

RE:LAX

The LAX Capital Improvement Program Newsletter

WINTER 2011

LAX Dedicates New Airport Response Coordination Center

JAY BERKOWITZ/LOS ANGELES WORLD AIRPORTS



The Airport Response Coordination Center manages daily operations via a centralized facility staffed by representatives from several airport divisions and governmental agencies for immediate, comprehensive and efficient response to all aspects of LAX operations.

The new LAX Airport Response Coordination Center (ARCC) was dedicated Jan. 24, 2011, during a ribbon-cutting ceremony with Los Angeles Mayor Antonio Villaraigosa and federal and airport officials. The \$13.9-million facility, completed December 2010 following a 15-month construction schedule, greatly enhances LAX's service to passengers, tenants and the surrounding community by streamlining airport operations and improving emergency-response capabilities.

The facility provides day-to-day, round-the-clock operational support, facility management, flight information, security coordination and ensures compliance with all federal aviation regulations.

The ARCC is staffed with personnel from LAX's Airside (airfield) and Landside (terminal) operations, Los Angeles Airport Police and Construction & Maintenance Division, as well as from governmental agencies, including the Transportation Security Administration.

A separate section of the ARCC, called the Incident Management Center (IMC), would be activated during a major incident or airport emergency -- calling in additional personnel to specifically respond to the event, from initial onset, to securing the incident, and through recovery of impacted operations until the airport fully resumes normal operations and the incident officially "closed."

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Replacement Central Utility Plant to Become New Heart of LAX



Architect's preliminary rendering of the new Central Utility Plant, with the FAA air traffic control tower and Theme Building in the background.

By Lisette Madrid

LAX's Capital Improvement program is replacing the heart of the airport, the 50-year-old Central Utility Plant (CUP). The CUP will no longer be capable of adequately meeting the water, heating and cooling needs of travelers within a significantly modernized LAX. The CUP replacement project has already broken ground and will replace the existing plant with a \$438-million, state-of-the-art and more efficient facility to be located west of the LAX Theme Building,

in the middle of the passenger terminal area. Construction will continue through August 2014. The new facility and systems will provide additional capacity for air conditioning, heating and lighting of the airline terminals and other airport buildings, thereby enhancing passenger comfort, reliability of utility service, and safety.

The CUP replacement project includes a new facility and plant equipment, combustion gas turbines, heat-recovery steam generators, cooling towers, water refrigeration/heating equipment, and ancillary pumps. Eighteen miles of pipe will be used in an underground hot/cold water piping network to serve passenger terminals and other buildings. New maintenance shops and offices for plant personnel, and a new 1.6-million-gallon thermal-energy storage tank will be built. All of these improvements make the CUP design approximately 25 percent more energy-efficient than the current facility and will ensure that the new CUP will meet all current air-quality regulations. After the new CUP goes into service, the current facility will be demolished.

All airport facilities will remain open to the public during this complex construction project, which has been likened to a heart transplant on a patient running a marathon. Traffic lane restrictions and closures will occasionally take place to redirect motorists on the Lower/Arrivals Level.

First of Three Roadwork Projects Completed To Improve Traffic Flow

By Brittany Mehcz

The first of three intersections of roadwork designed to ease traffic flow associated with LAX construction has finished. Begun last September at a total project cost of \$2.16 million, the other intersections will be completed by this year's busy summer travel season.

The first intersection at Imperial Highway and Main Street finished Feb. 8. The two intersections of Imperial Highway-Pershing Drive and Pershing Drive-Bradley West Drive will be completed May 4, 2011.

Motorists can expect slight delays during construction, but will see a marked difference once work is complete. The project

created an additional left-turn lane in the westbound direction of Imperial Highway onto Main Street and upgraded existing storm drains, street lights, traffic signals, and other related improvements. The second intersection improvement includes constructing an additional right-turn lane in the westbound direction of Imperial Highway onto Pershing Drive.

Also included in the project is construction of a new driveway and installation of temporary traffic signals to improve access to and from an existing parking lot on the east side of Pershing Drive just south of World Way West for construction staff parking.



Workers resurface traffic lanes along Imperial Highway. Roadwork will improve traffic flow and alleviate congestion associated with LAX construction projects.

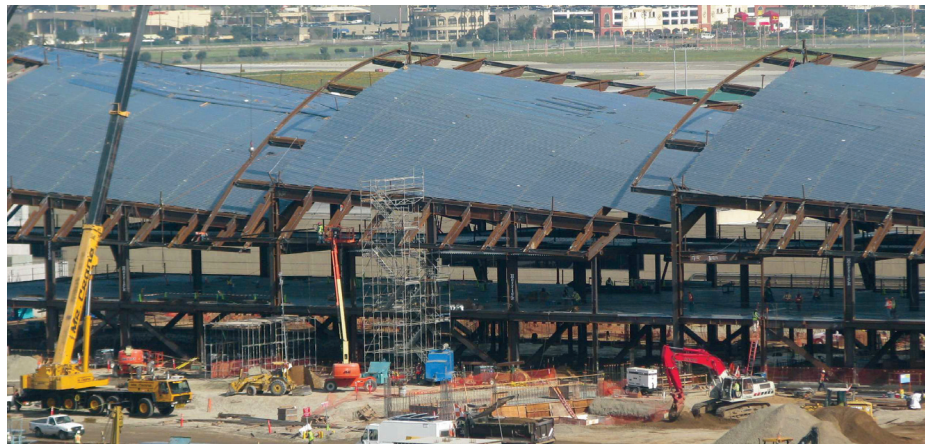
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Bradley West Celebrates Construction Progress

The \$1.545-billion Bradley West Project is now 16.5 percent complete with distinctive wave-like steel arches taking shape on the north concourse. Los Angeles Mayor Antonio Villaraigosa, airport executives and workers recently celebrated the construction progress on the largest public works project in L.A. City history by signing a piece of the overhead steel placement.

