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Work Ramps Up On \$1.6-Billion Midfield Satellite Concourse, Baggage Optimization Project



SHINING BRIGHT – This rendering shows the front of the Midfield Satellite Concourse (North Gates) at night. The 12-gate concourse is expected to open in late 2019, reducing reliance on the West Remote Gates as well as adding more capacity and comfort.

While preliminary site work has been underway for about a year, a \$1.6-billion project that will help alleviate the gate crunch at Los Angeles International Airport (LAX) is hitting full stride following the Los Angeles Board of Airport Commissioners' unanimous vote to approve a guaranteed maximum price for the Midfield Satellite Concourse (MSC) and an associated Baggage Optimization Project.

As LAX continues to set records for passenger volume, the world-class concourse, designed as an addition to the Tom Bradley International Terminal (TBIT), will

include 12 gates in its first phase of construction. The MSC will do two things; provide the flexibility and gate space that LAX needs when gates at other terminals are occupied or out of service, and reduce the reliance on the LAX remote gates where passengers are currently bused to board aircraft.

The concourse, which is expected to open at the end of 2019, will also include a wide variety of L.A.-centric food and retail options for passengers, as well as additional space for airline clubs.

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It will connect to TBIT via a 1,000-foot-long passenger tunnel that will start in a new gateway facility built adjacent to the terminal. The tunnel will feature 42-inch-thick walls and a roof designed to withstand more than 660 tons, the equivalent of a fully loaded A380.

Site preparation for the new concourse has already begun with demolition of the former TWA hangar.

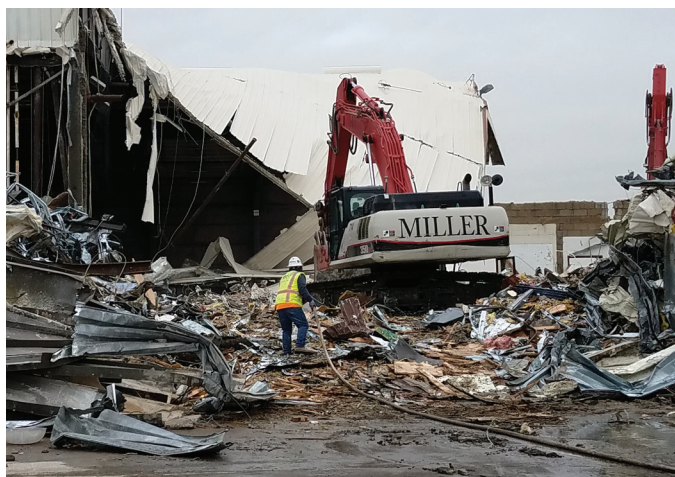
To provide a vision of what awaits passengers when the concourse becomes operational in about three years, a conceptual video featuring a fly-through from the Central Terminal Area through TBIT into the new concourse is available on YouTube at <https://youtu.be/L-YenoF-RD8>.

The MSC will be funded through a combination of revenue bonds and cash. Payments of future years' debt service on those bonds will be recovered primarily through airline terminal rates and fees, non-aeronautical revenues, and passenger facility charges.

Sustainability will also be a key feature of the new concourse, which has been designed to achieve LEED Silver certification and CAL Green Tier 1 status.

Along with the Midfield Satellite Concourse, a Los Angeles Department of Water and Power electrical substation will be built nearby. To make way for the station, the former Coast Guard Hangar located on the western side of the airfield has been demolished.

A groundbreaking ceremony for the new concourse is scheduled on February 27. While the MSC will open with 12 gates, a second phase will add additional gates on the south end of the terminal.



Joshua Sauls

HANGAR DEMOLITION – To make way for a Department of Water and Power electrical substation to serve the MSC, the former Coast Guard hangar was demolished as seen in this photo from December.



Charles Pannunzio

IN THE CLEAR – With the Tom Bradley International Terminal in the background, a water truck sprays the future site of the Midfield Satellite Concourse during enabling work in December.



OPEN SPACE – The Central Hall, shown in this rendering, will welcome guests to the Midfield Satellite Concourse.



NEIGHBORHOOD NEWS – The Midfield Satellite Concourse will include several “neighborhoods” of 3-4 gates grouped with retail and dining establishments and a restroom core.

ConRAC Request For Proposals Issued

Release of a Request for Qualifications (RFQ) at the end of November began, the process to select a team to build and operate the proposed Los Angeles International Airport (LAX) Consolidated Rent-A-Car facility (ConRAC).

The ConRAC, which would be located near Interstate 405 in Manchester Square, would consolidate more than 20 car rental offices in one convenient location. In addition to improving the passenger experience, the proposed facility would help free up terminal curbside space and significantly improve traffic conditions in the Central Terminal Area (CTA), provide rental car companies with operational efficiencies, and allow new uses of Los Angeles World Airports (LAWA) and privately-owned property surrounding LAX.

The ConRAC and a proposed 2.25-mile Automated People Mover (APM) would eliminate altogether the need for rental car courtesy vehicles entering the CTA. The facility is projected to eliminate more than 3,200 daily rental car shuttle trips on city streets and CTA roadways, resulting in significant reduction in emissions.

