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September 26, 2007

Dear Friends:

I am pleased to report some good news in our efforts to prevent expansion of LAX. We finally have what we have been asking for: an independent, credible study of safety issues on the north airfield.

With the cooperation of an advisory panel my staff and I spearheaded, LAWA has hired NASA to look at all current and future safety issues on the north airfield, and to help us determine a range of solutions to those problems. NASA's credentials and integrity are unimpeachable.

Nothing is more important than public safety, and we all want to make sure our airport is safe – for travelers, for employees, and for airport neighbors. I am grateful we all agree on how to study and approach this issue.

The scope of the study was developed with the unanimous cooperation of the North Airfield Runway Safety Advisory Committee (NORSAC), which includes representatives of the Alliance for a Regional Solution to Airport Congestion, the Neighborhood Council of Westchester-Playa del Rey, my office, and the offices of Congresswoman Jane Harman, Congresswoman Maxine Waters, and County Supervisor Don Knabe. NORSAC also includes representatives of the airlines and the Greater Los Angeles business community. That means that, for the first time, we have a consensus road map for moving forward on this issue.

The study will be unprecedented in its transparency and inclusiveness. Members of NORSAC framed the questions NASA will answer. The committee members have been invited to observe the simulations NASA will conduct. And NASA will confer with NORSAC over the next few months while the study is in progress.

I want to applaud everyone for their willingness to work together on this issue. In addition to the

NORSAC members, I want to thank Gina Marie Lindsey, LAWA's executive director, as well as commissioners Val Velasco, Alan Rothenberg, and Walter Zifkin for their work in helping us reach consensus.

Once the NASA study is complete, it is likely many people will disagree on how to solve the identified problems. But at least we won't have reason to disagree about what the problems are. Let me be very clear: **If** runway movement is indicated, I will vigorously oppose northward movement, and advocate for an alternative solution.

But while NASA conducts its study, improving north airfield safety cannot wait. There are several things I would like to see happen immediately. For example, air traffic controllers continue to approach me with warnings that staffing levels at the FAA Control Tower are dangerously low. **That** is a safety issue. So is the lack of runway status lights. I am pleased LAWA and the FAA are working on a plan to install them. I am pushing to have the lights online by the end of next year. I expect a report to the City Council soon on a timeline for expediting installation of the warning lights.

This safety study is the beginning of a long and important process. I encourage you to stay engaged. If you would like to know more about the NASA safety study, or about ongoing efforts to develop plans for LAX modernization, please contact Chad Molnar, the LAX-Community Liaison, at [chad.molnar@lacity.org](mailto:chad.molnar@lacity.org), or 310-568-8772.

Regards,



**BILL ROSENDAHL**  
*Councilman, 11th District*