The steel placement ceremony follows a long-standing tradition in the construction industry marking the moment the highest structural point in the building's construction is achieved – historically this event bestows good luck for the future occupants/users of the building. All aspects of the project are moving forward with ongoing structural steel erection on the north and south concourses, concrete pours in the concourse basements, and utility relocation/work continuing within the utility corridors.

The project will create a new world-class terminal with 1.24 million square feet of new building area, including new aircraft boarding gates, a



The Bradley West construction zone looking northeast showing the north concourse boarding gates taking shape. The complex construction is taking place in the shadow of full airport operations, necessitating thorough adherence to coordination and safety procedures.

Great Hall for premier shopping and dining, new airline lounges, and enlarged customs facility for efficient passenger processing. Bradley West necessitates carefully coordi-

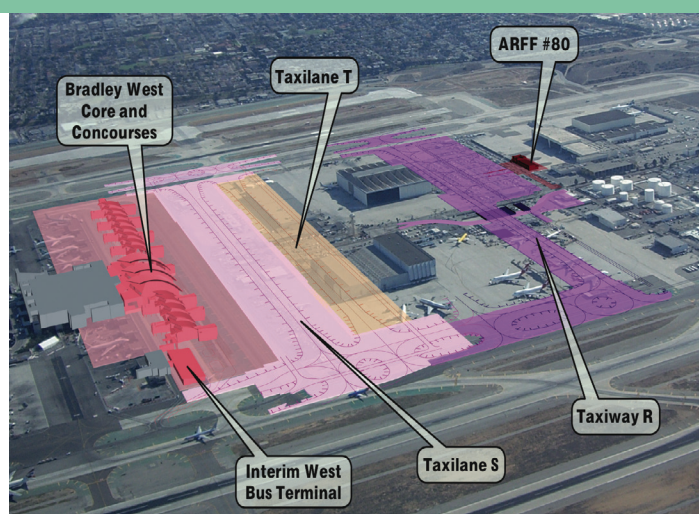
nated phasing and various enabling projects to deal with the challenges of construction while maintaining the complexity of normal day-to-day airport operations.

Taxilane S To Connect North and South Airfields

The \$175-million, 3,758-foot-long Taxilane S Project will result in shorter taxiing times between landings to arrival gates. Situated between Taxiway B on the south and Taxiway E on the north, Taxilane S is the first part of the future Dual Taxilane/Taxiway system between the proposed Midfield Satellite Concourse and the Tom Bradley International Terminal.

Taxilane S is designed to improve the safety of aircraft ground movements, as well as alleviate periodic congestion that occurs at existing taxiways during peak periods. The project entails construction of a 400-foot-wide Portland Cement Concrete paved strip, relocation of fuel lines and utilities, all grading, airfield signage/lighting and construction of power/communications ductbanks.

Additionally, Taxiway D will be extended approximately 1,000 feet west from Taxiway Q, and will connect the terminal area with Taxiway R. The project also includes construction of the aprons surrounding the Bradley West Project. Taxilane S is scheduled for completion in May 2011 with the aprons around Bradley West to be completed February 2012.



Aerial view of LAX looking south. Taxilane S will soon be connecting the north and south airfields along with Taxiway R. Taxilane T, along with the proposed Midfield Satellite Concourse, will be constructed at a later time.

LAX Dedicates New Airport Response Coordination Center

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The IMC functions as the “nerve center” for dealing with a critical event, receiving information from emergency responders at the on-scene Incident Command Post and from other parts of the airport, and allocating critical resources as required in a timely and efficient manner. By improving coordination during a critical incident, airport officials expect to reduce response time to incidents that could impact the traveling public.

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The LAX Airport Response Coordination Center also will serve as a crucial link to the City of Los Angeles Emergency Operations Center for comprehensive response, resource allocation and communication with city leaders.

The overall project cost included \$8.4 million, 65 percent of which was allocated to install state-of-the-art technology, equipment and software. The project was funded from the airport’s general operating revenues and \$970,000 from a California Emergency Management Agency Urban Area Security Initiative grant. Nearly 200 jobs were created during the project, including architects, engineers, inspectors, construction workers, building material fabricators, transport drivers, systems specialists and various administrative support personnel.

The Incident Management Center within the ARCC is a separate room that is activated in the event of an airport emergency. Responding personnel from various airport divisions and governmental agencies converge to form a centralized command to deal with an incident while personnel in the ARCC continue managing operations of unaffected areas of the airport.

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