FREQUENTLY ASKED QUESTIONS:

What does the South Airfield Improvement Project (SAIP) involve?

The SAIP provides a new parallel taxiway between the two south airfield runways at LAX. To accommodate the new center taxiway, the southern-most runway will be relocated approximately 55 feet south of its current centerline location. The aircraft navigational and visual aids for this runway will also be relocated. Other associated site work includes utilities, lighting, signage, grading and drainage. The SAIP will improve safety at LAX but would not affect airport operations or capacity in the long-term.

What are the goals of the South Airfield Improvement Project (SAIP)?

The project's primary goal is to eliminate or reduce the number of runway incursions at LAX, the vast majority of which occurred in the south airfield. In connection with the Federal Aviation Administration's (FAA's) Runway Safety Program, LAWA reviewed and evaluated several options to minimize runway incursions as part of the LAX Master Plan. LAWA determined that new parallel center taxiways offered the best solution to reduce the risk of runway incursions.

Aircraft arriving on the southernmost runway will move onto a center taxiway and then hold until it is clear to cross. This reduces the likelihood of a pilot inadvertently taxiing directly across the parallel runway to the north. In a joint study with the FAA and NASA Ames Research Center, air traffic controllers found that the center taxiway offered an effective solution to the primary cause of the most severe types of runway incursions experienced at LAX.

The project will reduce taxi and idle time, thereby reducing air emissions.

The airfield modifications will improve the ability to efficiently handle the new large aircraft, including the Airbus A380. However, the ability of LAX to accommodate the A380 does not depend on the completion of this project.

What is a runway incursion?

The Federal Aviation Administration defines runway incursions (in part) as “[a]ny occurrence at an airport involving an aircraft, vehicle, or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, landing or intending to land.”

When will construction begin?

Construction is scheduled to begin in March 2006.

When will the project be completed?

Construction is scheduled to be complete in June of 2008.

How will construction traffic get to and from the construction site?

Construction trucks will use the I-405 and I-105 freeways to access the LAX area. From the westbound I-105 Freeway, construction traffic will travel westbound on Imperial Highway, turn right onto northbound Pershing Drive, and then turn right on World Way West to enter the project site. The reverse route will be used to travel from the construction site to the freeway system.

Will construction traffic affect my commute?

Construction traffic will be restricted from using the commuting peak hours of 7 AM to 9 AM and 4:30 PM to 6:30 PM. Truck deliveries will be encouraged to use nighttime hours.

Who do I contact if I have a question or comment regarding project-related traffic?

Complete an electronic Comment Form with your contact information and details of the incident(s).

How will construction employees access the construction site?

Construction employees will park in an airport-operated parking lot on the west side of La Cienega Boulevard north of Lennox Boulevard. From there, they will ride a shuttle to the construction site via Imperial Highway, Pershing Drive and World Way West.

Shift hours will be established so that the arrival and departure of construction employees do not coincide with the busiest commute peak hours of 7 AM to 9 AM and 4:30 PM to 6:30 PM.

Will construction take place on the weekends?

Yes, during various stages of construction.