

# AIRFIELD & TERMINAL

## MODERNIZATION PROJECT

LOS ANGELES INTERNATIONAL AIRPORT (LAX)



## DRAFT ENVIRONMENTAL IMPACT REPORT (DRAFT EIR)

### Main Text



[State Clearinghouse No. 2019049020]



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## PREAMBLE

This Draft Environmental Impact Report has been prepared pursuant to the California Environmental Quality Act (CEQA) to inform the public and decision-makers about the environmental impacts of the proposed Los Angeles International Airport (LAX) Airfield and Terminal Modernization Project (proposed Project). Los Angeles World Airports, the lead agency for the proposed Project, published the Notice of Preparation for the proposed Project in April 2019. Therefore, this Draft EIR was well underway prior to the COVID-19 global pandemic, which emerged in early 2020.

As of the publication date of this Draft EIR, the severity and duration of the contraction in aviation activity resulting from the COVID-19 global pandemic are still unknown. Governments, airlines, and airports around the world are still in the process of identifying and implementing regulations and processes to reduce public health risks. Identification of a treatment for COVID-19 will support a more meaningful recovery beyond the modest recent increase in aviation activity that has occurred during the summer and fall of 2020. A full recovery to pre-pandemic levels of aviation activity will likely require the development and widescale deployment of a vaccine to treat COVID-19. The timing of both of these medical events is unknown.

The Federal Aviation Administration (FAA) addressed these uncertainties in the 2020-2040 Aerospace Forecast report, published in March 2020, as follows:

*The rapid spread of the novel coronavirus (COVID-19) that began in early 2020 now presents a new risk without clear historical precedent. Although the FAA forecast is a long-term trend forecast and does not focus on short-term perturbations, the great uncertainty surrounding the impact of the virus leaves open the possibility that it could affect values for 2020 and 2021. This uncertainty arises from not being able to assess the spread or intensity of the human consequences, whether within the U.S. or abroad, as well as the breadth and depth of possible economic fallout.<sup>1</sup>*

Over the long-term, demand for air travel and airline activity is expected to grow consistent with the parameters used in developing the aviation forecasts for the proposed Project (e.g., U.S. Gross Domestic Product (GDP), population, employment, and income). This is evidenced by the economic and aviation activity recovery recorded over the last decades after disruptive events, such as the terrorist attacks on September 11, 2001 and the 2008 U.S. recession. As per any long-term forecast, it is assumed that periods of declines will be followed by periods of rebound in air travel demand, following cycles in domestic and international economies. Thus, the long-term forecasts developed for the proposed Project and documented in this Report are still valid and relevant for the long-term planning purposes of the LAX Airfield and Terminal Modernization Project environmental analyses.

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<sup>1</sup> U.S. Department of Transportation, Federal Aviation Administration, *FAA Aerospace Forecast - Fiscal Years 2020-2040*, March 2020, p. 64. Available: [https://www.faa.gov/data\\_research/aviation/aerospace\\_forecasts/media/FY2020-40\\_FAA\\_Aerospace\\_Forecast.pdf](https://www.faa.gov/data_research/aviation/aerospace_forecasts/media/FY2020-40_FAA_Aerospace_Forecast.pdf).

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