. As such, LAWA will ensure that there is no discrimination against small and disadvantaged businesses in the solicitation process on LAWA's federally-funded projects at LAWA's concession opportunities at LAX terminals.</p> <p>The Procurement Services Division, in conjunction with the project team, sets SBE and DBE goals for each contract over \$150,000. The selected contractor submits a certain level of business enterprise participation pledge which meets or exceeds the individual goal. There is a penalty if the contractor fails to meet the SBE mandatory goal percentage.</p> <p>Procurement Services Division monitors LAWA's contracts with business enterprise goals. Although the M/W/OBE program has been suspended, Procurement Services Division still monitors the M/W/OBE participation of all prime contractors.</p> <p>The federal Airport Concessions Disadvantaged Business Enterprise (ACDBE) program is included in LAWA's concession agreements, as required by the FAA. This program offers contracting opportunities at airports for certified disadvantage businesses with at least 51 percent ownership by a socially or economically disadvantaged individual(s).</p>

Table 2-1 Summary of General Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
EJ-4	Community Mitigation Monitoring	LAWA continues to provide stakeholders with direct access to applicable LAX Master Plan projects through its website at https://www.lawa.org/en/lawa-our-lax .
BIOTIC COMMUNITIES		
MM-BC-8	Replacement of Habitat Units	<p>In February 2020, LAWA issued a contract to Polytechnique and their subcontractor, Wildlands Conservation Science, to prepare a comprehensive Master Restoration Plan (Plan) for the LAX Dunes. This Plan will include detailed guidance for restoring the remaining 29.8 acres of dunes' habitat, as required under MM-BC-8.</p> <p>Due to the Covid-19 pandemic there were delays in completion of the Plan. LAWA anticipates a final Plan and commencement of the remaining dunes' habitat restoration in 2021.</p>
ENDANGERED AND THREATENED SPECIES		
MM-ET-1	Riverside Fairy Shrimp Habitat Restoration	<p>In 2019, LAWA's biological consultants evaluated five prospective conservation alternatives and five potential receiver sites for the soil (removed from LAX) containing Riverside Fairy Shrimp (RFS) cysts. Only three of the sites were deemed viable for the RFS soil.</p> <p>In 2020, LAWA's biological consultants CDM Smith and Glenn Lukos Associates, Inc., discovered a new potential location (Peterson Ranch) that may satisfy some, if not all, of the required mitigation under MM-ET-1. As of fourth quarter 2020, LAWA's consultants were preparing a memo detailing the Peterson Ranch sites to be submitted to U.S. Fish and Wildlife Service (USFWS) for their review/ determination if Peterson Ranch and/or a combination of the remaining three viable sites would satisfy this mitigation requirement.</p>
LAW ENFORCEMENT		
LE-1	Routine Evaluation of Manpower and Equipment Needs	LAWA's Police Department (Los Angeles Airport Police or APD) monitors and evaluates law enforcement needs at LAX on an ongoing basis and adjusts law enforcement assignments and services at LAX accordingly. The ongoing monitoring and adjustments include officers, administrative staff, and equipment. Operational meetings are conducted regularly, and steps are taken to adjust resources as needed. In addition, LAWA's Construction and Logistics Management (CALM) team is responsible for coordinating with APD to

Table 2-1 Summary of General Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report	
Mitigation Measure	
Status	
	ensure adequate law enforcement services associated with LAX construction projects. In 2020, no additional APD staffing was required in conjunction with construction projects (e.g., at airfield access posts used by construction vehicles).

Table 2-2 Summary of General Mitigation Measures in the 2020 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
AIR QUALITY		
AQ-2	School Air Filters	In 2018, LAWA requested guidance from FAA on whether LAWA could fund this measure consistent with revenue diversion rules. LAWA has discussed this measure with the FAA in subsequent years, but did not receive a formal response in 2020.
BIOTIC COMMUNITIES		
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area	This measure was not applicable during the 2020 reporting period. LAWA did not conduct any construction or stockpiling within 100 feet of a state-designated sensitive habitat during the reporting period.
MM-BC-2	Conservation of Floral Resources: Lewis' Evening Primrose	This measure was not applicable during the 2020 reporting period. LAWA did not initiate construction of the north runways, during the reporting period, or have plans to do so with five years.
MM-BC-13	Replacement of State-Designated Habitats	This measure was not applicable during the 2020 reporting period. LAWA did not install navigational aids or associated service roads associated with the LAX Master Plan runway improvements during the reporting period.
ENDANGERED AND THREATENED SPECIES		
MM-ET-4	El Segundo Blue Butterfly Conservation: Habitat Restoration	This measure was not applicable during the 2020 reporting period. LAWA did not install navigational aids or associated service roads associated with the LAX Master Plan runway improvements during the reporting period.

Table 2-3 Summary of General Mitigation Measures Completed in 2020 Period		
Mitigation Measure		Status
BIOTIC COMMUNITIES		
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area Construction Avoidance	WAMA Delta Hangar construction, including construction of the related GSE maintenance facility, was located within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. In 2020, LAWA continued to avoid the El Segundo Blue Butterfly Habitat Restoration Area and implemented watering or other dust control measures (see MM-ET-3 below and LAX-AQ-1a and LAX-AQ-2b in Table 4-1 below).
ENDANGERED AND THREATENED SPECIES		
MM-ET-3	El Segundo Blue Butterfly Conservation: Dust Control	LAWA did not grade or stockpile soil within 100 feet of occupied habitat of the El Segundo Blue Butterfly as part of the LAX Master Plan in 2020. Although construction at the WAMA project site occurred within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area in 2020, LAWA implemented frequent watering of active construction areas and other dust control measures with the goal to reduce fugitive dust emissions by 90 to 95 percent (see LAX-AQ-1a and LAX-AQ-2b in Table 4-1 below).

3 Bradley West Project Mitigation Measures for the Reporting Period

On September 21, 2009, the City of Los Angeles certified the Bradley West Project (BWP) FEIR and approved the project’s MMRP. The BWP MMRP dated September 2009, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The BWP is a component of the LAX Master Plan. As of 2016, LAWA had implemented all major components of the BWP as initially proposed. In 2017, LAWA initiated construction of a component of the BWP known as the Baggage Optimization Project. The Baggage Optimization Project component was evaluated in an Addendum to the BWP EIR, prepared in 2016. The construction staging and laydown area for the Baggage Optimization Project is within the general boundaries of the project site. The construction activities that occurred within the 2020 reporting period included completion of all necessary improvements.

Following are the LAX Master Plan and project specific mitigation measures that were implemented in 2020 in association with the Baggage Optimization Project. Measures are shown by resource and mitigation measure as presented in the MMRP. The mitigation measures that are still applicable are identified as “implemented; continuing to monitor and report” (Table 3-1) or “no action was required at that time” (Table 3-2).

