

Appendix F-3
LAX SPECIFIC PLAN AMENDMENT STUDY REPORT

**Midfield Satellite Concourse Passenger
Assignment
Technical Memorandum**

July 2012

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

Prepared by:

Ricondo & Associates, Inc.
1917 Palomar Oaks Way, Suite 350
Carlsbad, CA 92008

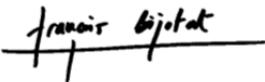


MEMORANDUM

VIA EMAIL

Date: July 21, 2012

To: Robin Ijams
CDM Smith

From: Francois Bijotat 

Subject: LAX SPECIFIC PLAN AMENDMENT STUDIES (SPAS) DESIGN DAY FLIGHT SCHEDULES – ASSIGNMENT OF MSC PASSENGERS TO PROCESSING FACILITIES AND O&D PASSENGER PERCENTAGE ASSUMPTIONS

In support of the SPAS analyses and the preparation of the SPAS Draft EIR, design day flight schedules (DDFS) were developed for the baseline year 2009 and the future year 2025. The DDFSs were gated to assign each scheduled air carrier aircraft to specific gates.

This memorandum presents assumptions and results related to (1) the assignment of passengers arriving and departing to and from the Midfield Satellite Concourse (MSC) to various processing facilities; and (2) the assumed percentages of O&D passengers. The DDFS and assumptions related to the assignment of passengers arriving and departing to and from the MSC utilized in the SPAS analysis represents programmatic level plans for the MSC. LAWA may proceed to implement separate and independent phases of the MSC Project, and at such time when LAWA determines that certain phases of MSC Project make operational and financial sense to implement, LAWA will initiate a project-level EIR that will document and analyze refined plans and assumptions concerning the operation of the MSC.

Assignment of MSC Passengers to Processing Facilities

Processing (such as ticketing, security screening, baggage claim, and U.S. Customs and Border Protection) of passengers arriving and departing to and from the MSC was assumed to be handled at various processing facilities: the existing terminals and a planned Central Terminal Processor.

Under the SPAS analyses, it was assumed that the MSC would accommodate both domestic and international passengers. Consistent with planned improvements to Tom Bradley International Terminal (TBIT), all international passengers arriving or departing to and from the MSC were assumed to be processed at TBIT. Based on order of magnitude assumptions developed with LAWA and the EIR Team, the domestic passengers arriving and departing to and from the MSC were distributed among a planned Central Terminal Processor and the existing terminals.



Robin Ijams
 CDM Smith
 July 21, 2012
 Page 2

Table 1 presents the percentages of MSC passengers assumed to be processed at various processing facilities. These assumed percentages were developed to ensure a relatively even distribution of passengers among all facilities.

Table 1 — Assumed MSC Passenger Distributions to Processing Facilities

Processing Facilities	Percentages of MSC Arriving Passengers	Percentages of MSC Departing Passengers
Terminals 1, 2 and 3	13.3%	13.3%
Terminal 4	3.3%	3.3%
Terminals 5, 6, and 7	10.0%	10.0%
Tom Bradley International Terminal	25.0%	13.3%
Central Terminal Processor	48.4%	60.1%
Totals	100.0%	100.0%

Source: Ricondo & Associates, Inc., October 2011 (percentages of MSC passengers).
 Prepared by: Ricondo & Associates, Inc., July 2012.

Origin, Destination and Connecting Passengers

The numbers of O&D passengers (originating from LAX and terminating at LAX) and connecting passengers (connecting through LAX) were derived based on the U.S. Department of Transportation T-100 Segment Airline Traffic data. The T-100 Data allows a great deal of flexibility in the way the data can be queried. Passenger data can be queried by domestic vs. international (with both inbound and outbound volumes), by air carrier or market.

The T-100 Segment data report provided historical domestic and international O&D passenger volumes for Q1 2005 through Q4 2009, and was obtained in June 2011. **Table 2** presents the calculated



Robin Ijams
 CDM Smith
 July 21, 2012
 Page 3

percentages of O&D passengers at LAX for each year between 2005 and 2009. As presented in Table 2, the percentage of total O&D passengers fluctuated between 76.1 percent (low end) and 77.9 percent (high end) over the period of 2005 to 2009. It was 76.6 percent in 2009, with the remaining 23.4 percent of the passengers connecting through LAX.

Table 2 — LAX O&D Passenger Percentages

Calendar Year	Domestic O&D Percentage	International O&D Percentages	Total O&D Percentages
2005	71.9%	90.6%	77.1%
2006	71.2%	90.0%	76.3%
2007	70.5%	91.0%	76.1%
2008	71.3%	95.2%	77.9%
2009	70.6%	93.5%	76.6%
Average 2005-2009	71.1%	92.0%	76.8%

Source: Ricondo & Associates, Inc., June 2011, based on data obtained from the U.S. Department of Transportation, Bureau of Transportation Statistics, Form 41, Schedules T-100 Segment Airline Traffic Data (O&D percentage calculations; average 2005 and 2009; and LAX 2009 DDFS percentages).

Prepared by: Ricondo & Associates, Inc., July 2012.

For the 2009 DDFS, passenger volumes were queried by domestic airline (individually) and for all international airlines (as a whole set). Because the 2025 DDFS was developed to represent a non-airline specific flight schedule, passenger volumes were queried by market. With no airline information available, the assumption was therefore made that all flights coming from a particular origin or going to a particular destination (for instance, all flights arriving from Dallas Fort-Worth) would carry the same volume of O&D and connecting passengers.



Robin Ijams
CDM Smith
July 21, 2012
Page 4

The resulting O&D passenger percentages for domestic and international passengers in the 2009 and 2025 DDFSs are presented in **Table 3**.

Table 3 — 2009 and 2025 DDFS O&D Passenger Percentages

Calendar Year	Domestic O&D Percentage	International O&D Percentages	Total O&D Percentages
LAX 2009 DDFS	72.8%	93.5%	78.2%
LAX 2025 DDFS	73.1%	93.5%	78.8%

Source: Ricondo & Associates, Inc., June 2011, based on data obtained from the U.S. Department of Transportation, Bureau of Transportation Statistics, Form 41, Schedules T-100 Segment Airline Traffic Data (O&D and connecting passenger volumes and resulting percentages).

Prepared by: Ricondo & Associates, Inc., July 2012,

cc: 08-14-0466
Joseph Huy, Tom Brown, Joe Birge, Ricondo & Associates, Inc.
Read File

p:\lax\spas phase 2\spas 2010 forecast+ddfs\documentation\lax spas report app f-3 msc passenger allocation v02 ftb 072112.docx