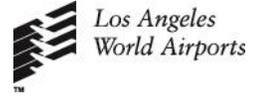




LAX IS HAPPENING™

LAX Capital Improvements Program e-Newsletter

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- Westfield Announces Terminal 2 Concessions Plan
- Upper Level Roadway Construction Causes Vehicle Height Restriction
- The Future of LAX Looks Brighter as Fifth Feeder Project Breaks Ground
- LAX is Happening Update! New Automated Passport Kiosks Added in Tom Bradley Terminal

Los Angeles World Airports and Southwest Airlines Break Ground on \$508 Million Renovation of Terminal 1

Southwest Airlines helped Los Angeles World Airports (LAWA) kick-off construction of the \$508-million Terminal 1 modernization at Los Angeles International Airport (LAX) on September 16. The groundbreaking ceremony featured Los Angeles Mayor Eric Garcetti, City Councilmembers Mike Bonin and Tom LaBonge, Los Angeles Board of Airport Commissioners President Sean Burton, Los Angeles World Airports Executive Director Gina Marie Lindsey, and Southwest Airlines Vice President of Airport Affairs Bob Montgomery.

The modernization of the aging terminal, built in the early 1980s, is expected to transform the entire passenger experience from the curb to the gate. It will include a new 12-lane security screening checkpoint; a fully automated checked-baggage inspection and sortation system; a new and expanded dining and retail collection featuring newly-designed gate hold rooms with lounge-style seating; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; modernized aircraft parking/apron pavement and hydrant fueling system; improvements to the building facade; and relocation of the main terminal entrances to the west end of the building to ease traffic congestion.



Los Angeles World Airports Executive Director Gina Marie Lindsey, Councilmember Tom LaBonge, Board of Airport Commissioners President Sean Burton, Southwest Airlines Vice President of Public Affairs Bob Montgomery, Los Angeles Mayor Eric Garcetti, Councilmember Mike Bonin, and Board of Airport Commissioners Valeria Valesco and Gabriel Eshaghian break ground outside Terminal 1 in celebration of the start of the \$500-million terminal renovation project.

Photo by Jay Berkowitz, LAWA Staff Photographer

Construction is expected to be completed in 2018 and will be phased to minimize inconvenience to customers, employees, and guests.

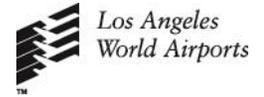
When completed, the passenger's journey from curb to aircraft boarding bridge will be transformed. By reorganizing the interior uses of the building and shifting the ticketing lobby and main entrances to the



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west, the [passenger drop-off](#) and pick-up areas are anticipated to improve, as well as reduce traffic congestion in front of [Terminal 1](#).

Once inside the terminal, passengers will enjoy a brightened Southwest Airlines [ticketing lobby](#) with sleek design features and additional windows for more natural light. New, more-efficient security screening systems and added lanes are anticipated to shorten federal passenger security screening lines.

In collaboration with Southwest Airlines and LAWA, the modernized [concourse](#) design by Westfield will feature a hip, modern Californian feel that taps into the LA feeling and energy of the Southwest brand. The [design](#) vision forges the unexpected with efficiency, which is expressed through simple but sculptural forms curated with artisanal, creative and fun products, palette and finishes. The design is expected to bring the terminal to life with opened and expanded views to flight operations and inviting sightlines outside, as well as authentic layers of materials and finishes, sculpted facades and pops of color inside.

Westfield's new retail and dining collection in Terminal 1 will offer 24 spaces across 25,242 square feet—nearly double the existing program. Plans include full-service

restaurants along with a variety of casual and grab-and-go food offerings, as well as high-end retail and traveler essentials. The program will open in phases, with the first spaces scheduled to open late Summer 2015.

When finished, Terminal 1 will accommodate 13 of the airline's larger Boeing 737-800 series aircraft, with updated passenger boarding bridges, aircraft apron pavement, upgraded hydrant fueling system, and electric-vehicle chargers to support its electric ground service equipment program.

