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LAX CAPITAL IMPROVEMENTS PROGRAM E-NEWSLETTER

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Automated People Mover Development on Track



IN THE STATION – Rendering shows the potential design of one of the Automated People Mover stations inside the LAX Central Terminal Area.

Plans for an Automated People Mover (APM) to serve Los Angeles International Airport (LAX) took an important step forward in early June with the release of a Request For Qualifications (RFQ) seeking interest from development teams that would pair with an eligible system provider to design, build, finance, operate and maintain the complete APM system.

The fixed facilities of the APM include more than two miles of elevated guideway, six stations, roadways and other associated facilities.

It is a key component of the Landside Access Modernization Program (LAMP) designed to improve the overall airport guest experience. The APM will feature three stations

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in the Central Terminal Area (CTA) providing fast and easy connections to airline terminals with a convenient pedestrian walkway system, short wait times at each station (2-3 minutes), and operate free for airport users, 24 hours a day.

LAMP includes four primary components: The APM system, a Consolidated Rent-A-Car (ConRAC) facility, two Intermodal Transportation Facilities (east and west), as well as roadway improvements to enhance access to the proposed facilities.

LAMP will eliminate much of the vehicular idling and circling that create congestion in the CTA that exists today. With fewer vehicles in the CTA, including elimination of rental car courtesy vehicles altogether, there will be less traffic and a significant reduction in emissions. Just as important, the APM will connect LAX with the regional rail and light rail networks, thereby encouraging air travelers and employees to use public transit to the airport.

The APM will also connect to the ConRAC that will accommodate rental car agencies at one convenient

location adjacent to Interstate 405. Both the APM and ConRAC are anticipated for delivery by 2023.

“The APM is a critical project for the future modernization of LAX and is the promised solution to providing reliable, time-certain access to airline terminals for passengers, employees and other users,” said LAWA Chief Executive Officer Deborah Flint, adding that the “release of the RFQ is an important step toward delivering on that promise.”

LAWA has put an emphasis on the role of small, local businesses in the development of LAMP projects. To help spur those opportunities, a small business forum was held in July as part of the RFQ timeline.

The RFQ documents are available on the Los Angeles Business Assistance Virtual Network (<http://www.labavn.com>). Based on response to the RFQ, LAWA intends to shortlist a number of firms who will then be eligible to submit formal proposals with an eligible system provider, to design, build, finance, operate and maintain the complete APM system. LAWA anticipates completing the shortlist process that fall.

Getting a Peek Into the Future at Terminals 1 And 7

Passengers who use Terminals 1 and 7, where major renovation projects will continue for another 18 months or so, got a peek into the future as both Southwest Airlines and United Airlines opened new check-in lobbies.

Southwest Airlines debuted its new ticketing lobby in the western portion of Terminal 1 in February. It includes self-service, bag-checking stations, where passengers can print out baggage tags before taking their luggage to a bag-drop station.

The new lobby is just a hint of what's to come. The \$508-million project is on schedule and budget, according to Southwest Airlines.

A newly renovated Gate 13 waiting area and an adjacent restroom opened in June. A new California Pizza Kitchen sit-down restaurant is slated to open in late July near Gate 13.

By the end of 2016, Reilly's Pub and Coffee Bean and Tea Leaf are scheduled to open, along with the new Gates 15 and 17.

The east half of the terminal, which is currently under construction, will house a new security checkpoint and baggage-screening systems. They are expected to begin operation in the first quarter of 2017.



Jay Berkowitz



Jay Berkowitz

A PEEK – New check-in lobbies in Terminals 1 (top) and 7 (bottom) are open as major renovation work continues at both terminals.

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Southwest anticipates the Terminal 1 Project to finish in early 2018. Los Angeles World Airports (LAWA) will acquire improvements up to \$508 million.

United Airlines customers also got a look into the future in April with the opening of a portion of the new check-in lobby at Terminal 7, where a \$573-million renovation project is well under way.

When work is completed in December 2017, nearly all of the public space in Terminals 7 and 8 will be refreshed for the first time since major renovations were completed in the late 1990s.

The new portion of the check-in lobby includes self-service baggage-tagging stations, as well as a counter for full-service and premier customers. A corridor with big glass windows, where passengers can travel between Terminals 7 and 8, lets additional natural light into the lobby.

In addition to the new check-in lobby, the work will include consolidating four security-screening areas into one 12-lane location, new seating areas with charging stations for electronic devices, and a brand new United Club that will include an outdoor deck.

A new carousel at Baggage Claim 4 opened in April, while neighboring Baggage Claim 3 was taken offline for its replacement. The carousels are being replaced one at a time to minimize impact on travelers. A new baggage office is also under construction. New restrooms at the western end of the baggage claim area opened at the end of June.

The project to renovate Terminals 7-8 is expected to be completed in December 2017. United Airlines is financing the project, with LAWA acquiring improvements up to \$534 million upon completion.

Demolition Makes Way for Midfield Satellite Concourse

The mid-May demolition of a hangar used by Qantas Airlines will make way for two new taxilanes as well as the new Midfield Satellite Concourse (MSC) North.

According to Robert Shultz, the LAWA Project Manager for the MSC Civil and Tunnel Packages, the original "Hangar With Wings," described as such because of its unique cantilevered roof, was built by Trans World Airlines (TWA) in 1958 to maintain its fleet. An advertisement at the time noted that the hangar provided an unrestricted work area larger than three football fields, allowing simultaneous work on six aircraft.

