



The Los Angeles Area Chamber of Commerce's Position Statement on Renovating LAX



Losing Flights

The number of international passengers flying out of LAX has fallen 2.8 percent since 2000 while other major airports in the U.S. have increased passengers. This is the equivalent of 9 transoceanic flights per day.

Losing Opportunities

Each transoceanic flight accounts for \$623 million in economic output and sustained 3,120 jobs and \$156 million in wages in 2006

Losing Jobs

L.A. risks losing 34,000 jobs and \$6.9 billion in economic output over the next five years unless LAX can accommodate the next generation of aircraft.

A world-class city must have a world-class airport to support the jobs of the future including international trade, tourism, manufacturing, professional services and health care. The Los Angeles International Airport is a regional economic engine which supports hundreds of thousands of jobs in Los Angeles and throughout Southern California.

For decades, LAX set the standard for air travel and helped lead the nation into the “jet age.” But it has not kept pace with the improvement efforts of other major global airports and cannot currently accommodate the new generation of aircraft. LAX continues to lose passengers and flights costing the region billions of dollars in lost revenue and job growth.

The L.A. Area Chamber is an active proponent for renovating LAX. The following principles have been developed to articulate the Chamber's position and will be used to assess the viability of airport renovation proposals.

World-Class Travel Experience for All Passengers

Providing the best possible experience for all passengers is the foundation to reclaiming LAX's status as a world-class airport. Renovated terminal facilities and gates, new baggage handling systems, more efficient security procedures, improved concessions and better ground transportation options are all essential components.

A \$723 million renovation project in the Tom Bradley International Terminal (TBIT) and the installation of an in-line baggage screening system for Terminals 1-8 are already underway. Improvements to TBIT include major interior renovations and boarding gates for the new generation of aircraft. Completion is expected in 2010.

Action: Build on current momentum by moving forward on L.A. City Council's approved new Midfield Satellite Concourse, which will provide up to 10 gates for the new generation of larger, quieter and more fuel efficient aircraft. Plans for terminal renovations for faster baggage claim, enhanced passenger flow and less congestion must continue.

Implement Vital Safety Improvements

LAX has one of the nation's highest rates of runway incursions. The Federal Aviation Administration along with five independent studies in 2007 all concluded that the northern runways need greater separation. A sixth study is being conducted by NASA's Ames Research Center.

In April, LAX opened the newly relocated southern runway both on-time and under-budget. Construction continues on a center parallel taxiway between the two southern runways to further prevent dangerous runway incursions.

Action: Once the NASA Ames study is completed, there should be a review of the options for the north airfield and action taken immediately. Delays on implementing a solution to this serious safety issue must be avoided.

Continue Community Impact Mitigation

Residents in the neighborhoods adjacent to LAX are directly affected by traffic, noise and air pollution related to the airport's operations. Mitigating the impacts on local residents is integral to ensuring that LAX is both a world-class airport and a good neighbor.

LAX mitigation commitments to the neighboring communities total well over \$900 million. Of this total, \$413 million is still subject to final FAA approval. The FAA has awarded \$8 million in grants in 2007 to soundproof neighboring homes.

Action: The Chamber will continue to advocate for more federal funding to soundproof homes and schools as well as to expand mass transit to and from LAX.

Promote Regionalization for Air Traffic

Developing regional airports is essential to meeting the travel demands of Southern California's growing, geographically diverse population. Los Angeles World Airports operates three commercial airports – LAX, LA/Ontario and LA/Palmdale.

LA/Ontario provides more than 380 flights daily to every major U.S. city and continues to grow. LA/Palmdale in the Antelope Valley inaugurated its first two regional flights in 2007 with more expected in the future.

Action: The development and implementation of a regionalization strategy must continue. LAX must continue to be the centerpiece of our regional aviation system and serve as the major international gateway for the western United States.

Together, we can end the cycle of lawsuits and delays. Passenger and cargo travel through LAX is essential to L.A.'s economy and overall quality of life. All of us, no matter where we live in the L.A. area, have a vested interest in ensuring a world-class Los Angeles International Airport.