



LAX PECTIONS

Capital Improvement Projects Update | SUMMER 2008

Numerous Improvements At TBIT In Time For Summer Travel Season

The on-time completion of a series of projects at Tom Bradley International Terminal (TBIT) means an enhanced travel experience awaits the millions of passengers who are expected to visit the terminal during the busy summer travel season. From the lobby and boarding gates to the arrivals concourse and Customs Hall, travelers will see many improvements already in place and get a glimpse of how TBIT will look and function when renovation is finished in 2010.



High-capacity baggage carousels provide greater efficiency and convenience to arriving travelers.

bottom – from new high-capacity baggage carousels and remodeled restrooms to the beautiful and energy-efficient pendant lighting overhead.

Five new boarding gates have also debuted with improved climate control, signage and décor, affording travelers a more comfortable and attractive environment to await flights. Corresponding arrivals concourses have also received the same first-class treatment.

In the lobby, two out of six ticketing aisles have received full makeovers. The upgrades include a total of 60 new ticket counters, bright energy-saving lighting and a sleek, sophisticated look overall. TBIT's fresh, contemporary style is very evident in the Customs Hall where two out of three sections of this area have now been renovated. Improvements are noticeable from top to

In addition to the updated appearance and functionality of the terminal, careful consideration has gone into the selection of building materials that will boost the building's sustainability. From flooring and counters that include recycled materials to low VOC paint and high-efficiency heating and cooling system, TBIT's transformation to a greener building is well under way.



Summer travelers will find 60 new ticket counters and improved digital signage.

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Construction of the new center taxiway completed early and on budget.

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North In-Line Baggage Screening System Under Construction in Terminal 3



The North In-Line Baggage Screening Systems Project is well under way in Terminal 3. This LAWA project, along with the separate construction of the new in-line baggage screening facilities at Tom Bradley International Terminal, will facilitate faster and more efficient checked luggage security screening.

The project will replace the existing outbound baggage systems while building and integrating new baggage security screening facilities.

The new security facilities include a new baggage screening room which will house TSA-provided baggage screening equipment including new explosive detection machines. The new security facilities also include baggage inspection rooms which will house electronic trace detection machines and personnel to perform manual security screening of the outbound baggage.

Construction began January 2008 and is now 30% complete. Current work involves the infrastructure to support all the new equipment including structural modifications, utility relocations and power upgrade. When the system is completed in 2010, checked-baggage screening will move behind-the-scenes and out of the terminal lobby. Passengers can look forward to less lobby congestion and no more waiting in lines as their checked baggage is screened.

Construction of TBIT North Matrix Building Completed

Tom Bradley International Terminal achieves an important milestone in August with the completion of the North Matrix Building, the first of two new structures being constructed to house the terminal's new in-line baggage screening system. Although it's an area that passengers will never visit, the North Matrix Building is part of the largest element of the \$723.5-million terminal renovation. This five-level, 39,000 square-foot facility will accommodate Transportation Security Administration baggage screening operations including nine large explosive detection machines along with a sophisticated network of conveyors that will efficiently transport baggage.

Construction of a South Matrix Building continues on schedule and is expected to be completed in April 2009. The final phase of this project will involve extensive testing of the baggage system for several months. LAWA expects the overall in-line baggage screening system to be in operation in early 2010.



North Matrix Building gets finishing touches.

Taxiway Improving Airfield Safety Completed and Opened

On June 24, Los Angeles Mayor Antonio Villaraigosa joined with City Councilmembers and airport and federal aviation officials to celebrate the official opening of the new center taxiway at LAX. The opening of the \$83-million center taxiway marked the completion of LAX's overall \$333-million South Airfield Improvement Program (SAIP), which was designed to improve airfield safety by reducing the number and severity of runway incursions at the airport.

Construction of the taxiway, which started in April 2007, was completed on budget and four days early. The project entailed the creation of a 10,000-foot long and 75-foot wide taxiway parallel and between the airport's two south runways, and shorter taxiways linking the runways to the center taxiway.

The new center taxiway reduces the possibility of human error by requiring landing aircraft to exit the outer arrival runway,



From left to right: El Segundo Mayor Kelly McDowell, Los Angeles City Councilmembers Janice Hahn and Bill Rosendahl, Los Angeles Mayor Antonio Villaraigosa, Federal Aviation Administration National Runway Safety Director Wes Timmons and Board of Airport Commissioners President Alan Rothenberg during a press conference to announce the opening of the new center taxiway.

enter onto the center taxiway, proceed down the taxiway and then cross over the inner runway after receiving permission from air traffic controllers. This "zig-zag" route requires aircraft to slow down sufficiently. Formerly, aircraft used high-speed taxiways to exit the outer runway, and runway incursions would occur if the aircraft did not stop in time to stay behind the hold-bar line. In a joint study conducted by Los Angeles World Airports, the Federal Aviation Administration (FAA) and NASA Ames Research Center's FutureFlight Central, air traffic controllers found that the center taxiway offered an effective solution to the pri-

mary cause of the most severe types of runway incursions experienced at LAX.

The center taxiway project followed the \$250-million demolition, relocation and reconstruction of Rwy 25L, which reopened April 2007. Construction was performed in an extremely challenging environment – working between two active runways. Thanks to the hard work and dedication of the construction team, the FAA and the airlines, the entire SAIP was completed on budget and ahead of schedule, with minor impacts to the traveling public and airport neighbors.

Aircraft using new center taxiway.

Improved Intersection Enhances Traffic Flow, Reduces Wait Time

Driving through LAX's Central Terminal Area is a little easier now that improvements have been completed at the intersection of Center Way and the ramp from the upper level roadway adjacent to the Clifton A. Moore Administration Building.

An extra lane has been added to the ramp descending from the upper level, allowing more vehicles to flow through quicker. In addition, the signal light cycle has been reduced, eliminating 15 seconds from the wait time for motorists.

The previous signal sequence required the traffic light to cycle three times in order to accommodate two different roadways and a pedestrian crosswalk that converged at the intersection.



Construction and Maintenance Division cement finishers Tony Carrier and Robert Houston put final touches on project.

The crosswalk, which leads from the Clifton Moore Administration Building to the South Employee Parking Lot across the street, has been incorporated into the two-roadway configuration.

Although pedestrians now walk across two crosswalks instead of one, the upgraded signal timer gets them across the street faster. By walking an extra few feet pedestrians will be doing their part to improve traffic efficiency at LAX.

The ramp itself used to funnel all vehicles into one single lane, backing up traffic well into the upper level ramp. Fresh paint delineating the crosswalk area also adds to visibility for drivers and increased safety for pedestrians.



Theme Building Restoration Update

The 12-month, \$9.3 million reconstruction of LAX's iconic Theme Building begins in early August. This effort will involve the reconstruction of all four arch facades to match the historic shape and texture of the futuristic structure. Structural improvements will enhance the building's seismic resistance, while upgrades for the Americans With Disabilities Act (ADA) will increase accessibility.

One of Los Angeles' most recognizable landmarks and designated a cultural and historic monument, the 47-year old Theme Building began to show its age when a 1,000-pound section of stucco coating detached and fell from an upper arch in 2007. Subsequent inspections and emergency repairs led to the development of a new engineering design for the Theme Building arch system, which is now being implemented.

The building houses the Space-Age themed Encounter Restaurant, offices, a public cafeteria and a commissary where food is prepared for all of the airport's food/beverage concessions. Closed for eight months during the removal of the stucco sections on the upper arches, Encounter has reopened with interior renovations including repair or replacement of its trademark lava lamps and updates to other fixtures. For a quick meal, the cafeteria is also open daily.

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