

## **2.6. ANCILLARY FACILITIES - ALTERNATIVE D**

The ancillary facilities in Alternative D are depicted on **Figure 2.6-1** and summarized below. All areas are based on facility footprint measurements.

### **2.6.1 AIRLINE MAINTENANCE**

Alternative D would require the removal of the existing American Airlines, TWA and US Airways maintenance complexes on the west side of the airport (551,000 square feet of building space). Two existing facilities on the west side of the airport and south of World Way West would be retained (612,000 square feet of building space). One existing 164,000-square foot facility would be retained on the west side of the airport, north of World Way West. In addition, two new facilities totaling approximately 300,000 square feet would be located on the west side of the airport, south of World Way West. Five existing maintenance facilities totaling 292,000 square feet located south of Century Boulevard, east of Sepulveda, and west of Airport Boulevard, would be retained. Total airline maintenance facilities would encompass 1,368,000 square feet of building space in Alternative D.

### **2.6.2 GROUND RUN-UP ENCLOSURE (GRE)**

Alternative D would include two new 90,000-square foot Ground Run-up Enclosures (GRE) at the airport. A GRE is a three-sided open-air structure designed to absorb noise associated with aircraft engine tests. A GRE would reduce noise impacts to surrounding communities impacted by aircraft engine tests. A GRE is capable of reducing the standard noise signature by 15 to 18 dBA. Today, all run-ups are conducted on the ramp area near the maintenance facilities. **Figure 2.6-2** depicts a typical GRE. One GRE would be located on the west side of the airport, south of World Way West and east of the airline maintenance complex. An additional GRE would be located on the east side of the airport, south of the existing Delta airlines maintenance facility.

### **2.6.3 FUEL FARM**

The overall fuel farm site footprint would be reduced from 662,000 square feet to 591,000 square feet to accommodate the north airfield modifications for Alternative D, described in Section 2.1. The fuel farm would retain its existing capacity and would remain at its existing location on the west side of the airport, north of World Way West. On-site modifications would be required due to the redevelopment of the north airfield complex.

#### **2.6.4 LOS ANGELES WORLD AIRPORTS ADMINISTRATION AND MAINTENANCE**

LAWA administrative offices would remain in the existing 42,000-square foot facility at the former airport traffic control tower and the 40,000-square foot facility on the west side of the airport, north of World Way West.

The existing LAWA maintenance yard and storage facilities are comprised of three complexes totaling 135,000 square feet. These facilities would remain in the existing location on the west side of the airport, north of World Way West. These buildings serve maintenance, storage and administrative functions. Consolidation of these facilities and/or reconfiguration may be considered as the existing facilities reach the end of their useful life.

#### **2.6.5 FEDERAL AVIATION ADMINISTRATION (FAA)**

The FAA tower facility would not be affected by Alternative D. The existing 13,000-square foot air traffic control tower is located in the CTA. A security-screening checkpoint would be developed on the Park One site, adjacent to Terminal 1, for employees within the CTA. FAA employees may be required to screen through this facility prior to gaining access to the FAA tower.

