

New Massive Turbines Installed at the Replacement Central Utility Plant Site

Albert Rodriguez



One of two energy-efficient, 52.5-ton turbine generators is lifted by crane into the new Central Utility Plant facility. The units will reduce fuel consumption by 10 to 30 percent and help the project meet the highest standards of energy and environmental design.

The replacement Central Utility Plant (CUP) in the LAX Central Terminal Area (CTA) has reached a new milestone with the installation of two energy-efficient, 52.5-ton turbine generators in September. The turbines were deftly lifted by crane and slid via skids into the second floor of the facility during early morning hours to minimize impact to vehicle traffic. The units are key components of the cogeneration system in the CUP. The turbines both generate electricity and exhaust heat which is recovered and converted to steam. The steam powers turbine driven chillers that provide cool water to cool the terminals. These units are capable of electrifying up to 9,100 homes.

Turbine technology operates like a jet engine, but is quieter and easy to maintain. These advantages will help the project meet the highest possible Leadership in Energy and Environmental Design (LEED) standards established by the United States Green Building Council.

The turbine installation is only one of the many components entailing construction of the CUP. Five-cell cooling towers have also been erected with an outer shell resembling a normal office building to help blend the facility into the overall structures around the CTA. In addition, besides the building itself, the underground installation of 100 miles of wire/cable, 35 miles of electrical conduit, and 8.7 miles of distribution and plant piping is well underway.

The \$438-million project will replace the existing 50-year-old CUP with a state-of-the-art, computer-operated facility that will provide air conditioning, heating and lighting for a modernized LAX. Travelers can expect improved comfort, increased reliability of utility service, and improved public safety.

For the latest visual progress of the CUP, visit our "CUP Cam" at <http://www.earthcam.com/clients/lax/?project=cam3> construction traffic alerts related to LAnext™ can be found at www.la-next.com.

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New Tom Bradley International Terminal Update: Construction Focus Moves to Interior



The multi-tiered dining area in the New Tom Bradley's Great Hall promises wonderful views and memorable moments for passengers getting ready to board flights.

It's been two years since construction began in February 2010 on the New Tom Bradley International Terminal (TBIT) and the exterior of the facility is nearly complete. Gate 134 on the north concourse is now in operation and Gates 130 and 132 are set to be activated soon. The majority of construction will now focus on the interior. Scaffolding that once dominated the cavernous Great Hall for installation of fire/life safety sprinkler systems and ceiling wraps has

now been removed - - revealing our first glimpse of what's to come.

New TBIT will provide 540,000 square feet of new passenger amenities, including concessions, airline lounges, restrooms and boarding gates. The Great Hall will feature a plaza-like setting that includes multi-tiered dining levels overlooking luxury retail spaces and large multi-media screens with traveler information

and digital public art. There will also be an eye-catching large elevator/clock tower which promises to be one of the most distinguishing architectural elements for future travelers.

Other important elements that have been recently completed or on the horizon are eight new, large baggage carousels capable of handling the large volume of luggage carried by international passengers arriving on Group 6 aircraft, such as the Airbus A380 and Boeing's 747-8. The existing Transportation Security Administration and Customs and Border Protection areas within TBIT will also see many improvements with expansion of existing facilities, reconfiguring of screening checkpoints, and construction of secure/sterile passenger corridors between TBIT and Terminals 4 and 3. These new developments will greatly add to passenger convenience and comfort.

Construction continues in other areas including electrical, mechanical and information technology facilities, as well as air conditioning and plumbing. The Great Hall and the west side gates are scheduled for completion Spring 2013 and the east gates by Winter 2014.

Paul Simpson: A Life of Adventure, A Wealth of Experience

Paul Simpson, senior field engineer for the LAX Central Utility Plant (CUP) Replacement Project is no stranger to daunting, complex tasks. He is a highly sought-after consultant and engineering trouble-shooter for Jacobs Engineering, Pasadena, one of the subcontractors on the project. Not many people can say they've built and registered their first car from salvaged parts, or that they attained their pilot's license at age 20 and landed on an airport they themselves built.

From assisting in the family plumbing/construction business early on in his native Sydney, Australia, to single-handedly building roads out in the "bush," to working as a "troubleshooting" engineer/consultant in the mining and oil industries, to helping develop the nascent Russian oil industry in the early 1990s, and even holding several patents, Simpson has travelled the world honing his skills on hundreds of projects involving many different types of industries.

As the \$438-million CUP begins a complex phase that includes the underground installation of 100 miles of wire/cable, 35 miles of electrical conduit, and 8.7 miles of distribution and plant piping to the LAX terminals, Simpson is there to resolve problems between the designs in the office and reality in

the field, minimizing construction impacts on the traveling public. Sometimes excavation reveals equipment or structures that were never recorded on any plans, or old piping and conduits discovered in locations different from where plans indicate.

Simpson's contribution to the LAX CUP project has been invaluable due to his knowledge and experience. If a problem arises that he has not encountered before, he draws on his jovial personality and seemingly infinite tinkerer/engineering wisdom to develop a solution.

"Being able to draw on past experiences allows me a can-do, cheerful attitude," says Simpson.

Locally, Simpson has worked on projects such as Hannon Tower at the Little Company of Mary Hospital in Torrance, South Bay Medical Center, San Pedro Hospital, Providence St. Joseph's Hospital in Burbank, and the Central Utility Plant at Los Angeles County/University of Southern California Medical Center in Downtown Los Angeles.

