

## In-Line Baggage Handling and Screening Systems Fact Sheet

### • Project Description

The In-Line Baggage Handling & Screening System program will improve and automate the security screening of checked baggage at all LAX terminals and will make travel through LAX safer, faster and more convenient. The program includes construction/replacement of outbound baggage conveyor systems and installation/integration of new Explosive Detection System (EDS) machines provided by the Transportation Security Administration (TSA). The project also includes construction of On-Screen Resolution Control Rooms, Baggage Inspection Rooms, Explosion Trace Detection (ETD) workstations, and Closed-Circuit Television (CCTV) systems.

### • Traveler Benefits

- Facilitates more timely and efficient baggage security screening
- Reduces passenger congestion in the airline ticketing lobbies by relocating the checked-baggage screening machines to non-public areas
- Enhances overall safety, security and service at LAX

### • Traveler Impacts

All terminals at LAX will remain open for normal operations during construction. The majority of construction will take place in non-public areas. However, travelers may notice construction-related noise and other changes, such as construction barriers, in some of the public areas. Before traveling, check [www.lawa.org](http://www.lawa.org) or contact your airline for the latest updates.

### • Construction Dates

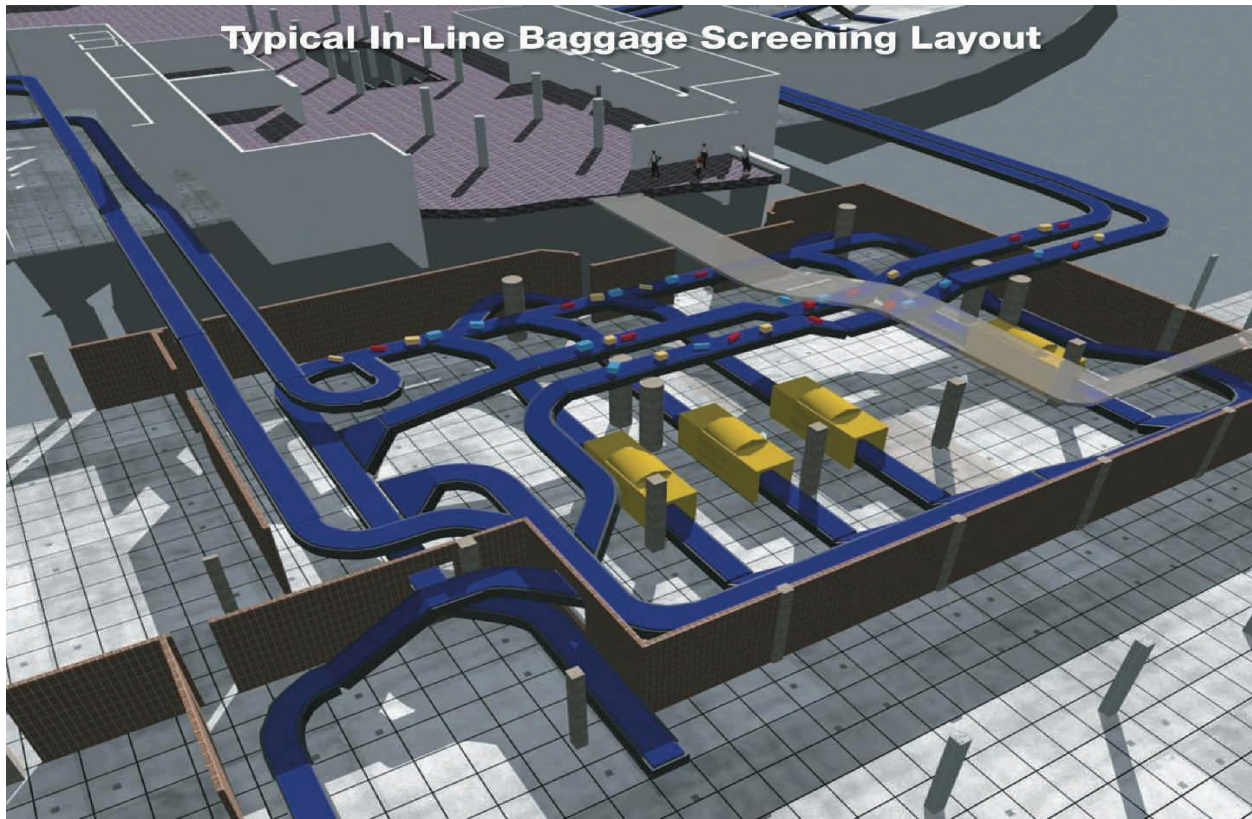
- Terminal 3: January 2008 - November 2009
- Tom Bradley International Terminal (TBIT): February 2007 - January 2010
- The airlines in the remaining terminals at (Terminals 1, 2, 4, 5, 6, 7 and 8) are responsible for implementing their own in-line baggage handling and screening systems working directly with the TSA.

### • Cost

The total cost of the program covering all nine LAX terminals is estimated at \$613 million, with TSA reimbursement expected to total \$460 million.

### • Funding

LAWA is responsible for the projects at Terminal 3 and TBIT. Funding for these two projects will come from the TSA and other airport sources. No monies from the City's general fund will be used. The airlines in Terminals 1, 2, 4, 5, 6, 7 and 8 will pay for their respective systems.



*System process shows checked-in luggage traveling on blue belts through yellow Explosive Detection Machines for clearance and on to aircraft*

• **Contract Teams**

Terminal 3

- Design Services: Gensler
- Construction Management: PBS&J
- Construction: Swinerton Builders

Tom Bradley International Terminal

- Design Services: Leo A. Daly
- Construction Management: Parsons
- Construction: Clark/McCarthy - Joint Venture

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**LAX**  
Los Angeles World Airports