#### **2.6.6 FLIGHT KITCHENS**

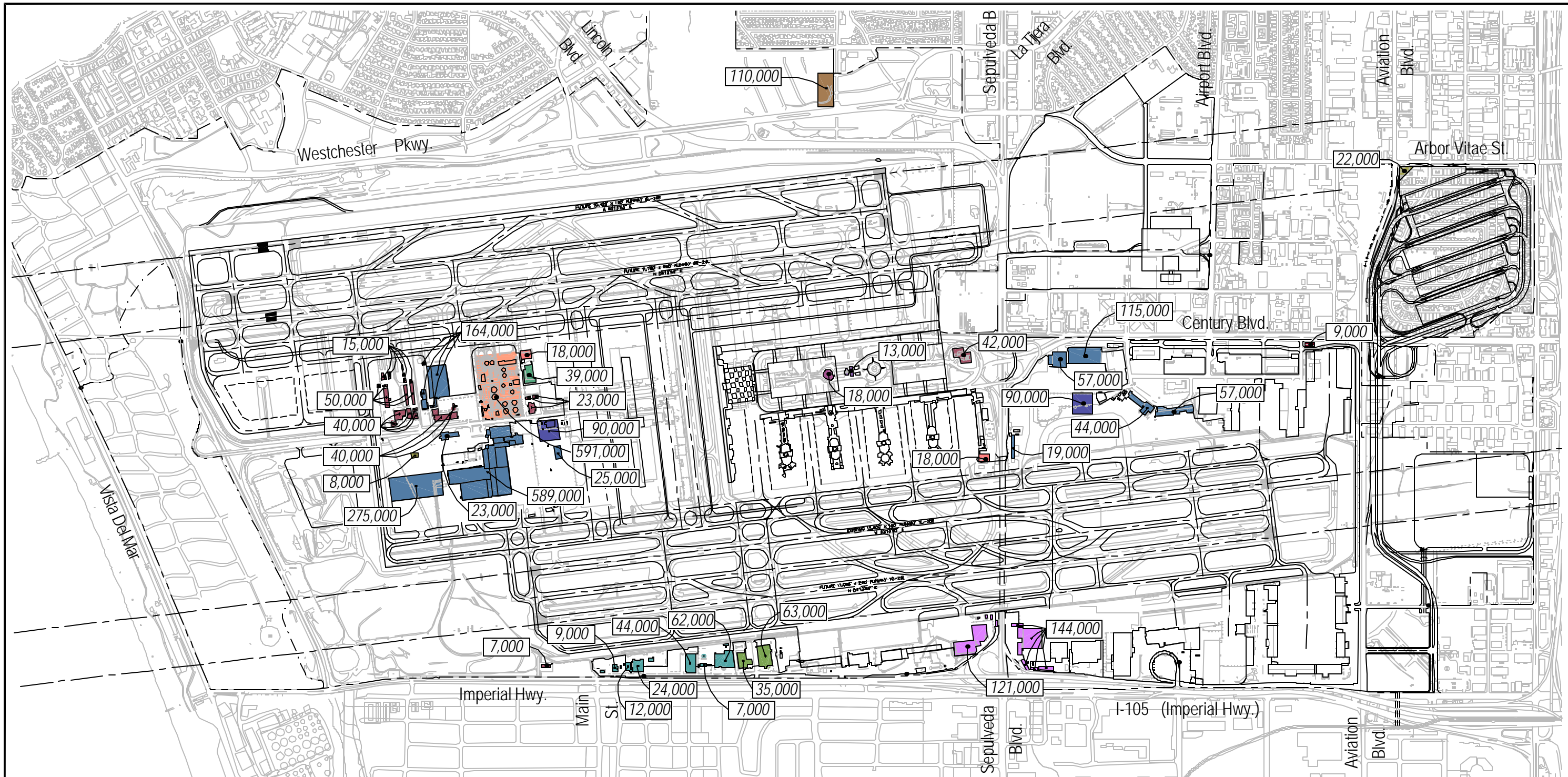
The two existing flight kitchens located north of Imperial Highway and east of Main Street would remain, providing a total of 98,000 square feet. Existing airline catering located in airline maintenance facilities would be relocated and incorporated into the new airline maintenance facilities. In addition, there are currently 90,000 square feet of flight kitchens located off-airport which would not be affected by Alternative D.

#### **2.6.7 GROUND SERVICE**

Six existing ground handling facilities, totaling 158,000 square feet, located north of Imperial Highway and east of Main Street, would be retained. Additional ground handling functions would be located on the apron and in the terminal area.

#### **2.6.8 GENERAL AVIATION**

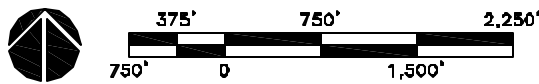
Alternative D would accommodate two general aviation facilities that encompass 265,000 square feet. The existing 144,000-square foot facility north of Imperial Highway and east of Sepulveda Boulevard would remain. A new 121,000-square foot facility would be located north of Imperial Highway and west of Sepulveda Boulevard.



Note: All numbers rounded to nearest 1,000 s.f.