Southwest Airlines is the only carrier operating out of Terminal 1. In 2013, Southwest was the fourth busiest airline at LAX based on passengers enplaned, serving more than 7.4 million passengers, or 11.1 percent of the airport's total passenger volume.

The Southwest Airlines Program Team includes AvAirPros (*program manager*), ODEMCO (*design manager*), PGAL (*design & engineering*) and Hensel Phelps Construction Company (*construction manager*). LAWA is reimbursing Southwest Airlines for nearly the entire cost of the Terminal 1 project using airport revenue. No tax payer dollars are being used to fund this project.

Westfield Selects Concessions for Terminal 2 Revitalization



Architectural renderings depict Westfield's design concepts for the revitalization of Terminal 2 at LAX, the airport's second-busiest international terminal.

Renderings by Westfield

This September Westfield began construction to transform Terminal 2 at LAX by revitalizing the terminal with cutting-edge designs, new traveler amenities and

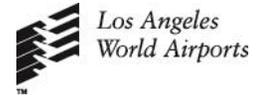
20 new dining and retail destinations – including some Southern California-based brands.



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Designed to “Put LA back in to LAX” the Westfield team adopted the theme “LA in Motion” to inspire their vision, calling for design and retail options that reflect the energy and culture of Los Angeles.

Once completed, the 16,100-square-foot dining and retail collection in Terminal 2 will include eight airport firsts and five Southern California-based brands.

The new dining collection includes 12 options – double the existing program – that will bring global flavors together for a traveler-friendly mix of healthy and fresh sit-down, casual dining, and grab-and-go food options.

The dining offerings in Terminal 2 will include: SeaLegs Wine Bar, SLAPFISH Modern Seafood Shack, The Pie Hole, Pepita Cantina, Pick Up Stix, Fresh Brothers Pizza, Ciabatta Bar, BUILT (Custom Burgers), Barney’s Beanery, and two Starbucks locations.

With twice the shopping options at nine retail destinations, Terminal 2 travelers can also look forward to an enhanced offering of travel essentials and specialty retail.

Travelers can expect to see: body-shaping store SPANX, travel essentials seller CNBC shops, Univision Shops, technology and electronics seller eSavvy, and a first-ever “Beats Bar” at InMotion Entertainment.

In addition to new dining and retail options, Westfield will also lead the interior design of the terminal, ensuring a stylish and practical final product. The gate areas will be enhanced with lounge-style seating and abundant charging stations, including USB ports. Additional upgrades include decorative screens, new restrooms, terrazzo flooring, and new lighting.

Westfield holds the concessions management contract for Terminals 1, 2, 3, 6 and Tom Bradley International Terminal at LAX. Their operating partners for the project include Crews, HMSHost, InMotion Entertainment Group, LLC, Jackmont Hospitality/Atlanta Restaurant Partners, and Paradies. The duty free operator at Terminal 2 is DFS.

The redevelopment will take place while the terminal continues to serve travelers and is expected to complete in 2015.

Upper Level Roadway Construction Leads to Vehicle Height Restrictions on Lower Level

Construction is underway to update the aging infrastructure of the Upper/Departures Level roadway in the Central Terminal Area (CTA) of LAX, resulting in a temporary vehicle height restriction of 10 feet 6 inches on the Lower/Arrivals Level inner lanes. To alert the public of the reduced height clearance for vehicles traveling in the CTA, five mitigation measures have been implemented by contractor Myers & Sons/Banicki Joint Venture and Los Angeles World Airports (LAWA):

1. The *LAX is Happening* Capital Improvement Communication Campaign releases a monthly report of all roadway impacts and closures, as well as post a real-time traffic and roadway construction map of the CTA on LAXisHappening.com;
2. Warning signs are placed along all roadway openings and airport entrance roads pointing out the upcoming height restriction;

3. Traffic officers are deployed on 24/7 duty at those impacted entrance points to assist with traffic flow;
4. “Banger Beams” with “10 feet 6 inch Clearance” text are installed overhead at lower level impacted entrances to warn drivers who may have missed previously posted signage;
5. And an electronic-eye notification system has been installed at all roadway entrance points that will trigger flashing lights when the infrared height barrier beam is breached. The system also sends an e-mail and/or text message to key airport operations and police personnel so they can respond to the area and determine if there is, in fact, an incident.