Table 3-1 Summary of BWP Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
MM-ST (BWP)-6	Modify the Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #71)	As the intersection is within Caltrans’ jurisdiction, Caltrans must approve the design plan. In 2020, LAWA received Caltrans’ approval of the design plans and began the procurement phase of the project in November 2020.

Table 3-2 Summary of BWP Mitigation Measures in the 2020 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
MM-ST (BWP)-5	Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection #10)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 20.7 million annual international passengers. In 2020, approximately 4.3 million international passengers traveled through TBIT. Therefore, there was no action required at that time.
MM-ST (BWP)-7	Modify the Intersection of La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #96)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 20.7 million annual international passengers. In 2020, approximately 4.3 million international passengers traveled through TBIT. Therefore, there was no action required at that time.
MM-ST (BWP)-8	Modify the Intersection of La Tijera Boulevard and Sepulveda Boulevard (Intersection #101)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 18.7 million annual international passengers. In 2020, approximately 4.3 million international passengers traveled through TBIT. Therefore, there was no action required at that time.
MM-ST (BWP)-9	Modify the Intersection of Sepulveda Boulevard and 76th/77th Street (Intersection #136)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 19.7 million annual international passengers. In 2020, approximately 4.3 million international passengers traveled through TBIT. Therefore, there was no action required at that time.

4 West Aircraft Maintenance Area Mitigation Measures for the Reporting Period

On March 18, 2014, the Los Angeles City Council certified the FEIR for the LAX West Aircraft Maintenance Area (WAMA) and approved the MMRP. The WAMA MMRP dated February 2014, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The WAMA Project includes the development of approximately 84 acres in the southwestern portion of the airfield, including development of approximately 68 acres of the 84 acres with taxiways and aircraft parking apron areas, maintenance hangars, employee parking, service roads, and ancillary facilities. The first phase of the WAMA project, including the Qantas Hangar and the aircraft parking area, service road and taxiway, was completed in 2016. In 2017, the construction of a second hangar for Delta Air Lines – referred to as the “Delta Hangar” – was started. Construction of the Delta Hangar and an associated (adjacent) Ground Support Equipment (GSE) building were completed in the 2020 reporting period.

LAWA did not implement the westerly extension of Taxiway C in 2020. Therefore, no mitigation measures associated with that activity were applicable during the 2020 reporting period.

Table 4-1 lists the LAX Master Plan and project specific mitigation measures that were implemented in 2020 in association with the Delta Hangar and associated GSE building, Table 4-2 lists the measures that were not applicable in the 2020 reporting period, and Table 4-3 lists the measures completed in 2020 in association with the Delta Hangar and associated GSE building. Measures are shown by resource and mitigation measure as presented in the MMRP.

Table 4-1 Summary of WAMA Measures in the 2020 Monitoring Period Implemented; Continuing to Monitor and Report		
Mitigation Measure		Status
PROJECT DESIGN FEATURES		
WAMA-PDF-1	Quarterly Reporting	LAWA leased the aircraft parking area in front of the blast fence to Delta Airlines in May 2017. LAWA requires Delta to comply with the requirements outlined in the LAX Master Plan MMRP. In addition, Delta must record all Delta aircraft that use the blast fence for aircraft run ups. All other airlines must request the use of the blast fence through LAWA Airport Operations.
WAMA-PDF-2	APU Usage While Aircraft is Parked	LAWA requires tenants of the WAMA site to abide by the requirements in this mitigation measure concerning the use of APUs. LAWA's Airfield

Table 4-1 Summary of WAMA Measures in the 2020 Monitoring Period Implemented; Continuing to Monitor and Report		
Mitigation Measure		Status
		Operations was not aware of any non-compliance issues in 2020 related to this measure.
WAMA-PDF-3	Aircraft Taxiing	LAWA requires that aircraft traveling to or from WAMA during nighttime hours are not taxiing under their own power without LAWA approval. LAWA's Airfield Operations did not note any violations of this measure in 2020.
WAMA-PDF-4	Aircraft Engine Ground Run-Ups	LAWA leased the WAMA aircraft parking area in front of the blast fence to Delta airlines in May 2017. LAWA requires Delta to comply with all WAMA restrictions. All other airlines must request the use of the blast fence through LAWA Airport Operations. Use of the blast fence complied with this measure.
WAMA-PDF-5	Use of WAMA Site	LAWA included a requirement in WAMA leases that the Lessee comply with applicable Los Angeles International Airport West Aircraft Maintenance Area Project Design Features, including WAMA-PDF-5. LAWA did not note any violations of this measure.
WAMA-PDF-6	Automated Run-Up Monitoring System	LAWA installed a ground run-up monitoring system at WAMA in 2015. Information is accessible via LAWA's website at www.lawa.org/laxwamagru/ .

Table 4-2 Summary of WAMA Measures in the 2020 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
ST-9	Construction Deliveries	Not applicable during the 2020 reporting period.
AIR QUALITY		
LAX-AQ-1: General Air Quality Control Measures		
LAX-AQ-1c	Post of publicly visible sign	Not applicable during the 2020 reporting period.
LAX-AQ-2: Construction-Related Control Measures		
LAX-AQ-2c	Pave Construction Access Roads	Not applicable during the 2020 reporting period.
LAX-AQ-2f	Utilize on-site rock crushing facility	Not applicable during the 2020 reporting period.
LAX-AQ-2l	Locate rock crusher and stockpiles away from residents	Not applicable during the 2020 reporting period.
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4f	Available and sufficient infrastructure for alternative fueled vehicles and equipment	Not applicable during the 2020 reporting period.
ARCHAEOLOGICAL RESOURCES		
ARCHAEO-1	Untitled	Not applicable during the 2020 reporting period.
PALEONTOLOGICAL RESOURCES		
PALEO-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan: (PMTP)	Not applicable during the 2020 reporting period.
PALEO-2	Construction Personnel Briefing	Not applicable during the 2020 reporting period.
HAZARDS AND HAZARDOUS MATERIALS		
HM-1	Ensure Continued Implementation of Existing Remediation Efforts	Not applicable during the 2020 reporting period.
HM-2	Handling of Contaminated Materials Encountered During Construction	Not applicable during the 2020 reporting period.
MM-HAZ (WAMA)-1	Abandoned/Plugged Oil Wells	Not applicable during the 2020 reporting period.
CONSTRUCTION		
C-2	Construction Personnel Airport Orientation	Not applicable during the 2020 reporting period.

