



**LAX** IS HAPPENING™

## LAX CAPITAL IMPROVEMENTS PROGRAM E-NEWSLETTER

Fall 2016



# T-4 Connector Dedication Draws Nearly 200



Michael Justice

**MAKING THE CONNECTION** – From left, LAWA Deputy Executive Director Cynthia Guidry; LAWA Chief Executive Officer Deborah Flint; Los Angeles Board of Airport Commissioners Members Nolan Rollins, Vice President Valeria Valesco and President Sean Burton; Los Angeles City Councilmember Bob Blumenfield; Los Angeles Mayor Eric Garcetti and airline representatives buckle a large replica seat belt during the September 29 “Let’s Connect” ceremony marking completion of the Terminal 4 Connector.

Nearly 200 people, including Los Angeles Mayor Eric Garcetti and City Councilmember Bob Blumenfield gathered September 29 to celebrate the completion of the Terminal 4 Connector at Los Angeles International Airport.

The Terminal 4 Connector is a \$148.5-million building that ties the Tom Bradley International Terminal and Terminal 4, providing a link to the remaining southside terminals via existing tunnels and corridors. That means passengers connecting from a domestic flight arriving at Terminals 4-8 can go directly to the Tom Bradley International Terminal (TBIT) without having to clear federal security screening a second time. Arriving international passengers can

use a four-lane checkpoint on the ground level of the T-4 Connector to re-enter the secure side of the terminals after re-checking their baggage.

The new connector also offers passengers in the southside terminals and TBIT an opportunity to enjoy the shops, restaurants and other amenities at the other terminals before they board their flight without having to stand in line for screening a second time.

“Not only is it going to greatly enhance security and convenience, but it’s going to reduce the time it takes for our passengers to get to their flights,” Los Angeles Board

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of Airport Commissioners President Sean Burton said during the September 29 dedication ceremony. “Domestic passengers no longer need to exit the terminals or be rescreened for TBIT, which saves a lot of time. We’re actually hearing anecdotally that it can save up to 45 minutes, which, when you are on a tight schedule or if you are traveling for an international flight, really makes a difference.”

Rather than a ribbon cutting, the “Let’s Connect” dedication included a “ribbon connecting,” as a giant seat belt with the LAWA logo was carried to city and Los Angeles World Airports officials by representatives of airlines based in TBIT and the southside terminals.

“Connectivity really is the theme of today,” said LAWA Chief Executive Officer Deborah Flint. “Bringing our airlines together, those that are international, as well as with our domestic partners, to make the experience much smoother.”

The connector is part of a \$14+-billion program to improve a number of aspects of LAX, including modernization of its terminals and improving landside access to help bolster the experience of both guests and the community.

“This investment means we’re celebrating more today than just this terminal,” Mayor Eric Garcetti said. “More jobs, more visitors, more chances to show that here in LA we get the job done.”

The connector is also a vanguard of future sustainable building projects, both at LAX and in the city at large.

“It’s the first non-residential building in Los Angeles, under the green building standards, to achieve Tier 2,” said Los Angeles City Councilmember (District 3) Bob Blumenfeld, who heads the council committee charged with overseeing LAX. “Buildings can say a lot. The structure, the form has to match the substance. And this is one of those occasions where it really does.”

Future plans in the Central Terminal Area include a similar connector building between TBIT and Terminal 3. Terminals 1-3 are also expected to be connected past security through a new Terminal 1.5 building and Delta Air Lines’ planned move to Terminals 2-3.



Michael Justice

**MEETING THE MEDIA** – Los Angeles Mayor Eric Garcetti speaks with KABC-7 following the dedication of the Terminal 4 Connector on September 29.



Michael Justice

**CAUSE FOR CELEBRATION** – LAWA Chief Executive Officer Deborah Flint discusses how the Terminal 4 Connector will improve the travel experience during the September 29 event.

In addition to the new checkpoint and a secure connection between Terminal 4 and TBIT, the 104,000-square-foot connector building includes an Interline Checked Baggage Inspection System for Terminal 4, facilitating the removal of all of the large checked-luggage security screening machines from American Airlines’ ticketing lobby, significantly reducing passenger congestion and streamlining the check-in process.