Prior to working on the LAX CUP Replacement Project, Simpson worked on the DGS Central Plant Replacement Project in Sacramento, providing



Paul Simpson, senior field engineer for the LAX CUP Replacement Project, plays a crucial role in trouble-shooting problems and overcoming challenges the project may encounter.

heating and cooling to 23 California state capital buildings.

So if you run into Paul in the Central Terminal Area, chances are he'll be elbow deep in some complex problem that would potentially make others pull out their hair. You can rest assured he'll handle the issue with the utmost professionalism and probably tell you an interesting story while he's at it.

Central Terminal Area Curbside Appeal Project Moves Forward

The removal of a pedestrian bridge between Parking Structure 4 and the Tom Bradley International Terminal (TBIT) has cleared the way for further construction of the \$43-million Curbside Appeal Project. The "crane pick" occurred in October during early morning hours when vehicle traffic in the CTA is minimal. The bridge was cut into three separate pieces, attached to a crane and then lowered onto separate trailer trucks waiting below in the Lower/Arrivals Level for transportation out of the airport.

All the work took place while taking care not to damage existing facilities and roadways.

Pedestrians can still cross over to TBIT via the crosswalk on the Upper/Departures Level. In addition to the bridge, planters along the edge of the second level roadway are being removed to make way for a light band that will eventually stretch around the entire CTA.

The Curbside Appeal Project is part of the LANE XT™ airport modernization program and is designed to provide a new dramatic look for the CTA. The project includes installation of modern, custom-made art deco LED (light emitting diode) light poles similar to the lighting program provided by the iconic LAX Gateway pylons.

Because of the great energy-efficiency benefits of LED technology, the lights within the light poles are estimated to last 10 years.

This long operational life helps to greatly reduce routine light bulb replacement and maintenance. This is a significant cost-savings factor when one considers the large number of light fixtures throughout the CTA. The Curbside Appeal Project also includes construction of three new glass canopies over the entrances to TBIT and one continuous sidewalk canopy. The sidewalk canopy will also have integrated LED lighting. Currently the steel structure for

the first glass canopy on the south departures entrance to TBIT has been constructed and, although still a work in progress, it has already changed the appearance of LAX's primary international terminal.

This phase of construction entails numerous detours and pedestrian reroutes. While most of the work is occurring during early-morning hours when the numbers of vehicles and passengers are low, airport personnel are carefully coordinating roadway and sidewalk closures along with a broad spectrum of measures to maintain safety and to ensure impacts to travelers and motorists are minimized. Visit www.la-next.com for more details.



Brandon Tseng

Removal of the pedestrian bridge between Parking Structure 4 and the Tom Bradley International Terminal facilitates construction of the Central Terminal Area Curbside Appeal Project.

Wolfgang Puck Express, Lemonade, Skewers by Morimoto Mark First Offerings Of Revamped Dining Options for LAX Travelers

By Veronica Woo

When it comes to improvements at the airport—it's not all cranes, steel, and cement. LAX's modernization also extends to its food options by spotlighting innovative local restaurants, top chefs and their signature dining concepts. The airport welcomed in September the much-anticipated grand openings of Skewers by Morimoto, Wolfgang Puck Express, and Lemonade by Chef Alan Jackson.

Skewers by Morimoto in Terminal 5 introduces Food Network Iron Chef Masaharu Morimoto's new casual-dining concept that offers popular street and bar food from Japan, including Kushiyaki, fresh and healthy cuisine, and deep fried Kushiage, along with traditional salads, soups, and breakfast options. Lemonade by Chef Alan Jackson, also in Terminal 5, serves fresh, seasonal and healthy Southern California comfort food in a casual cafeteria setting.

A larger and entirely new designed Wolfgang Puck Express in Terminal 7 offers the chef's most popular dishes in a fast-casual setting with affordable prices. The restaurant

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Jay Berkowitz

From Left to Right L.A. City Councilmember Tom LaBonge; LAWA Executive Director Gina Marie Lindsey; Board of Airport Commissioners Vice President Valeria Velasco; Celebrity Chef Wolfgang Puck; L.A. Mayor Antonio Villaraigosa and Iron Chef Masaharu Morimoto celebrate the grand opening of new restaurants in Terminals 5 and 7.

combines the concept of sit-down, full-service, and grab-and go dining with advanced, touch-screen technology to speed up the ordering process. The menu features Chef Puck's hand-crafted gourmet pizzas cooked in an authentic wood-stone oven, sandwiches, soups, fresh salads including his famous Chinois Chicken™ salad, as well as appetizers and other signature classics.

Skewers by Morimoto and Wolfgang Puck Express are operated by Delaware North Corporation. Lemonade is operated by Areas USA.

LAX is undergoing a multi-year program to revitalize dining and shopping throughout all the passenger terminals by showcasing the best of Los Angeles' cuisine, culture and trends by "putting the L.A. back in LAX."

In Phases I and II, a total of 60 new dining and shopping options will be built out in Terminals 4, 5, 7 and 8 by the end of 2013. From 2013 to 2014, Phase III will replace all the concepts in Terminals 1, 2, 3, 6, the Theme Building, the existing TBIT, and New TBIT including its 170,000-square-foot Great Hall.

Take Our Survey

The LAnExT™ Capital Improvement Program Newsletter is committed to bringing you the latest news and we want to know how to better serve your informational needs. Please take a few minutes to tell us your views on this newsletter. Your answers will be greatly appreciated and, as a thank you, we will send you a pair of LAnExT™ lenticular luggage tags that change between images of the iconic LAX Theme Building and the New Tom Bradley International Terminal. These tags will announce the resurgence of LAX as a world-class airport. Simply click on the link below or copy the address into your web browser: <http://www.surveymonkey.com/s/8DZ5MXD>

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