Table 4-3 Summary of WAMA Mitigation Measures Completed in the 2020 Monitoring Period		
Mitigation Measure		Status
AIR QUALITY		
LAX-AQ-1: General Air Quality Control Measures		
<i>LAX-AQ-1a</i>	Water twice daily	The only unpaved areas remaining on the WAMA site which required dust control (i.e., watering) were around the eastern and southern edges of the new GSE building. While these areas were not notable sources of dust (i.e., they were compacted soils awaiting to be paved after placement of utilities lines), they were periodically watered when necessary to prevent any dust generation, given their proximity to aircraft in the nearby apron area. LAWA's mitigation monitors did not observe any dust generation at the site during periodic site inspections.
<i>LAX-AQ-1b</i>	Ultra-low sulfur diesel in construction equipment	Ultra-low sulfur diesel (ULSD) fuel is the only type diesel fuel commercially available in California.
<i>LAX-AQ-1d</i>	Cover or treat all ground surfaces prior to final occupancy	In 2020, the contractor paved all remaining areas including the Delta Hangar-adjacent GSE building. This paving fulfilled the mitigation requirement to cover ground surfaces prior to occupancy.
<i>LAX-AQ-1e</i>	Complete paved surfaces as soon as possible	In 2020, the contractor paved the Delta Hangar area including the adjacent GSE site upon completion of construction.
<i>LAX-AQ-1f</i>	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	LAWA instructed vehicle operators that no vehicle idling was permitted in excess of 5 minutes during periods of non-active vehicle use, and LAWA's monitors did not observe any violations pertaining to excessive equipment idling during periodic site inspections.
<i>LAX-AQ-1g</i>	Maintain on-site construction equipment	LAWA mitigation monitoring staff did not observe any onsite equipment that appeared to be malfunctioning; all equipment appeared to be properly maintained.
LAX-AQ-2: Construction-Related Control Measures		
<i>LAX-AQ-2a</i>	Outfit construction diesel-fueled equipment with the best available emission control devices	The MMRP requirement for the WAMA project requires off-road equipment to have Tier 3 engines and on-road haul trucks with a gross vehicle weight rating (GVWR) of at least 19,500 pounds to be 2007 or newer. The vast majority of equipment and trucks used in 2020 were Tier 4 and 2010 or newer, respectively, which, by design, incorporated best available emissions control devices that serve to minimize Particulate Matter (PM) and Nitrogen Oxide (NOx) emissions. The WAMA project did not use on-road trucks older than 2007 in 2020.
<i>LAX-AQ-2b</i>	Water three times daily	The only unpaved areas remaining on the WAMA site which required dust control (i.e., watering) were around the eastern and southern edges of the new GSE building. While these areas were not notable

Table 4-3 Summary of WAMA Mitigation Measures Completed in the 2020 Monitoring Period		
Mitigation Measure		Status
		sources of dust (i.e., they were compacted soils awaiting to be paved after placement of utilities lines), they were periodically watered when necessary to prevent any dust generation, given their proximity to aircraft in the nearby apron area. LAWA monitors did not observe any dust generation at the site during periodic site inspections.
LAX-AQ-2d	Have construction employees work/commute during the off-peak hours to the extent feasible	Construction employees worked/commuted during off peak hours to the extent feasible. Standard construction shift hours did not coincide with the heaviest commuter traffic periods during the 2020 reporting period – workers typically arrived before 7:00 am and departed by approximately 3:30 pm.
LAX-AQ-2e	Make on-site lunch trucks available during construction	Lunch trucks visited a nearby location on the northeast corner of World Way West and Maintenance Road on a regular basis.
LAX-AQ-2g	Provide electricity from power poles and portable generators using clean-burning diesel	In 2020, project-related construction did not require the use of portable generators.
LAX-AQ-2h	Suspend use of construction equipment during second stage smog alert	Not applicable during the 2020 reporting period because there were no second stage smog alerts in 2020.
LAX-AQ-2i	Use construction equipment having the minimum practical engine size	The Delta Air Lines' lease requires utilization of construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). There were no reported violations and LAWA was not aware of any violations in 2020.
LAX-AQ-2j	Prohibit construction equipment engine tampering	The Delta Air Lines lease prohibits tampering with construction equipment to increase horsepower or to defeat emission control devices. There were no reported violations and LAWA was not aware of any violations in 2020.
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures	A number of people were responsible for ensuring implementation of all components of the construction-related measures, including contractor personnel, and LAWA inspectors and mitigation monitors. Monitoring included direct inspections, reviews of monthly reports, and investigation of complaints.

Table 4-3 Summary of WAMA Mitigation Measures Completed in the 2020 Monitoring Period		
Mitigation Measure		Status
LAX-AQ-2m	Provide infrastructure for alternative-fueled vehicles	Sweepers are fueled by alternative fuels (compressed natural gas [CNG]). In addition, many staff vehicles and some construction contractor vehicles are alternative-fueled vehicles. There is sufficient infrastructure available in the immediate LAX area to provide fuel to these alternatively fueled vehicles, including four public alternative fuel stations within two and a half miles of the airport, as well as CNG fueling stations at the LAX LAWA Maintenance Area for LAWA vehicles.
LAX-AQ-2n	On-road trucks with a gross vehicle weight rating of at least 19,500 pounds shall comply with USEPA 2007 on-road emission standards	LAWA required all construction equipment to be reviewed and approved by LAWA monitors prior to being allowed to operate at the airport. All on-road trucks with a gross vehicle weight rating of at least 19,500 pounds comply with USEPA 2010 on-road emission standards for Particulate Matter 10 (PM ₁₀) and Nitrogen Oxides (NO _x).
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4a	GSE Conversion	In April 2015, BOAC adopted a GSE Emissions Reduction Policy to reduce emissions, which LAWA updated in November 2019. In order to comply with the GSE policy, GSE users are required to convert to electric GSE, other alternative-fueled GSE, or ultra-low nitrogen oxide-emitting GSE. Therefore, GSE conversion mitigation was effectively completed through adoption and implementation of this policy.
LAX-AQ-4e	Conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance	In April 2015, BOAC adopted a GSE Emissions Reduction Policy to reduce emissions, which LAWA updated in November 2019. In 2017, LAWA's existing LAX Alternative Fuel Vehicle Requirement Program underwent revisions to accelerate attainment of emissions reductions. In order to comply with the GSE policy, GSE sweepers are required to be converted to electric GSE, other alternative-fueled GSE, or ultra-low nitrogen oxide-emitting sweepers. Therefore, sweeper conversion mitigation was effectively completed through LAWA's adoption and implementation of these policies.
MM-AQ (WAMA)-1	On-Road Trucks	The Delta Hangar component of the WAMA project required new/additional diesel construction equipment in 2020 that was not reviewed/cleared in prior years. All construction equipment was subject to review and approval by LAWA monitors prior to being allowed to operate at the airport. All on-road trucks with a gross vehicle weight rating of at least 19,500 pounds complied with USEPA 2010 on-road emission standards for PM ₁₀ and NO _x .