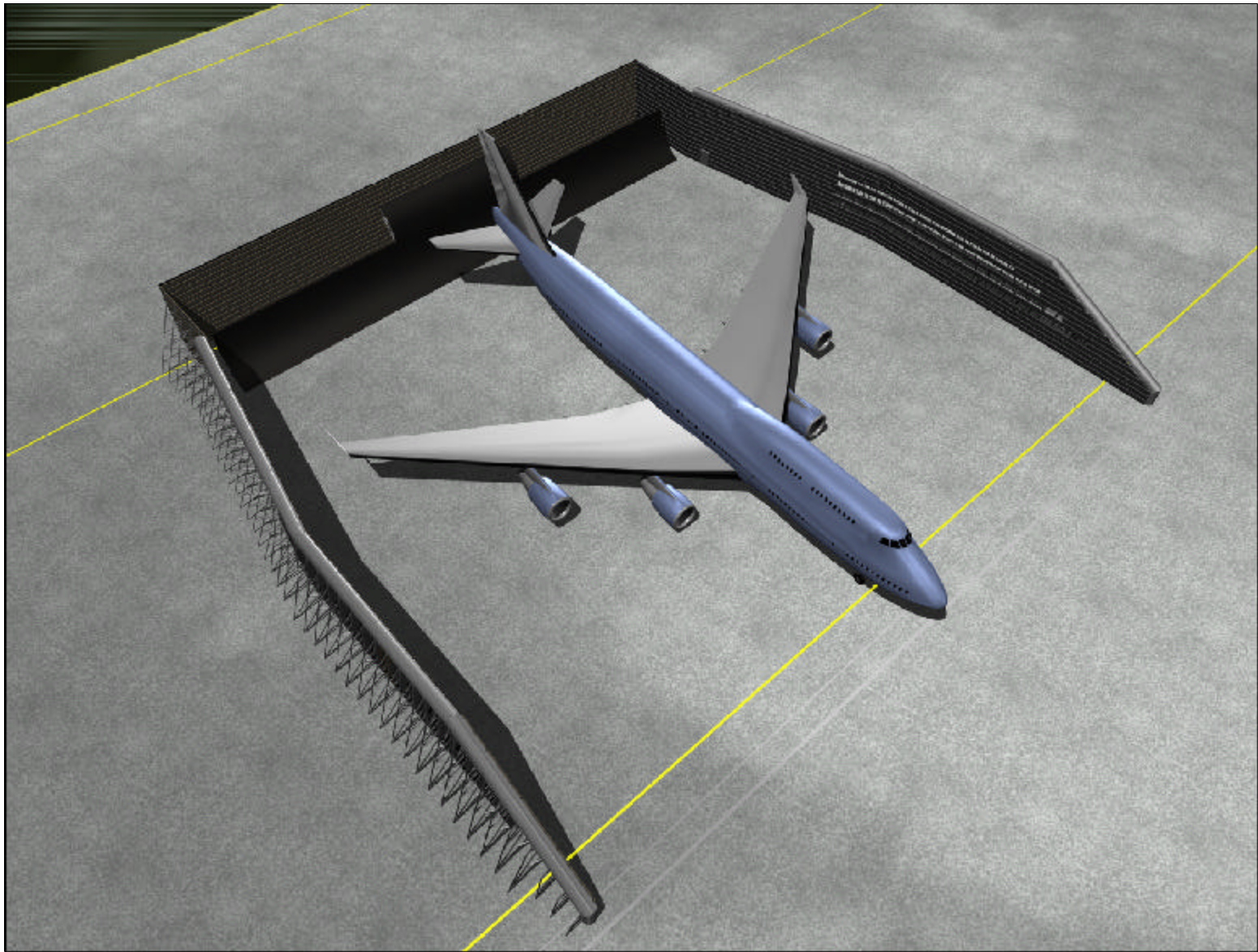
**Legend**

- Aircraft Maintenance Hangars
- Airport Police
- Aircraft Rescue and Fire Fighting (ARFF)
- Central Utility Plant (CUP)
- Compressed Natural Gas and/or Liquid Natural Gas (CNG/LNG)
- Federal Aviation Administration (FAA)
- Flight Kitchen
- Fuel Farm
- General Aviation
- Ground Handling Services
- Ground Run-Up Enclosure (GRE)
- Los Angeles World Airports (LAWA)
- United States Coast Guard



Prepared by: Landrum & Brown  
 Draft: July 31, 2002





Prepared by: Landrum & Brown  
Draft: 12/12/02

Los Angeles International Airport Master Plan

Typical Three-Sided Ground Run-up Enclosure

Figure  
2.6-2

### **2.6.9 AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)**

Fire Station 51 and 80 would be expanded to accommodate the future ARFF requirements and increase response capabilities at LAX. Fire Station 51, located west of Sepulveda Boulevard and south of Century Boulevard, would remain at its current location and be expanded from 9,000 square feet to 18,000 square feet. Fire Station 80 would be expanded from 14,000 square feet to 18,000 square feet and relocated due to the construction of the new Taxiways S and Q. This new ARFF facility would be located east of the fuel farm and north of the U.S. Coast Guard facility. The 9,000-square foot Fire Station 95, at the southeast corner of Century Boulevard and International Road between Airport and Aviation Boulevards, would remain the same.

### **2.6.10 AIRPORT POLICE**

The existing LAWA police headquarters, located on West 96th Street and west of Sepulveda Boulevard, would be removed and relocated to accommodate Alternative D.

A new 110,000-square foot airport police headquarters facility would be built at the northwest corner of Westchester Parkway and Emerson Avenue to accommodate the increased staffing levels due to enhanced safety and security requirements. The new facility would provide convenient access to the airport. The new facility would be located across the street from the newly relocated City of Los Angeles Fire Station No. 5 to facilitate easy communication between members of the emergency response team. The Police Lost and Found function would be located in the new LAWA police headquarters facility. Additional police substations would be located in both terminal and landside facilities to further enhance public safety, security, and police responsiveness.

