



TUESDAY | June 19, 2007

THE BUSINESS PERSPECTIVE:



We Must Design A Solution For LAX



Coming up at the Chamber

[View all upcoming events on our Web calendar.](#)

WED | June 20
International Trade & Investment Committee Meeting
Featuring John Husing, Economics & Politics, Inc.
[more info](#)

THU | June 21
U.S. Korea Post FTA Round Summit
[more info](#)

TUE | June 26
Referral Network
Grow Your Business
[more info](#)

WED | June 27
Transportation & Goods Movement Committee Meeting
[more info](#)

WED | June 27
Energy, Water & Environment Committee Meeting
[more info](#)

THU | June 28
Land Use, Construction & Housing Committee Meeting
[more info](#)

THU | June 28
Leadership Southern California Class of 2007 Graduation & Class Report
[more info](#)

FRI | June 29
Crossroads 2007 Policy Symposium
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The Los Angeles Area Chamber of Commerce is the voice of business in L.A. County. Founded in 1888, the Chamber promotes a prosperous economy and quality of life in the Los Angeles region. For more information, visit www.lachamber.org

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Los Angeles is the second largest metropolitan area in the nation and more than 60 million travelers use Los Angeles International Airport each year. We owe it to our millions of residents and visitors to design a solution now to modernize LAX.

The recent controversy over [LAX's north airfield runways](#) is a reminder of previous stalemates that have kept us from moving forward on modernization in the past.

Last year the Los Angeles City Council approved—along with other city councils and boards—a historic settlement of lawsuits filed against the LAX Master Plan. The agreement was hailed as the beginning of a new day for long over-due plans to modernize LAX and encourage the growth of regional airports in Ontario, Palmdale and Van Nuys.

When the L.A. City Council voted on the LAX Master Plan in 2004, certain projects were given full approval to implement. Other more controversial projects were given a “yellow light” status which required further study to comprehensively address security, traffic, aviation activity and environmental analysis. The stipulated settlement called for a community-based planning process to immediately begin discussion about these projects to identify potential alternative designs, technologies and configurations with comparable levels of environmental mitigation that the yellow light projects offered.

The reconfiguration of the two north airfield runways was given yellow light status because of its opposition from the airport’s neighbors to the north. This issue garnered front page attention two weeks ago as neighbors reacted angrily to the results of three research projects and a peer review commissioned by Los Angeles World Airports to study the safety of the two north airfield runways and to offer recommendations as to what actions, if any, were necessary to enhance the safety and efficiency of these two runways.

The north airfield reports released two weeks ago were prepared by expert groups in the aviation industry. They included a peer review group from airport managers in Atlanta, Denver, Detroit, Miami, Minneapolis, San Francisco, Tampa, Washington D.C.; and three airport consultants: URS Corporation, International Aviation Management Group and Washington Consulting Group. In addition, the Airline Pilots Association, representing 60,000 pilots at more than 40 airlines, voluntarily commented on the north airfield complex at LAX and presented their findings to the Board of Airport Commissioners on June 4.

All of the studies recommended increasing the distance between the two north airfield runways to address safety issues. Several of the reports recommend shifting the outer runway 340 feet further north on airport property and installing a center taxiway to avoid collisions.

In response to the outcry from airport neighbors, the L.A. City Council decided to commission its own study of the north airfield and we are glad they did. This is an important issue for our community and we encourage the city to select the best possible consulting group available to add their input to the expert studies already released.

The international carriers that serve LAX will soon be flying new airplanes from Boeing and Airbus that have larger wing spans, are more fuel efficient, and produce less noise and fewer emissions. The larger planes will also accommodate increased cargo capacity. Other major airports around the world are modernizing their facilities to handle these new aircraft and increasing cargo capacity as a service to their customers. LAX must do the same, both at our terminal gates and on our runways and taxiways. Every physical and operational alternative should be considered.

L.A. cannot aspire to world-class status in attracting the booming tourist industry and businesses that employ the high paying professional service jobs of the future without a modern international airport that can compete with the rest of the world.

All of us, no matter where we live in the L.A. area, have a vested interest in solving this problem that is absolutely central to the economic vitality of our community in the years to come.

by Gary Toebben, President & CEO, Los Angeles Area Chamber of Commerce

L.A. Business THIS WEEK

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And that's *The Business Perspective*.

Gary Toebben

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*The Business Perspective is a weekly opinion piece by Gary Toebben,
President & CEO of the Los Angeles Area Chamber of Commerce,
produced with the input of Senior Policy Advisor Rusty Hammer.*

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