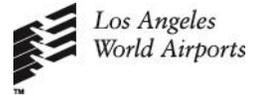
“The entire team had to put their heads together to develop a way to effectively communicate this height restriction given the unique challenges of the airport’s traffic flow and layout,” Otto Randolph, LAWA Airports



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Development Group construction manager said. “We feel confident that the five-point system we have in place will make sense to everyone who enters the CTA in tall vehicles.”

The electronic-eye is a wireless, solar-powered notification system supplied by Traffic and Parking Company, Inc. (TAPCO). It consists of an invisible infrared beam set at 10 feet 6 inches above the lower level roadway, approximately 30 to 50 feet ahead of flashing LED signage. When a vehicle breaks the beam, the system triggers the LED lights to flash and sends an e-mail and/or text message to key airport personnel notifying them of the breach. Operating independently of a power grid, the system’s flashing LED signs and e-mail/text notification system will warn drivers and staff of an incursion day or night, even during power outages.

If notification signs and flashing LED lights fail to warn a distracted CTA driver, “Banger Beams” surely will. Drivers who proceed too far into the restricted area will feel a thud when their vehicle rooftops hit large, plastic, hanging tubes. The plastic is soft enough not to damage vehicles, but sturdy enough to withstand hard knocks. And if all else fails, designated Airport Police traffic officers stationed at impacted vehicle entrance points, will safely guide too-tall vehicles out of the restricted areas.



Caption: The upgraded look of the new Central Terminal Area at LAX is already on display outside of Tom Bradley International Terminal where you can see the new LED street lighting and modernized sidewalk canopy.

Photo by Jay Berkowitz, LAWA Staff Photographer

Originally constructed from 1981 to 1983, the upper level is a bridge roadway system that leads passengers to the departures level of all airport terminals. The roadway is made up of vast concrete and rebar structures separated by expansion joints to safely absorb the heat-induced expansion and contraction of adjoining concrete slabs.

Following an inspection of this vital artery to LAX’s terminals by Caltrans in 2010, LAWA identified necessary repairs for 44 expansion joints (hinges) and localized concrete deck areas due to age. It also recommended applying a sealer overlay to approximately 90 percent of the 2.6-mile length of the Upper/Departures Level roadway.

The roadway’s compressed bearing pads are being replaced at the hinges where slide bearing pads show deterioration. These efforts will result in a smoother and safer drive along the upper level.

To conduct this work, construction crews must access hinge areas from underneath the structure. Large metal beams placed beneath the upper level can safely support the bridge as the hinge work is done. The installation of these large beams temporarily reduces height clearance nearly three feet for the lower level roadway’s passenger pick-up lanes from its original 13 feet 9 inches to 10 feet 6 inches.

Throughout the project, the roadway’s aesthetics will also be improved for LAX visitors. The Curbside Appeal and Roadway Improvement Project will provide a new, dramatically upgraded look to the Upper/Departures Level with installations of modern LED street lighting, improved signage to help people find their way, and will extend the recently completed upper level sidewalk canopy from Tom Bradley International Terminal to Terminals 3 and 4.

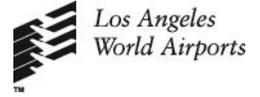
Ultimately, the combined projects will result in better lighting for pedestrians and motorists, and will extend the life of the roadway, which provides vital access and vehicle flow within LAX. The full Curbside Appeal and Roadway Improvement project costs \$118 million and is scheduled to be fully completed in 2016.