Table 4-3 Summary of WAMA Mitigation Measures Completed in the 2020 Monitoring Period		
Mitigation Measure		Status
CONSTRUCTION		
C-1	Establishment of a Ground Transportation/Construction Coordination Office	In 2020, the CALM team (referenced in measure LE-1 above) and LAWA monitors worked with the Delta Hangar project staff and contractors to coordinate deliveries, monitor traffic conditions, and monitor and enforce delivery times and routes. There were no detours required for the Delta Hangar component of the WAMA project during the 2020 reporting period.
SURFACE TRANSPORTATION		
ST-12	Designated Truck Delivery Hours	LAWA inspectors and mitigation monitors strictly enforced truck delivery hours and did not receive any truck waiver requests in 2020.
ST-14	Construction Employee Shift Hours	LAWA approved construction employee shift hours at the initiation of construction. LAWA inspectors and construction monitors periodically checked shift hours during the reporting period.
ST-16	Designated Haul Routes	LAWA designated haul routes at the initiation of project construction. LAWA inspectors and construction monitors periodically checked for contractor compliance with haul route requirements during the reporting period.
ST-17	Maintenance of Haul Routes	The Los Angeles Department of Public Works, Bureau of Street Services resurfaced westbound Imperial Highway in the City of Los Angeles from Aviation Boulevard to Vista Del Mar in 2018 and eastbound Imperial Highway between Sepulveda Boulevard and Aviation Boulevard in 2018. The haul routes did not require additional maintenance in 2020.
ST-18	Construction Traffic Management Plan	Prior to the initiation of the WAMA project, the contractor developed a Construction Traffic Management Plan, which the CALM team reviewed. LAWA inspectors and construction monitors monitored construction traffic, including haul routes, delivery hours, construction employee shift hours, construction employee parking locations, and other considerations.
ST-22	Designated Truck Routes	LAWA designated truck routes at the initiation of project construction. LAWA inspectors and construction monitors checked construction traffic, including truck routes, during the reporting period.

5 Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

On July 21, 2014, the Los Angeles City Council certified the FEIR for the Midfield Satellite Concourse (MSC). The MSC MMRP, dated June 2014, is available online under LAX Master Plan Documents at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. A portion of the MSC, recently completed and renamed the West Gates at Tom Bradley Terminal, consists of a concourse, a gateway building to facilitate passenger transition from the Tom Bradley International Terminal to the underground walkway connecting the international terminal and the new concourse, aircraft parking aprons, taxiways/lanes, a ramp tower, utilities, and tunnels between Tom Bradley International Terminal and MSC for conveyance systems for passengers, baggage, and utilities. In 2020, the main MSC component being constructed was the northern section of the Concourse and Associated Improvements (i.e., Gateway and Far East Tunnel), which was largely completed with the only remaining improvements being the interior “fit out” (concessionaire spaces, interior signage, plumbing and electrical fixtures, etc.). None of the measures in the MMRP applied to this work in 2020.

Following are those LAX Master Plan and project-specific mitigation measures associated with the MSC that were implemented in 2020 (Table 5-1) and those measures for which no action was required in the 2020 monitoring period (Table 5-2). Measures are shown by resource and mitigation measure as presented in the MMRP.

Table 5-1 Summary of MSC Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
AIR QUALITY		
LAX-AQ-1: General Air Quality Control Measures		
LAX-AQ-1a	Water twice daily	In 2020, the unpaved areas remaining on the recently completed portion of the MSC site, (the West Gates at Tom Bradley), which required dust control (i.e., watering) were a few pockets of apron area that were previously completed but needed replacement. While these areas were not notable sources of dust (i.e., the areas where concrete was removed were underlain by base material [i.e., crushed rock] and not loose soil), they were periodically watered when necessary to prevent any dust generation, given their proximity to aircraft operating in nearby areas. LAWA monitors did not observe any dust generation at the site during periodic site inspections.

Table 5-1 Summary of MSC Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
LAX-AQ-1b	Ultra-low sulfur diesel in construction equipment	Ultra-low sulfur diesel (ULSD) fuel is the only fuel commercially available in California.
LAX-AQ-1d	Cover or treat all ground surfaces prior to final occupancy	In 2020, the contractor paved all of the remaining unstabilized areas of the recently completed portion of the MSC site (the West Gates at Tom Bradley), including the areas adjacent to the completed concourse areas. This paving fulfilled the mitigation requirement to cover ground surfaces prior to occupancy.
LAX-AQ-1e	Complete paved surfaces as soon as possible	In 2020, the contractor paved all of the remaining unstabilized areas of the recently completed portion of the MSC site (the West Gates at Tom Bradley), including the areas adjacent to the completed concourse areas.
LAX-AQ-1f	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	LAWA instructed vehicle operators that no vehicle idling was permitted in excess of 5 minutes during periods of non-active vehicle use and LAWA monitors did not observe any violations pertaining to excessive equipment idling during periodic site inspections.
LAX-AQ-1g	Maintain on-site construction equipment	LAWA mitigation monitoring staff did not observe any onsite equipment that appeared to be malfunctioning; all equipment appeared to be properly maintained.
LAX-AQ-2: Construction-Related Control Measures		
LAX-AQ-2a	Outfit construction diesel-fueled equipment with the best available emission control devices	LAWA complied with provisions relating to diesel-fueled equipment and vehicles through implementation of MM-AQ (MSC)-1.
LAX-AQ-2b	Water three times daily	In 2020, the only unpaved areas remaining on the recently completed portion of the MSC site (the West Gates at Tom Bradley), which required dust control (i.e., watering) were a few pockets of apron area that were previously completed but needed replacement. While these areas were not notable sources of dust (i.e., the areas where concrete was removed were underlain by base material [i.e., crushed rock] and not loose soil), they were periodically watered when necessary to prevent any dust generation, given their proximity to aircraft operating in nearby areas. LAWA monitors did not observe any dust generation at the site during periodic site inspections.
LAX-AQ-2d	Have construction employees work/commute during the off-peak hours to the extent feasible	Construction employees worked/commuted during off peak hours to the extent feasible. Standard construction shift hours did not coincide with the heaviest commuter traffic periods during the 2020 reporting period.
LAX-AQ-2e	Make on-site lunch trucks available during construction	Lunch trucks visited sites near the various MSC construction activity areas, as well as the construction site office located near World Way West on a regular basis.
LAX-AQ-2g	Provide electricity (for stationary sources) from	In 2020, project-related construction did not require the use of portable generators.

