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LAX CAPITAL IMPROVEMENTS PROGRAM E-NEWSLETTER

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LAWA Breaks Ground on Midfield Satellite Concourse



Taso Papadakis

DIGGING IN – Airport and city officials take part in the Feb. 27 groundbreaking. Pictured from left: PCL Construction Vice President and Project Director Dale Kain, LAWA Deputy Executive Director of Airports Development Roger Johnson, LAWA Chief Executive Officer Deborah Flint, Airport Commissioner Jeffery Daar, Board of Airport Commissioners President Sean Burton, 11th District City Council Member Mike Bonin, Los Angeles Mayor Eric Garcetti, 3rd District City Council Member Bob Blumenfield, 15th District City Council Member Joe Buscaino, Board of Airport Commissioners Vice President Valeria Velasco, Airport Commissioner Gabriel Eshaghian, and LAWA Chief Development Officer Robert Gilbert.

The rain stayed away as nearly 300 people gathered to celebrate the ceremonial groundbreaking of the Midfield Satellite Concourse (MSC) at Los Angeles International Airport on Feb. 27.

The new 12-gate facility, which is being built at a cost of \$1.6 billion, including a companion project to upgrade the baggage handling capacity at the Tom Bradley International Terminal (TBIT), will help improve the guest experience.

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"This is a win for Los Angeles, it's a win for our tourism industry, it's a win for every person who walks through these doors as a gateway to the rest of the world," Los Angeles Mayor Eric Garcetti told the group of construction workers and airport stakeholders, neighbors and employees during the ceremony that took place under a tent adjacent to the construction site.

City Council Member Mike Bonin lauded the efforts to have the new concourse meet and exceed environmental sensitivity guidelines while Council Members Bob Blumenfield and Joe Buscaino were also congratulatory in their speeches.

Los Angeles Board of Airport Commissioners President Sean Burton spoke of the improved guest experience.

"While it can be nearly impossible to compete with such a jewel as the Bradley Terminal, we know this new building will be a gem in its own right," Burton said.

Los Angeles World Airports (LAWA) Chief Executive Officer Deborah Flint, meanwhile noted the technology that would be included in the new concourse.

"Not only will we have today's latest features, but we will provide the platform for tomorrow's advancements as well," Flint said. "Our flight information display systems will have features that allow customized directions to your gate once you scan your boarding pass."

Even the new baggage system will be rooted in modern design.

"It will be capable of sorting 6,000 bags per hour making use of the latest in cutting-edge technology that the most-advanced airports in the world will envy," Flint said.

Designed as an extension of TBIT, the new 750,000-square-foot concourse will be located west of TBIT and connected by a 1,000-foot-long underground pedestrian tunnel with moving walkways. Buses will also be used to transport passengers between the concourse and other terminals.

Other project features include a new TBIT Gateway connecting point, taxiways/taxiways, apron and utilities. Two of the new gates will accommodate the larger Airbus A380 and Boeing 747-8 jets, with the remaining 10 gates accommodating Boeing 777s and 787s, and Airbus A330s and A350s.

The entire Midfield Satellite Concourse and Baggage Optimization construction program encompasses a total of 1,052,000 square feet and is expected to become operational in late 2019. The new baggage system, when completed, will accommodate the immediate and future need for processing outbound bags, and will be the largest

Individual Carrier System (ICS) in the U.S.

Concourse construction is expected to involve up to 6,000 trade workers, with direct wages surpassing \$300 million, and at least 15 percent of the work will be performed by Small Business Enterprises. When completed, a few hundred permanent jobs are expected to be created, primarily to staff new concessions and service new flights.

The MSC is being constructed by Turner/PCL Joint Venture and designed by their partners Corgan in association with Gensler and gkkworks. The joint venture will also build additional infrastructure for the Baggage Optimization Project, while Tom Bradley International Terminal Equipment Company (TBITEC) has hired Vanderlande to design, build and install the baggage system, including belts, conveyors and carousels.

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Taso Papadakis

CATCHING UP – LAWA Chief Executive Officer Deborah Flint (left) and Los Angeles Mayor Eric Garcetti chat following the Feb. 27 groundbreaking.



Taso Papadakis

MORE GROUNDBREAKERS – From left: LAWA Chief Development Officer Robert Gilbert and Planning and Development Group Deputy Executive Director Cynthia Guidry pose with Vice President and Construction Executive at Turner Construction Dan McGucklin and Mark Skjervem, of Pasley Management Group, LAWA's elements manager for the MSC project.

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Charles Pannunzio

MAKING PROGRESS – Construction crews were well on their way to excavating space for the MSC basement and tunnels by mid-April.

Included among the 250 subcontractors involved in the design and construction of the MSC, more than half are based in Los Angeles County.

Shortly after the groundbreaking ceremony, the MSC Enabling Project was completed, on time and about \$8 million under budget, and work has begun on the passenger and utility tunnels, as well as the building basement and the Gateway facility. Operations are expected to begin in the new concourse by the end of 2019.