By 1990, according to Shultz, the hangar was 40 feet taller and 200 feet wider than its original construction. It would eventually be used by American Airlines, following its acquisition of TWA, and most recently Qantas.

A new hangar in the West Aircraft Maintenance Area, specifically designed for Airbus A380 aircraft, is well underway, allowing LAWA to demolish the structure that is just to the west of the Tom Bradley International Terminal, where the MSC will be constructed over the next three years.

The MSC North gates project will add 12 gates, including many for Group V and VI aircraft, such as the A380 and Boeing 747-8, and help reduce reliance on the West Remote Gates. It is expected to be substantially completed by late 2019, with operational activities to begin soon thereafter.

For more information on the MSC North project, visit <http://www.lawa.org/ourLAX/default.aspx>



Joshua Sauls



Joshua Sauls

IN PIECES – A large section of the roof of the former TWA/American/Qantas hangar was demolished in mid-May.

Terminal 4 Connector Nears Official Opening

While its official opening yet to come, travelers at LAX have already been making good use of the new Terminal 4 connector.

The portion of the building that connects the Tom Bradley International Terminal to Terminals 4-8 on the south side of the airport had a soft opening at the end of February while work has continued on other features of the \$148.5 million facility. By way of the new connector and a network of tunnels and bridges already in use, domestic passengers transferring to other domestic or international flights can remain on the secure side of the terminals and take advantage of restaurants, retail stores and lounges in TBIT as well as the south terminals.

With the addition of 20 flights daily, American Airlines is making use of TBIT for some domestic service in the early morning hours.

At the end of June, travelers were allowed to start using the four-lane Passenger Security Screening Checkpoint. It allows connecting international passengers to use the T-4 Connector once they clear customs and drop their luggage at the baggage re-check station. Beyond the checkpoint is an atrium with stairs, escalators and elevators to take passenger up to the connector level.

The T-4 Connector also includes a South Terminals Passenger Bus Port for future use, and a public plaza for outdoor seating.

Los Angeles World Airports provided \$114 million of the total project cost, which was raised through a combination of Passenger Facility Charges, Transportation Security Administration grants, LAX funds and Airport revenue bonds. American Airlines is funding an additional \$34.5 million to install its new Checked Baggage Inspection System within the building.



Charles Pannunzio

NEW CORRIDOR – Passengers use the walkway at the top of the Terminal 4 Connector to travel between the Tom Bradley International Terminal and Terminals 4-8.

Work Continues in CTA Parking Structures

Elevator upgrades and lighting improvements are continuing in parking structures in the Central Terminal Area.

In the structures where there are two pairs of elevators, one set has been taken off-line while the other remains in service. In Parking Structure 5, where there is only one tower, the upgrades will be done on one car at a time.

In PS-3, PS-4 and PS-6 one set of new elevators is in service and work has moved to a second tower, although exterior metal panel cladding installation will continue after the elevators return to service.

At several locations, the work is closing the left-most lane

on the Lower/Arrivals Level, with additional restrictions overnight. Motorists are advised to allow additional time to travel through the CTA.

Work on the heliport atop Parking Structure 4 has limited the number of spaces available on the roof. Because it serves both the Tom Bradley International Terminal and Terminal 4, the structure is occasionally full, in which case motorists will be directed to other parking structures.

New lighting has been installed inside of Parking Structures 1 and 7, with work taking place in June in PS-6. Work is expected to take place in other structures later this summer, with PS-3 to receive new lighting in July.

New Eateries Open, American Shifts ‘Eagle’s Nest’ Busing as Work Continues in Terminal 6

While much of the work to improve Terminal 6 has been completed, big changes continue, for passengers and the airlines.

New restaurants continue to open as Westfield rolls out its “Sunset Boulevard” concept at the terminal, shared by Alaska, American, Delta, Copa, Great Lakes and Mokulele, which serves Imperial/El Centro.

Earlier this spring, Blu2o, with a menu that includes beach bites, cocktails and coffee, joined the restaurant lineup overseen by Westfield. Point The Way Café and earthbar opened in June, joining Osteria by Fabio Viviani, Starbucks Evenings, The Habit Burger Grill, The Marketplace by Wolfgang Puck, and Wahoo’s Fish Taco in a line-up of popular eateries.

“Working with LAWA, we are helping create a seamless customer experience that journeys through three distinct buildings, similar to how Sunset Boulevard meanders across our great city,” said Keith Kaplan, Westfield’s vice president at LAX. “Customers have been truly delighted with the exciting new retail and dining collection, which brings the best of L.A. to LAX with more than a dozen local brands and airport firsts.”

Meanwhile, American Airlines has shifted its regional jet operation from Terminal 4 as it adds 20 daily departures to its schedule. Passengers will still board the regional jets at the “Eagle’s Nest” building, just east of Sepulveda Boulevard, but American has renumbered the gates to correspond to moving the busing operation from Terminal 4. The gates are now numbered 60-A to 60-I, with passengers picking up the bus at Gate 60 in Terminal 6.

With four gates in operation at Terminal 6 in addition to the busing operation, American has added signage outside of Terminal 4 on the Upper/Departures Level to help direct passengers to the correct location.



Photo courtesy of Westfield

NEW OPTIONS – Blu2o is among the new food and drink offerings that have opened in Terminal 6 this spring.



Charles Pannunzio

DIRECTING TRAFFIC – With significant operations in Terminal 6, including relocation of its regional jet service, American Airlines has added signage on the Departure/Upper Level at Terminal 4.

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