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Fifth Feeder Project Allows LAX To Meet Expanding Power Needs

As Los Angeles International Airport (LAX) continues to modernize, the airport's electrical system must be enhanced to meet current and future load demands, and operate more reliably.

The Fifth Feeder Project, set to begin in October 2014, will provide added reliability to the electrical infrastructure at LAX. It will also increase water capacity to the airport facilities allowing new and recent construction projects at LAX to meet fire protection requirements and improve the water line infrastructure.

The Los Angeles Department of Water and Power (LADWP) currently has four electrical main lines, or feeders, which provide electrical service to LAX. Installation of a fifth feeder will ensure LAX has sufficient utility systems reliability, capacity, and redundancy to meet new load demands required to support the new Tom Bradley International Terminal, Central Utility Plant (CUP), and other improvements at LAX.

The Fifth Feeder Project will construct a new two-conduit by six-conduit, 34.5 kilovolt (kV) duct bank in the vicinity of the Theme Building, where it will tie in to the power duct bank constructed by the new CUP project and extend to Sepulveda Boulevard allowing LADWP to increase the airport's electrical capacity and provide redundancy should one of the existing feeders fail.

The Fifth Feeder Project will also extend firewater lines to the new Terminal 4 Connector, providing the facility



Caption: The Fifth Feeder will increase the reliability and capacity of LAX's power systems, allowing the airport to meet new load demands as they continue their \$7+ billion renovation program.

Photo by Jay Berkowitz, LAWA Staff Photographer

with the required water capacity for fire suppression. It will also extend new fire and domestic water lines to Terminal 1. Lastly, the project will add an extension to existing communications and electrical duct banks to provide LAX with greater flexibility for future modifications.

Some road and sidewalk closures will be required as the installation of these infrastructure elements commences. Work will be planned and scheduled to minimize the project's impact on the traveling public.

The project is expected to cost \$20 million and finish in 2015.

LAX is Happening in Action! New Automated Passport Kiosks Expedite Entry for Arriving Passengers in Tom Bradley International Terminal

As part of ongoing efforts airport-wide to reduce wait times and enhance the passenger experience, Los Angeles World Airports (LAWA) has installed 40

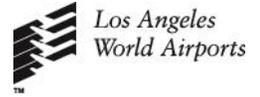
Automated Passport Control Kiosks (APC) in the Tom Bradley International Terminal (TBIT).



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A new Automated Passport Control Kiosk stands ready for use in the Tom Bradley International Terminal Customs Arrival Hall.

Photo by Jay Berkowitz, LAWA Staff Photographer

APC kiosks allow international travelers and family groups to submit their customs declaration form and biographic information electronically, reducing the amount of time they spend with a Customs and Border Protection (CBP) officer. Individuals using the kiosks can complete the process within 90 seconds and a family of three within four minutes.

Easy-to-follow instructions available in

13 different languages, guide the user through the process, which includes scanning your passport, taking a photograph with the kiosk's camera, answering questions, and fingerprinting for non-U.S. citizens. Travelers then receive a receipt confirming their information and proceed to a CBP officer to complete their entry into the United States.

APC is a free service, does not require pre-registration or membership, and maintains the highest levels of protection when it comes to the handling of personal data or information. And travellers opting to use the kiosks will no longer have to fill out a paper customs declaration form!

U.S. and Canadian citizens arriving from abroad, as well as travelers from the 38 Visa Waiver Countries who are also registered with the U.S. Customs and Border Protection's (CBP) Electronic System for Travel Authorization (ESTA) program, are eligible to use the new machines.

Thanks to the success of this program, airport officials are planning to install APC kiosks in Terminal 2, LAX's secondary international terminal, during its recently started \$320-million terminal renovation, which is scheduled to finish in 2016. Similar technology is currently in use in Terminal 5, installed by Delta Air Lines as part of their on-going \$250-million renovation program.



Los Angeles World Airports

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