Table 5-1 Summary of MSC Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
	power poles and portable generators using clean-burning diesel	
LAX-AQ-2i	Use construction equipment having the minimum practical engine size	The MSC construction specifications require use of construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). There were no reported violations and LAWA was not aware of any violations in 2020.
LAX-AQ-2j	Prohibit construction equipment engine tampering	The MSC construction specifications prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices. There were no reported violations and LAWA was not aware of any violations in 2020.
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures	A number of people were responsible for ensuring implementation of all components of the construction-related measures, including contractor personnel, LAWA inspectors and mitigation monitors. Monitoring included direct inspections, reviews of monthly reports, and investigation of complaints.
LAX – AQ-2l	Locate rock crushers and stockpiles away from residents	LAWA did not use rock crushers for the MSC in 2020.
LAX-AQ-2m	Provide infrastructure for alternative-fueled vehicles	Some of the construction equipment is fueled by alternative fuels (compressed natural gas). In addition, many staff vehicles and some construction contractor vehicles are alternative-fueled vehicles. There is sufficient infrastructure available in the immediate LAX area to provide fuel to these alternatively-fueled vehicles, including four public alternative fuel stations within two and a half miles of the airport as well as CNG fueling stations at the LAX LAWA Maintenance Area for LAWA vehicles
MM-AQ (MSC)-1	On-Road Trucks & Off-Road Equipment	For on-road vehicles associated with the MSC in 2020, LAWA evaluated 481 trucks, and rejected thirty (30) vehicles for failure to comply with MM-AQ (MSC)-1 requirements. The remaining 451 on-road vehicles met or exceeded the EPA 2007 standards and were equipped with a factory installed VDECS. Relative to off-road diesel equipment associated with the MSC, a total of 531 pieces of construction equipment have undergone independent monitoring. Four hundred eighty-seven (487) were certified by the US EPA as compliant with Tier 4 or Tier 4-Interim Emissions Standards – this equipment was configured with a factory-installed diesel emission control system. One hundred six (106) pieces of equipment were equipped with small displacement engines and LAWA determined that these did not have a VDECS available at the time construction commenced.

Table 5-1 Summary of MSC Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4a	GSE Conversion	In April 2015, BOAC adopted a GSE Emissions Reduction Policy to reduce emissions, which LAWA updated in November 2019. In order to comply with the GSE policy, GSE users are required to convert to electric GSE, other alternative-fueled GSE, or ultra-low nitrogen oxide-emitting GSE. Therefore, GSE conversion mitigation was effectively completed through adoption and implementation of this policy.
LAX-AQ-4e	Conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance	In April 2015, BOAC adopted a GSE Emissions Reduction Policy to reduce emissions, which LAWA updated in November 2019. In order to comply with the GSE policy, GSE sweepers are required to be converted to electric GSE, other alternative-fueled GSE, or ultra-low nitrogen oxide-emitting sweepers. Therefore, sweeper conversion mitigation was effectively completed through LAWA's adoption and implementation of these policies.
HAZARDS AND HAZARDOUS MATERIALS		
MM-HM (MSC)-2	Hazardous Materials Contingency Plan	LAWA's construction contract specifications for the MSC included provisions for addressing hazardous materials should they be unexpectedly encountered during construction, and required the contractor to prepare a Hazardous Materials Management Plan.
MM-HM (MSC)-3	Hazardous and Solid Waste Disposal	The contractor did not encounter hazardous materials in 2020.
CONSTRUCTION		
C-1	Establishment of a Ground Transportation/Construction Coordination Office	In 2020, LAWA's Construction and Logistics Management (CALM) team and LAWA monitors worked with the MSC Project staff and contractors to coordinate construction traffic during the reporting period. The CALM team successfully coordinated these activities and there were no notable MSC related construction traffic problems, nor were there any detours required for the MSC Project during the 2020 reporting period.
C-2	Construction Personnel Airport Orientation	Pre-construction meetings were held for the MSC project in 2015 to make contractors aware of parking areas, construction staging areas, and construction policies. The information and requirements from those meetings were carried into the 2020 construction activities.
SURFACE TRANSPORTATION		
ST-9	Construction Deliveries	Lane closures were not required for construction deliveries in 2020.
ST-12	Designated Truck Delivery Hours	LAWA inspectors and mitigation monitors strictly enforced truck deliveries. In 2020, LAWA granted waivers for concrete deliveries (for large pours that could not be interrupted). Although LAWA granted these waivers during peak hours, the deliveries were minimal and did not contribute to peak hour congestion.

Table 5-1 Summary of MSC Mitigation Measures in the 2020 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
ST-14	Construction Employee Shift Hours	LAWA approved construction employee shift hours at the initiation of construction. LAWA inspectors and construction monitors checked shift hours during the reporting period.
ST-16	Designated Haul Routes	LAWA designated haul routes at the initiation of project construction. LAWA inspectors and construction monitors periodically checked for contractor compliance with haul route requirements during the reporting period.
ST-17	Maintenance of Haul Routes	Maintenance of haul routes was not required in 2020.
ST-18	Construction Traffic Management Plan	Prior to the initiation of construction of the MSC, the contractor developed a Construction Traffic Management Plan, which the CALM team reviewed. LAWA inspectors and construction monitors monitored construction traffic, including haul routes, delivery hours, construction employee shift hours, construction employee parking locations, and other considerations.
ST-19	Closure Restrictions of Existing Roadways	The project did not require any closure restrictions of existing roadways in 2020.
ST-22	Designated Truck Routes	LAWA designated truck routes at the initiation of project construction. LAWA inspectors and construction monitors checked construction traffic, including truck routes, during the reporting period.

Table 5-2 Summary of MSC Mitigation Measures in the 2020 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
AIR QUALITY		
MM-AQ-3	Transportation-Related Mitigation Measures	Not applicable during the 2020 reporting period.
LAX-AQ-1: General Air Quality Control Measures		
LAX-AQ-1c	Post of publicly visible sign	Not applicable during the 2020 reporting period.
LAX-AQ-2: Construction-Related Control Measures		
LAX-AQ-2c	Pave Construction Access Roads	Not applicable during the 2020 reporting period.
LAX-AQ-2f	Utilize on-site rock crushing facility	Not applicable during the 2020 reporting period.
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4b	Passenger Gate Electrification	Not applicable during the 2020 reporting period.
LAX-AQ-4f	Available and sufficient infrastructure for alternative fueled vehicles and equipment	Not applicable during the 2020 reporting period.
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES		
MM-HA (MSC)-1	Conformance with LAX Master Plan Archaeological Treatment Plan	Not applicable during the 2020 reporting period.
MM-HA-5	Monitoring of Excavation Activities	Not applicable during the 2020 reporting period.
MM-HA-6	Excavation and Recovery	Not applicable during the 2020 reporting period.
MM-HA-8	Archaeological/Cultural Monitor Report	Not applicable during the 2020 reporting period.
MM-HA-9	Artifact Curation	Not applicable during the 2020 reporting period.
MM-HA-10	Archaeological Notification	Not applicable during the 2020 reporting period.
MM-PA-1	Paleontological Qualification and Treatment Plan	Not applicable during the 2020 reporting period.