Qantas Dedicates \$30-Million Hangar Facility

You can't help but see it as you travel on Pershing Drive, the new \$30-million Qantas maintenance and engineering facility at LAX that was officially unveiled and dedicated in late January. The 613,543-square-foot facility is one of the largest commercial hangars in North America and the first specifically designed to accommodate the Airbus A380.

The hangar will be used to carry out maintenance checks on Qantas' A380 and Boeing 747 aircraft during ground time in Los Angeles. Qantas' aircraft spend as much as 14 hours at LAX before flying the return trip to Sydney, Melbourne or Brisbane.

The hangar will also have capacity to support Qantas' new Boeing 787-9 Dreamliner when it enters service later this year, and the airline plans to bid for work on other carriers' aircraft. The facility has the capacity for four aircraft to be worked on simultaneously.

It replaces Qantas' previous hangar at LAX, which was built at the start of the jet era in 1958. It was demolished

to make way for broader improvements to the airport, triggering the construction of the new Midfield Satellite Concourse addition to the Tom Bradley International Terminal.



Matt Sayles

BIG PLANES, BIGGER HOME – A Qantas A380 is parked outside the new \$30-million maintenance and engineering facility visible from Pershing Drive. Despite the building's size, it is designed to house one plane at a time.

New Checkpoint Highlights Changes at Terminal 1



Charles Pannunzio

Passengers using Terminal 1 in early April got a pleasant surprise as construction reached a major milestone with the opening of a new Security Screening Check Point in the eastern portion of the building that will dramatically improve the guest experience.

The new checkpoint is located in an area that previously housed Southwest Airlines' ticketing lobby and other non-public space of the terminal. It replaces the

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MORE SPACE – The Terminal 1 Security Screening Check Point was relocated to the eastern half of the building in early April, providing much more space and the ability to expand to up to 12 lanes.

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checkpoint that was located on two levels in the middle of the terminal.

Eight lanes, including one for TSA Pre-Check passengers, are located in the new checkpoint area, providing for better passenger flow than the old location. The new checkpoint is on the ticketing level, with passengers using escalators or elevators to reach the concourse after they have been screened. Gaining access to the old checkpoint required passengers to line up on the ticketing level, then go upstairs to line up again.

Once they reach the concourse, passengers can turn right to reach Gate 9 or continue to other gates.

With the opening of the new checkpoint comes a shift in the \$515.8 million project to renovate Terminal I. The former checkpoint area will include new restrooms on the ticketing level and a food court in the concourse. Both will open in 2018 as the project winds up.

Work has also been progressing with the continued renovation of gates and seating areas. Gates 18A and 18B will reopen later this spring, work continues on Gates 16A and 16B, which will be consolidated, and work begins at Gate 14. Reilly's Irish Pub opened in March, providing an additional sit-down restaurant and bar as Westfield works toward opening a total of 24 restaurants and shops in the terminal.

The project began in 2014, and included demolition of the old US Airways ticket counters, where Southwest Airlines opened a modern ticketing lobby in February

2016, allowing work to begin on the new screening area. Shifting the lobby and Skycap area to the west will allow for better traffic flow at the entrance to the airport, and also creates more curb space for passenger drop-off and pick-up.

On the lower level, passengers have been using a renovated baggage claim area since early 2016 while construction has continued on the new, fully automated checked baggage inspection and sorting system.

Southwest Airlines is financing the project with Los Angeles World Airports acquiring the improvements upon completion.



Charles Pannunzio

PATH OF TRAVEL – Screened passengers use either escalators or elevators to reach the concourse from the new checkpoint area in Terminal I.

“LAX on the MOVE” Will Relocate 15 Airlines in 3 Days

Moving day is fast approaching for 15 airlines at LAX that will change terminals over three nights between May 12 and 17 as part of a larger effort to balance operations between the north and south sides of the airport and modernize Terminals 2 and 3.

The planning for the relocation has been going on for nearly a year after the Los Angeles Board of Airport Commissioners approved a lease and license agreement in July 2016 for Delta Air Lines to relocate to terminals on the north side of the airport. Delta is planning improvements valued at up to \$1.9 billion over the next seven years that would modernize and connect Terminals 2 and 3 to the Tom Bradley International Terminal (TBIT).

A comprehensive strategy is being used to inform travelers, including new signs, overhead public address

announcements, radio, print and digital advertising and hundreds of volunteers who will help to direct travelers on the days during and after the relocations.

Five airlines have already moved or re-established operations in their new locations, starting with American Airlines exchanging four gates in Terminal 6 for four of Delta's gates in Terminal 5 in January. This consolidates American's operations closer to its Terminal 4 hub. The airline also operates flights out of TBIT.

In April, Copa and Hainan Airlines moved their operations to TBIT, with Copa passengers checking in at Terminal 3 before walking to TBIT. Qatar Airways moved May 1 from Terminal 2 to TBIT, while Thomas Cook Airlines resumed its seasonal service that same day, also flying temporarily out of TBIT.

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The “LAX on the MOVE” airline relocations get underway after each carrier conducts its final operation on the day it moves. Delta will shift operations on all three of the move days, meaning it will operate from Terminals 2, 3, 5 and 6 for a handful of days.