The project would be built using a Public-Private Partnership (P3), which would require the winning team to design, build, finance, operate and maintain the facility. Current plans envision a customer service building, access to an APM station, and parking for airport-wide employees and visitors. The ConRAC would accommodate three levels of ready/return, quick turn-around, and vehicle storage for rental cars and a ground level bus plaza (for potential shuttle bus operations in case the APM is unavailable) with a vertical transportation core providing access to the customer service building.



CONRAC CONCEPT – This rendering shows the concept for the Consolidated Rent-A-Car Center, which is one of the key components of the Landside Access Modernization Program (LAMP).

The ConRAC is currently contemplated to include a solar photo-voltaic system on the top level of the ready/return area and vehicle storage area buildings. The current ConRAC project scope includes new roadways and improvements to others near the facility.

The ConRAC and the APM are two of the primary elements of the proposed \$5.5-billion Landside Access Modernization Program (LAMP), which would also include two Intermodal Transportation Facilities (east and west), as well as roadway improvements to enhance access to the proposed facilities.

A Pre-Statement of Qualifications (SOQ) Conference and LAMP Business Opportunities Forum were held on December 14. The former allowed potential team members to learn additional details about the ConRAC as well as the timetable for the selection process. The latter allowed owners of small and local businesses to network with the larger firms planning to participate in the RFQ process.

That contact is particularly important for the larger firms since LAWA has set a goal of 25 percent participation from businesses that qualify as Small Business Enterprises, Local Business Enterprises, and Local Small Business Enterprises.

The deadline to submit SOQs for the ConRAC facility is 2 p.m. Pacific time on February 21. A shortlist will be created in the second quarter of 2017, and those teams will receive a draft Request For Proposals (RFP) toward the middle of the year. The final RFP is anticipated to be delivered in the first half of 2018.



Taso Papadakis

LEARNING MORE – Nearly 1,000 small and local business owners attended the LAMP Business Opportunities Forum on December 14 to network with prime contractors expected to form teams to bid on the ConRAC project.

American Airlines Moves Four Gates Closer To Its Hub

While the bulk of the airline moves associated with Delta Air Lines' plans to relocate to Terminals 2 and 3 are slated for later this spring, American Airlines got an early start by swapping four gates with Delta on January 31.

The change puts the four American gates in Terminal 5, next to American's main base in Terminal 4. This will improve operations, as well as the customer experience. Terminals 4 and 5 are connected by a tunnel, and the Terminal 4 Connector leading to the Tom Bradley International Terminal (TBIT) allows easy movement to American flights using gates at TBIT. Delta will operate at American's former gates in Terminal 6, adding to Delta's current gates in Terminal 6.

"We are looking forward to operating from adjacent terminals, it will provide us enormous benefits," said

Jim Moses, American Airlines' managing director at LAX. LAX is a complex airport which brings certain challenges. We have multiple departure points and so the closer together they can be, the smoother the experience for our valued customers."

American customers should check their boarding passes to determine the correct terminal for their flight. Gates 50A, 50B, 53A and 53B are located in Terminal 5. Customers whose flights are departing from the American Eagle terminal will see 52 A-J on their boarding pass and should check in at Terminal 5.

Delta Air Lines' move to Terminals 2 and 3 will ultimately affect more than 20 airlines, with many of them changing locations at LAX. The move is currently expected to take place during the second or third week of May.

New Check Point Lanes, United Club Open In Terminal 7

As United Airlines continues its \$573-million renovation of Terminals 7-8 it marked two important milestones near the end of 2016: opening the first seven lanes in its new Security Screening check point and a state-of-the-art United Club.

The new checkpoint includes five Automated Screening Lanes (ASLs), one of the first installations in the U.S. following a successful pilot program at Atlanta's Hartsfield-Jackson International Airport, as well as successful installations across Europe. The first three lanes opened on November 15, with equipment that had been used at two temporary lanes earlier in the fall moved to the checkpoint in early December.

The new lanes serve five travelers at once, with those who are faster at loading their carry-on luggage and shoes into the bins able to go through the security screening ahead of those who need a little more time. Early returns indicate the automated lanes are able to handle about one-third more passengers per hour than the conventional type.

The Terminal 7 checkpoint currently has five automated lanes and two standard lanes. When fully opened in early 2018, the checkpoint will have 12 lanes, including 10 ASLs.

The ASL lanes are expected to make other appearances at Los Angeles International Airport within the year. American Airlines plans to install one in Terminal 4 in the first quarter of

2017 while LAWA is working with the Transportation Security Administration to convert lanes in the Tom Bradley International Terminal within 18 months.

Three weeks after the checkpoint opened, a new United Club opened on the west side of Terminal 7. At more than 20,000 square feet, it is one of the airline's largest and most stylish clubs. It includes a gourmet kitchen and bar, with expanded food and beverage offerings. The club has seating areas for working and lounging, including an outdoor terrace, where guests can enjoy a cocktail or meal. The club offers views of the airport, the Hollywood Hills and downtown Los Angeles.

On tap for 2017 is renovation of the former Security Screening Check Point space, turning it into a Premiere and Global check-in lobby later this spring. Work is also continuing on upgrading seating and boarding gate areas.



Michael Justice

EXPRESS LANE – A passenger takes a bin from the lower conveyor belt and prepares to load it at one of the Terminal 7 Automated Screening Lanes.

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6053 W. Century Boulevard, Suite 603, Los Angeles, CA 90045 | Phone: (424) 646-5260

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