Table 5-2 Summary of MSC Mitigation Measures in the 2020 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
MM-PA-2	Paleontological Authorization	Not applicable during the 2020 reporting period.
MM-PA-3	Paleontological Monitoring Specifications	Not applicable during the 2020 reporting period.
MM-PA-4	Paleontological Resources Collection	Not applicable during the 2020 reporting period.
MM-PA-5	Fossil Preparation	Not applicable during the 2020 reporting period.
MM-PA-6	Fossil Donation	Not applicable during the 2020 reporting period.
MM-PA-7	Paleontological Reporting	Not applicable during the 2020 reporting period.
MM-PA (MSC)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan	Not applicable during the 2020 reporting period.
MM-PA (MSC)-2	Construction Personnel Briefing	Not applicable during the 2020 reporting period.
HAZARDS AND HAZARDOUS MATERIALS		
MM-HM (MSC)-1	Asbestos-Containing Materials and Lead Based Paint	Not applicable during the 2020 reporting period.
SURFACE TRANSPORTATION		
MM-ST (MSC)-1	Restripe Manchester Avenue at Sepulveda Boulevard	Implementation of this measure is to occur when the construction peak hour volume/capacity reaches 0.843. Based on traffic counts recorded on Friday, August 21, 2020, this intersection was operating with a volume/capacity of 0.493 and a Level of Service A during the PM peak hour. This is better than the 0.843 volume/capacity level that would trigger this measure. Therefore, no action was required.
PUBLIC SERVICES – FIRE PROTECTION		
FP-1	LAFD Design Recommendations	Not applicable during the 2020 reporting period.

APPENDIX A

NON-PROJECT SPECIFIC/GENERAL MITIGATION MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NOT APPLICABLE

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
NOISE	
MM-N-5	Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory
LAND USE	
LU-1	Incorporation of City of Los Angeles Ordinance No. 159,526 (Q) Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project
LU-2	Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion
LU-4	Neighborhood Compatibility Program
MM-LU-3	Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn
MM-LU-5	Upgrade and Expand Noise Monitoring Program
SURFACE TRANSPORTATION	
MM-ST-14	Ground Transportation/ Construction Coordination Office Outreach Program
AIR QUALITY	
AQ-1	Air Quality Source Apportionment Study
AQ-3	Mobile Health Research Lab
MM-AQ-1	LAX Master Plan – Mitigation Plan for Air Quality (Framework)
MM-AQ-2	Construction-Related Mitigation Measures
MM-AQ-3	Development of New FlyAway Capacity
MM-AQ-3	Public Outreach Program for FlyAway Service
MM-AQ-4	Operations-Related Mitigation Measures
HYDROLOGY AND WATER QUALITY	
HWQ-1	Conceptual Drainage Plan
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES	
HR-1	HR-1 Preservation of Historic Resources Engage qualified architectural historian or historic architect when Soundproofing in Morningside Park Neighborhood
MM-HA-4	Discovery
BIOTIC COMMUNITIES	
MM-BC-3	Conservation of Floral Resources: Mature Tree Replacement
MM-BC-9	Conservation of Faunal Resources <i>Special status species</i>
SOLID WASTE	
SW-1	Implement an Enhanced Recycling Program
CONSTRUCTION	
C-1	Establishment of a Ground Transportation/Construction Coordination Office
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS	
DA-2	Update and Integrate Design Plans and Guidelines
HAZARDOUS MATERIALS	
HM-2	Handling of Contaminated Materials Encountered During Construction
WATER	
W-2	Enhance Existing Water Conservation Program

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
NOISE		
MM-N-4	Update the Aircraft Noise Abatement Program Elements as applicable to adapt to the future Airfield configuration	No runway relocations will be done as part of the Master Plan; therefore, this mitigation measure no longer applies.
MM-N-11	Automated People Mover (APM) Noise Assessment and Control	Subsequent to the adoption of the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP), LAWA refined the alignment of the Automated People Mover (APM). Noise impacts associated with the refined alignment were evaluated in the LAX Landside Access Modernization Program EIR. As stated in that EIR, with implementation of the APM, transit noise impacts would be less than significant at all locations, including at the Courtyard by Marriott and the Four Points Sheraton hotels. Therefore, this mitigation measure no longer applies.
LAND USE		
LU-5	Comply with City of Los Angeles Transportation Element Bicycle Plan	<p>The City of Los Angeles approved the 2010 Bicycle Master Plan (independent of Los Angeles World Airports [LAWA]) in March 2011. The Bicycle Master Plan was subsequently incorporated into the Mobility Plan 2035 and is no longer a stand-alone plan.</p> <p>Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Northside Project and LAX Landside Access Modernization Program were approved. The LAX Northside MMRP incorporates this measure as well as other project-specific measures regarding bicycle facilities. Therefore, compliance with this measure relative to this portion of the airport property will be implemented and monitored in conjunction with the LAX Northside MMRP.</p> <p>Other bicycle enhancements in the Mobility Plan 2035 are located in the portion of the airport that is being developed in accordance with the LAX Landside Access Modernization Program.</p>

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
MM-LU-4	Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	The South Airfield Improvement Project (SAIP) was LAWA's first LAX Master Plan project, and moved Runway 7R/25L approximately 55 feet south of its centerline. The Transportation Research Board's Airport Cooperative Research Program (ACRP) 2017 study entitled "Evaluating the Impact of Aviation Noise on Learning" in 2017, and the ACRP-funded follow-up research, entitled, "Assessing Aircraft Noise Conditions Affecting Student Learning – Case Studies (2017)," which performed the same analysis required for MM-LU-3. These studies did not reach any significant conclusions regarding the effects of aircraft noise on student behaviors. In addition, LAWA will not be relocating additional runways as part of the Master Plan. Therefore, this mitigation measure is no longer applicable.
SURFACE TRANSPORTATION		
ST-2	Non-Peak CTA Deliveries	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA adopted mitigation measures associated with terminal improvements in the CTA.
ST-7	Adequate GTC, ITC, and APM Design	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013, which removed the Intermodal Transportation Center (ITC) and the Ground Transportation Center (GTC), and approved the LAX Landside Access Modernization Program in 2016, which replaced the LAX Master Plan version of the Automated People Mover (APM).
ST-8	Limited Short-Term Lane Closures.	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013, which removed the ITC and the GTC and the related roadway improvements, and approved the LAX Landside Access Modernization Program in 2016, which replaced the LAX Master Plan version of the Automated People Mover (APM).
MM-ST-1	Require CTA Construction Vehicles to Use Designated Lanes	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA adopted mitigation measures associated with terminal improvements in the Central Terminal Area (CTA).