On the night of May 12, Allegiant, Frontier and Sun Country will move from Terminal 3 to Terminal 5. Boutique Air and Virgin America will move from Terminal 3 to Terminal 6. All five airlines will begin operations in their new location on May 13.

Also on May 12, Delta will begin its move from Terminals 5-6 to Terminals 2-3. Virgin Australia’s check-in moves from Terminal 3 to Terminal 2, with operations continuing from TBIT. Volaris customers will continue to check in at Terminal 2, but will be bused to TBIT for their flights.

The next series of moves on May 14-15 will see Interjet and Avianca leave Terminal 2 for TBIT, although customers will check in at the adjacent Terminal 3. Spirit moves from Terminal 3 to Terminal 5 and Delta continues its relocation.

In the final moves, on May 16-17, Air Canada will relocate from Terminal 2 to Terminal 6, Hawaiian moves from Terminal 2 to Terminal 5, and JetBlue leaves Terminal 3 for Terminal 5. Also as of May 17, passengers on Southwest’s international flights will begin checking in at Terminal 1 before being bused to TBIT for Southwest’s international arrivals and departures.

XL Airways France will begin flying from Terminal 6 when it resumes seasonal service June 4.

Passengers traveling through LAX during and after the terminal relocations are encouraged to arrive early. Other tips include:



Charles Pannunzio

RELOCATING NORTH – Delta Air Lines will move to Terminal 2, above, and Terminal 3 in mid-May.

- Check-in online, print or download a boarding pass and confirm terminal and gate number with your airline before coming to LAX
- When entering the airport, look up at overhead signs directing you to the correct terminal
- Once at LAX, check flight and gate status on display boards in each terminal
- Plan ahead and allow extra time for walking. Some flights have check-in at one terminal with departure from another
- Remember that after check-in, some airlines will bus passengers to a different terminal for departure

Information about the move is available on social media. Follow the hashtag #LAXontheMove on Twitter @flyLAXairport and @LAAirportPD, on Facebook at LAAirport, and Instagram at flylaxairport.

Environmental Clearances, Preliminary Work Lined up for Landside Access Modernization Program

The proposed projects to help alleviate traffic congestion at Los Angeles International Airport (LAX) continued to move forward during the first four months of 2017, with the Landside Access Modernization Program (LAMP) winding its way through environmental clearances while two major components are preparing formal Requests For Proposals (RFP).

LAMP includes an Automated People Mover (APM) – an elevated train system – with six stations that would transport passengers between the Central Terminal Area

(CTA) and the other main project components located east of the CTA including a new Consolidated Rent-A-Car Center (ConRAC).

The California Environmental Quality Act (CEQA) entitlements review reached an important milestone in March, as the Los Angeles Board of Airport Commissioners (BOAC) voted unanimously to certify the Final Environmental Impact Report and recommended that the Los Angeles City Council concur and approve the LAMP Project. On March 23, the BOAC met with the Los Angeles City Planning

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FUTURE PLANS – The current City Bus Center on 96th Street, along with a portion of Lot C, would be transformed into the Intermodal Transportation Facility West as part of the Landside Access Modernization Program. Current bus operations at the center would be relocated to the proposed Metro station at 96th Street and Aviation Boulevard.

Commission, which recommended the Los Angeles City Council approve zoning change requests and amendments to various municipal planning documents in conjunction with the use and development of the LAMP projects.

Several more approvals will be sought in May and June while the National Environmental Policy Act (NEPA) approval process will get started in June with the release of a Draft Environmental Assessment. A public hearing is anticipated in July.

As these approvals take place, the RFP process continues for the APM and ConRAC, which are both proposed as P3 (Public-Private Partnership) projects. Three teams competing for the APM have been working through draft versions of the RFP for the 2.25-mile train and associated projects, with a final RFP anticipated in June. Six teams have submitted Statements of Qualification (SOQ) for the ConRAC project, with a decision on a short list expected in May and a final RFP in the first quarter of 2018.

In addition to surveying work that has been taking place for several months, preparations for building the LAMP projects took a step forward in April when the BOAC

awarded a three-year design-build contract valued at up to \$300 million to Myers and Sons – Griffith, A Joint Venture, which will allow the firm to perform comprehensive engineering, design, demolition, pre-construction and construction services on the Utilities and LAMP Enabling Project.

The purpose of the Utilities and Enabling Project is to mitigate schedule uncertainty and risks by ensuring that key sites are assessed, cleared and prepared for LAMP project teams to begin their work on time. The project will also allow for completing the relocation of utilities and traffic improvements.

Several of the high priority jobs in this project involve preparing the current Lot C for conversion into the Intermodal Transportation Facility West, one of the three APM stops outside the CTA that will include thousands of parking spaces, pickup and drop-off areas for buses and shuttles and other travelers' services.

Pending final approval of the Utilities and LAMP Enabling Project by the Los Angeles City Council, a notice to proceed is expected to be issued in May.

Please send newsletter comments, inquiries and suggestions to: Charles H. Pannunzio | LAX Public Relations Division
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