



LAX IS HAPPENING™

**FACTS ABOUT
MODERNIZING LAX**



IN-LINE BAGGAGE HANDLING AND SCREENING SYSTEMS

■ PROJECT DESCRIPTION

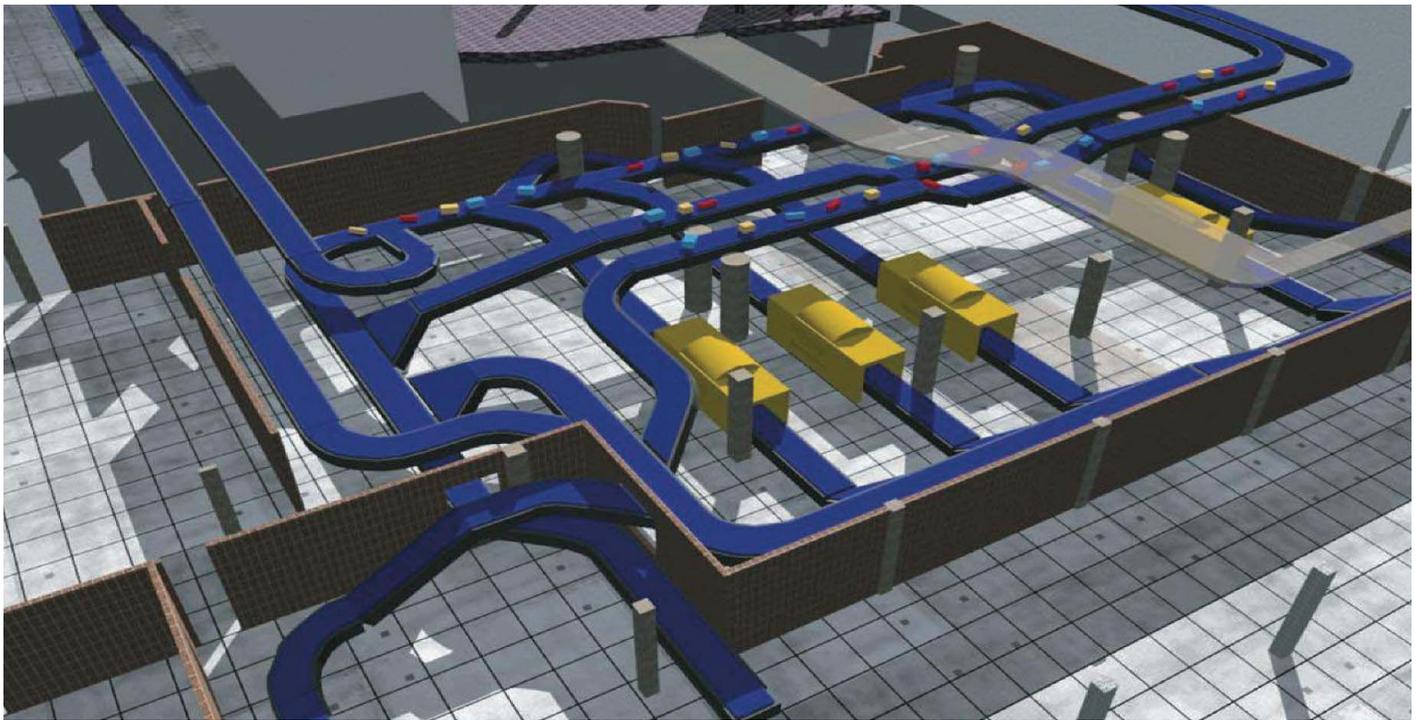
The In-Line Baggage Handling & Screening System program improved and automated the security screening of checked baggage at all LAX terminals, making travel through LAX safer, faster and more convenient. The program includes construction/replacement of outbound baggage conveyor systems and installation/integration of new Explosive Detection System (EDS) machines provided by the Transportation Security Administration (TSA). The project also includes construction of On-Screen Resolution Control Rooms, Baggage Inspection Rooms, Explosion Trace Detection (ETD) workstations, and Closed-Circuit Television (CCTV) systems.

■ TRAVELER BENEFITS

- Facilitates more timely and efficient baggage security screening
- Reduces passenger congestion in the airline ticketing lobbies by relocating the checked baggage screening machines to non-public areas
- Enhances overall safety, security and service at LAX

■ TRAVELER IMPACTS

There were no impacts to travelers or airline operations during construction of the In-Line Baggage Handling and Screening Systems.



System process shows checked-in luggage traveling on blue belts through yellow Explosive Detection Machines for clearance and on to aircraft

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■ TERMINAL 2 BAGGAGE SYSTEM UPGRADE

The Terminal 2 baggage handling system is a stand-alone system as classified by the Transportation Safety Administration (TSA), not an inline system as we've described above. The Terminal 2 baggage handling and screening system upgrade opens up the terminal's departures lobby by moving the TSA baggage screening rooms behind a wall, rather than having them out as they exist currently.

To the passenger the experience will seem no different than the baggage operation in TBIT or Terminal 3, in that they will check bags at the ticket counter and will no longer have to carry luggage to a CTX Baggage Screening Device (CTX) in the lobby. The standalone system in Terminal 2 receives bags from the baggage handling system and Transportation Security Officers manually guide bags through CTX machines behind the wall. The only difference between the inline baggage handling system and standalone baggage handling system, is that the inline is 100 percent automated, whereas the standalone has some manual operations by TSA. Most importantly for passengers is with this upgrade, there is less handling of their own baggage and more open space in the departures lobby of Terminal 2.

■ CONSTRUCTION DATES

- Terminal 3: January 2008 - November 2009
- Tom Bradley International Terminal (TBIT): February 2007 - January 2010
- Terminal 2: July 2014 – July 2015
- The airlines in terminals 1, 4, 5, 6, 7 and 8 are responsible for implementing their own in-line baggage handling and screening systems working directly with the TSA.

■ COST

The total cost of the program covering all nine LAX terminals is estimated at \$613 million, with TSA reimbursement expected to total \$460 million.

■ FUNDING

LAWA is responsible for the projects at Terminals 2, 3 and TBIT. Funding for these three projects will come from the TSA and other airport sources. No monies from the City's general fund will be used. The airlines in Terminals 1, 4, 5, 6, and 7-8 will implement their respective systems, with those in T-5, T-6 and T-7-8 completed.

■ CONTRACT TEAMS

Terminal 3

Design Services: Gensler
Construction Management: PBS&J
Construction: Swinerton Builders

Tom Bradley International Terminal

Design Services: Leo A. Daly
Construction Management: Parsons
Construction: Clark/McCarthy - Joint Venture

Terminal 2

Design: BNP Associates
Construction Management: TBITEC & LAWA
Construction: Five Star Airport Alliance