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
MM-ST-2	Modify CTA Signage	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA adopted mitigation measures associated with terminal improvements in the CTA.
MM-ST-3	Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Landside Access Modernization Program, which replaced the LAX Master Plan ITC.
ST-20	Stockpile Locations	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016. Together, these actions modified the LAX Master Plan facilities located in the eastern portion of the airport
ST-21	Construction Employee Parking Locations	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016. Together, these actions modified the LAX Master Plan facilities located in the eastern portion of the airport.
ST-23	Expanded LAX Gateway Improvements/Greening of Impacted Communities	On November 23, 2015, LAWA received a letter from the Federal Aviation Administration (FAA) stating that airport revenues may not be used to provide funding for LAX Master Plan Commitment ST-23.
ST-24	Fair Share Contribution to Congestion Management Plan (CMP) Improvements	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Landside Access Modernization Program, which includes measures pertaining to fair-share contributions.
MM-ST-6	Add New Traffic Lanes	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities.
MM-ST-7	Restripe Existing Facilities	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
		revised the LAX Master Plan program activities.
MM-ST-8	Add ATSAC, ATCS or Equivalent	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities.
MM-ST-10	Modify Signal Phasing	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities.
MM-ST-12	Provide New Ramps Connecting I-105 to LAX Between Aviation Boulevard and La Cienega Boulevard	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013, which removed the ITC and the GTC.
MM-ST-13	Create a New Interchange at I-405 and Lennox Boulevard	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities.
MM-ST-15	Provide Fair-Share Contributions to Transit Improvements	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Landside Access Modernization Program, which includes measures pertaining to fair-share contributions to transit improvements.
MM-ST-16	Provide Fair-Share Contribution to LA County's project to extend the Marina Expressway	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013, which removed the ITC and the GTC, and approved the LAX Landside Access Modernization Program in 2016, which further revised the LAX Master Plan program construction activities.
RELOCATION OF RESIDENCES AND BUSINESSES		
RBR-1	Residential and Business Relocation Program	LAWA completed an LAX Master Plan Program, Alternative D Draft Relocation Plan in April 2004 to address proposed acquisition and relocation of properties under Alternative D of the LAX Master Plan. Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
		approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. The Alternative D Relocation Plan is no longer applicable, as there are no Master Plan projects remaining that require property acquisition in the Alternative D acquisition area.
MM-RBR-1	Phasing for Business Relocations	See RBR-1, above.
MM-RBR-2	Relocation Opportunities through Aircraft Noise Mitigation Program	See RBR-1, above. In addition, the Aircraft Noise Mitigation Program (ANMP) only applies to residential properties, while the Alternative D Relocation Plan only applies to business properties. The Alternative D relocation area does not include properties in the City of Inglewood or Los Angeles County.
HYDROLOGY AND WATER QUALITY		
MM-HWQ-1	Update Regional Drainage Facilities	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. As noted in the mitigation measure, LAWA is not responsible for implementing this mitigation measure. LAWA has evaluated the post-construction drainage conditions for ongoing and future projects to determine if regional drainage facilities should be upgraded.

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES		
HR-1	Preservation of Historic Resources	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, the International Airport Industrial District no longer will be affected by the remaining Master Plan projects.
MM-HA-1	Historic American Buildings Survey (HABS) Document	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, the International Airport Industrial District no longer will be affected by the remaining Master Plan projects. Therefore, this mitigation is no longer applicable.
MM-HA-2	Historic Educational Materials	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
		Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects. Therefore, this mitigation is no longer applicable.
MM-BC-9	Conservation of Faunal Resources <i>Western Spadefoot Toad and San Diego black-tailed jackrabbit</i>	Due to the absence of the Western Spadefoot Toad and the San Diego black-tailed jackrabbit, as reported in prior MMRP Annual Reports (see 2012 and 2013 reports), LAWA is no longer required to implement a relocation and monitoring plan associated with these species. Therefore, this portion of MM-BC-9 is no longer applicable.
SOLID WASTE		
SW-1	Implement an Enhanced Recycling Program LAX Northside/Westchester Southside	The main component of this measure has been completed – see Appendix A-1. The LAX Northside/Westchester Southside component of this measure is no longer applicable, as the LAX Northside Plan is being implemented as a stand-alone project. Measure SW-1 is included in the LAX Northside Plan MMRP, and implementation for this measure will be reported in the LAX Northside MMRP progress report.
MM-SW-1	Provide Landfill Capacity	LAWA has no jurisdiction regarding this mitigation measure which must be implemented by state, county, and local solid waste planning authorities.
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS		
DA-1	Provide and Maintain Airport Buffer Areas	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered

Table A-2 General Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
		a stand-alone project subject to separate environmental review and reporting. There are no remaining Master Plan projects that are located near an airport boundary area; therefore, this measure is no longer applicable.
DA-3	Undergrounding of Utility Lines	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. Certain LAX Landside Access Modernization Program elements, particularly the APM, will require the undergrounding of some existing utility lines; this work will be completed as part of those projects. Therefore, this measure is no longer applicable.
WASTEWATER		
MM-WW-1	Provide Additional Wastewater Treatment Capacity to Accommodate Cumulative Flows	LAWA has no jurisdiction regarding this mitigation measure which will be implemented by the City of Los Angeles Department of Public Works, Bureau of Sanitation.