### **2.6.11 UNITED STATES COAST GUARD**

The existing 39,000-square foot U.S. Coast Guard facility, including the apron and helicopter landing area, would remain in its existing location on the west side of the airport, north of World Way West.

### **2.6.12 CENTRAL UTILITY PLANT**

The existing 18,000-square foot central utility plant would remain in its current location within the CTA. A security-screening checkpoint would be developed on the Park One site, adjacent to Terminal 1, for employees within the CTA. Central utility plant employees may be required to screen through this facility prior to gaining access to the plant.

## **2.6.13 COMPRESSED NATURAL GAS/LIQUID NATURAL GAS FACILITIES**

The existing LAWA Liquefied Natural Gas/Compressed Natural Gas (LNG/CNG) facility would remain in its present location. It consists of a core facility of approximately 8,000 square feet located on an approximately 131,000-square foot (3-acre) site at 7350 World Way West. Access to the LNG/CNG facility would be controlled by a security checkpoint along World Way West adjacent to the new employee-parking garage.

The 22,000-square foot off-airport CNG facility, located south of 104<sup>th</sup> Street and east of Aviation Boulevard, would be removed and space would be provided for a new 22,000-square foot facility at the southeast corner of Arbor Vitae Street and Aviation Boulevard. Access to the new CNG facility would be controlled via the security monitoring systems along the GTC entrance roadway. A remote security gate may be developed on the entrance road to the facility to control access.

## **2.6.14 TRANSPORTATION SECURITY ADMINISTRATION (TSA)**

Alternative D would accommodate and facilitate the needs and directives of the TSA at LAX. At this point, the requirements of the newly formed TSA are continually evolving. LAWA officials are currently working with the TSA to determine and accommodate the needs of the administration. Alternative D was designed to be flexible in accommodating all existing and future federal security requirements.

## **2.6.15 SUMMARY**

A detailed list of all ancillary facilities and associated building area is provided in **Table 2.6-1**.

**ALTERNATIVE D DEVELOPMENT AND REFINEMENT**

**Table 2.6-1**

**ALTERNATIVE D  
BREAKDOWN OF ANCILLARY FACILITIES**

1. Ground Handling Bldgs.			8. CNG/LNG Station		
1	9,000	sf.	1 (CNG)*	22,000	sf.
2	12,000	sf.	2 (LNG/CNG)	8,000	sf.
3	24,000	sf.	Total	30,000	sf.
4	44,000	sf.	9. Federal Aviation Administration (FAA)		
5	7,000	sf.	Bldg.		
6	62,000	sf.	1	13,000	sf.
Total	158,000	sf.	Total	13,000	sf.
2. Flight Kitchen Bldgs.			10. Fuel Farm		
1	35,000	sf.	1	591,000	sf.
2	63,000	sf.	Total	591,000	sf.
Total	98,000	sf.	11. Ground Run-up Enclosure		
3. Airport Police Bldg.			1*		
1*	110,000	sf.	1*	90,000	sf.
Total	110,000	sf.	2*	90,000	sf.
4. General Aviation Bldgs.			Total		
1	144,000	sf.	180,000 sf.		
2	121,000	sf.	12. Coast Guard Bldg.		
Total	265,000	sf.	1	39,000	sf.
5. Fire/Aircraft Rescue and Firefighting Bldgs.			Total		
1 Fire Station	9,000	sf.	39,000 sf.		
2 ARFF*	18,000	sf.	13. LAWA Administration Facilities		
3 ARFF*	18,000	sf.	1	40,000	sf.
Total	45,000	sf.	2	42,000	sf.
6. Airline Maintenance Bldgs.			Total		
1*	25,000	sf.	82,000 sf.		
2*	275,000	sf.	14. LAWA Maintenance Facilities		
3	23,000	sf.	1	15,000	sf.
4	164,000	sf.	2	50,000	sf.
5	589,000	sf.	3	40,000	sf.
6	57,000	sf.	4	23,000	sf.
7	115,000	sf.	5	7,000	sf.
8	44,000	sf.	Total	135,000	sf.
9	57,000	sf.	Ancillary Facilities		
10	19,000	sf.	Total		
Total	1,368,000	sf.	3,132,000 sf.		
7. Central Utility Plant Bldg.					
1	18,000	sf.			
		sf.			
		sf.			
		sf.			
		sf.			
Total	18,000	sf.			

\* Proposed

Numbers rounded to nearest 1,000

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