APPENDIX B

BRADLEY WEST PROJECT (BWP) MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NOT APPLICABLE

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
AIR QUALITY	
MM-AQ-2: Construction-Related Mitigation Measures	
MM-AQ-2.1	Fugitive Dust Source Controls
MM-AQ-2.2	On-Road Mobile Source Controls
MM-AQ-2.3	Nonroad Mobile Source Controls
MM-AQ-2.4	Stationary Point Source Controls
MM-AQ-2.5	Mobile and Stationary Source Controls
MM-AQ-2.6	Administrative Controls
SURFACE TRANSPORTATION	
MM-ST (BWP)-1	Trip Reduction Measures
MM-ST (BWP)-2	Improve the Intersection of Center Way and World Way South
MM-ST (BWP)-3	Widen World Way Across from TBIT
MM-ST (BWP)-4	Modify the Intersection of Airport Boulevard and Manchester Avenue (Intersection #9)
MM-ST (BWP)-10	Modify the Intersection of Imperial Highway and Main Street (Intersection #68)
MM-ST (BWP)-11	Modify the Intersection of Imperial Highway and Pershing Drive (Intersection #69)
MM-ST (BWP)-12	Distribution of Contractor Employee Parking between the Northwest Construction Staging/Parking Area and the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area
ST-9	Construction Deliveries
ST-12	Designated Truck Delivery Hours
ST-14	Construction Employee Shift Hours
ST-16	Designated Haul Routes
ST-17	Maintenance of Haul Routes
ST-18	Construction Traffic Management Plan
ST-19	Closure Restrictions of Existing Roadways
ST-22	Designated Truck Routes
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES	
MM-HA-5	Monitoring of Excavation Activities
MM-HA-6	Excavation and Recovery
MM-HA-7	Administration
MM-HA-8	Archaeological/Cultural Monitor Report
MM-HA-9	Artifact Curation
MM-HA-10	Archaeological Notification
MM-HA (BWP)-1	Conformance with LAX Master Plan Archaeological Treatment Plan
PALEONTOLOGICAL RESOURCES	
MM-PA-1	Paleontological Qualification and Treatment Plan
MM-PA-2	Paleontological Authorization
MM-PA-3	Paleontological Monitoring Specifications
MM-PA-4	Paleontological Resources Collection

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
MM-PA-5	Fossil Preparation
MM-PA-6	Fossil Donation
MM-PA-7	Paleontological Reporting
MM-PA (BWP)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan
MM-PA (BWP)-2	Construction Personnel Briefing
BIOTIC COMMUNITIES	
MM-BC (BWP)-1	Conservation of Floral Resources: Southern Tarplant
MM-BC (BWP)-2	Conservation of Floral Resources: Lewis' Evening Primrose
MM-BC (BWP)-3	Conservation of Floral Resources: California Spineflower
MM-BC (BWP)-4	Conservation of Faunal Resources: Burrowing Owl
MM-BC (BWP)-5	Conservation of Faunal Resources: Loggerhead Shrike
MM-BC (BWP)-6	Conservation of Faunal Resources: San Diego Black-Tailed Jackrabbit
MM-BC (BWP)-7	Conservation of Floral Resources: Mature Tree Replacement
MM-BC (BWP)-8	Conservation of Faunal Resources: Nesting Birds/Raptors
ENDANGERED AND THREATENED SPECIES	
MM-ET (BWP)-1	Mitigation for Riverside Fairy Shrimp
ENERGY SUPPLY	
E-1	Energy Conservation and Efficiency Program
E-2	Coordination with Utility Providers
PU-1	Develop a Utility Relocation Program
LIGHT EMISSIONS	
LI-2	Use of Non-Glare Generating Building Materials
LI-3	Lighting Controls
SOLID WASTE	
SW-2	Requirements for the Use of Recycled Materials During Construction
SW-3	Requirements for the Recycling of Construction and Demolition Waste
CONSTRUCTION IMPACTS	
C-1	Establishment of a Ground Transportation/Construction Coordination Office
C-2	Construction Personnel Airport Orientation
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS	
MM-DA-1	Construction Fencing
HAZARDOUS MATERIALS	
HM-2	Handling of Contaminated Materials Encountered During Construction
WATER USE	
W-1	Maximize Use of Reclaimed Water

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
FIRE PROTECTION	
FP-1	LAFD Design Recommendations
PS-1	Fire and Police Facility Relocation Plan
PS-2	Fire and Police Facility Space and Siting Requirements
LAW ENFORCEMENT	
LE-2	Plan Review

Table B-2 Bradley West Project (BWP) Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
NOISE		
MM-N-7	Construction Noise Control Plan	The Bradley West Project (BWP) Baggage Optimization Project did not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan is not required for this project component.
MM-N-8	Construction Staging	Construction staging for the Baggage Optimization Project occurred on-site, which is near the middle of the airport, well-away from any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.

APPENDIX C

WEST AIRCRAFT MAINTENANCE AREA (WAMA) MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NOT APPLICABLE

**Table C-1
West Aircraft Maintenance Area (WAMA)
Mitigation Measures Completed in Prior Reporting Periods**

Mitigation Measure	
PROJECT DESIGN FEATURES	
WAMA-PDF-1	Develop a Tiered Penalty Program
WAMA-PDF-7	Resurfacing a Portion of Imperial Highway

Table C-2 West Aircraft Maintenance Area (WAMA) Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
NOISE		
MM-N-7	Construction Noise Control Plan	The Delta Hangar does not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan is not required for this project component, and this measure is not applicable.
MM-N-8	Construction Staging	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
AIR QUALITY		
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4d	Electric lawn mowers and leaf blowers for WAMA landscape maintenance	The WAMA site only has drought tolerant landscaping in one limited area and there is no turf that requires mowing or maintenance. Therefore, this component of Measure LAX-AQ-4 is not applicable.

APPENDIX D

MIDFIELD SATELLITE CONCOURSE (MSC) MEASURES THAT ARE NOT APPLICABLE

Table D-1 Midfield Satellite Concourse (MSC) Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
CULTURAL RESOURCES		
MM-HA-7	Administration	This measure only applies where known resources are present. No known resources are present at the construction site. Therefore, this measure is not applicable.
AESTHETICS		
DA-1	Provide and Maintain Airport Buffer Areas	Project construction areas are not located along major public approach or perimeter roadways. Construction fencing is not required for this project. Therefore, this measure is not applicable.
MM-DA-1	Construction Fencing	See DA-1, above.
PUBLIC SERVICES – FIRE PROTECTION		
PS-1	Fire and Police Facility Relocation Plan	The Midfield Satellite Concourse (MSC) project will not effect on-airport fire and police facilities. Therefore, this measure is not applicable.
PS-2	Fire and Police Facility Space and Siting Requirements	The MSC project will not effect on-airport fire and police facilities. Therefore, this measure is not applicable.
SURFACE TRANSPORTATION		
ST-21	Construction Employee Parking Locations	The MSC project is not an eastern airport facility. Therefore, this measure is not applicable.
MM-ST (OA) (SPAS)-2	Change Departures and Arrivals Level Commercial Vehicle Curbside Operations Under Future (2025) Conditions	Subsequent to the adoption of the MSC Environmental Impact Report (EIR), the LAX Landside Access Modernization Program was approved. The LAX Landside Access Modernization Program addresses this mitigation. Therefore, this measure is no longer applicable.