The building also includes the South Matrix Baggage Sorting Facility for connecting passengers’ luggage. A bus port is available for future use, and an outdoor seating plaza is located in the public area on the Upper/Departures Level.

## Upgrade Work Shifts to LAX’s Longest Runway

As work completed October 17 on improvements to Runway 6R-24L, LAWA is preparing to embark on the most significant project of the Runway Safety Area (RSA) program – one that will require closure of Runway 7L-25R for about five months at the beginning of 2017.

Work began in March 2015 to improve the RSA zones of each of LAX’s four runways. Work was completed in 2015 on Runways 7R-25L and 6L-24R. Since November 2015, work to improve the RSA and make other repairs to Runway 6R-24L took place, and finished October 17.

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The work on Runway 7L-25R includes full reconstruction of the east end of this 12,091-foot runway along with adjoining Taxiway B and some rehabilitation on main section of the runway. The improvements also include relocation and upgrades of Federal Aviation Administration navigational aids and various connector taxiway improvements.

The runway will be temporarily shortened for the remainder of 2016, allowing reconstruction and taxiway

work to commence on the eastern end while flight operations continue. Following the busy winter holiday season, the runway will be completely closed to allow for the RSA work on the west end along with additional rehabilitation work.

LAWA is scheduled to have Runway 7L-25R back in operation in time for the busy summer travel season.

## Delta Gets OK For Relocation To Terminals 2-3

There's more change on the way in the Central Terminal Area (CTA) as Delta Air Lines begins making plans for its move to Terminals 2 and 3, which is expected to take place as early as spring 2017.

The relocation will help balance passenger volume around the CTA as well as result in the modernization of the only terminal that has not yet been upgraded at LAX, Terminal 3.

In July, the Los Angeles Board of Airport Commissioners approved a lease and license agreement for Delta to relocate from Terminals 5 and 6. Under the terms of the agreement, Delta will make an initial investment of at least \$350 million, which includes a relocation plan for some of the airlines currently in Terminals 2 and 3. Delta's investment could be as much as \$1.9 billion over seven years to upgrade Terminal 2 and completely redevelop Terminal 3 while operating in those terminals.

The new lease and license agreement for Terminals 2 and 3 call for Delta to design and renovate passenger waiting areas (holdrooms), support space and other passenger amenities, and the club level for a Delta Sky Club, as well as make some upgrades to the baggage-handling systems and manage the relocations of current tenants according to a relocation plan approved by Los Angeles World Airports.

Delta's future investment would include new ticketing facilities; a new security-screening checkpoint; new baggage system upgrades; baggage-claim facilities, including a new inline checked-baggage inspection system; a secure connector between Terminals 2, 3, and the Tom Bradley International Terminal; and new facilities that would be compatible with the Automated People Mover component of the proposed Landside Access Modernization Program.

Combined with the proposed Terminal 1.5 building, which would include a secure connection between Terminals 1 and 2, all nine LAX terminals will be connected beyond security screening.

Delta's move promises benefits for its passengers as well as other airlines at LAX. By locating in the northside



**VISIONING THE FUTURE** – While Delta Air Lines' short-term plans involve relocating to Terminals 2-3, it has developed renderings of its long-term upgrade of Terminal 2 and complete redevelopment of Terminal 3.

terminals, Delta will operate next to its codeshare partners, including Aeromexico, Virgin Atlantic, and Virgin Australia. Following construction of a secure connector to the Tom Bradley International Terminal, Delta customers will be able to transfer seamlessly to flights offered by additional airline partners, including Air France, KLM, Alitalia, China Eastern, and China Southern.

American Airlines, which currently operates four gates in Terminal 6, will be able to move those operations to Terminal 5, which is adjacent to its space at Terminal 4. Meanwhile, Virgin America, which is in the process of being acquired by Alaska Airlines, will be able to join its anticipated corporate parent in Terminal 6.

LAWA will acquire all potential future improvements from Delta through cash and rent credits, capped at \$1.455 billion.

# LAMP Marks Progress with Draft Environmental Impact Report and Two Workshops, Shortlist Announcement

With publication of a Draft Environmental Impact Report (DEIR) on the proposed LAX Landside Access Modernization Program (LAMP) and announcement of the firms that will be a part of the Request for Proposals process for the key Automated People Mover (APM), the pace of work on plans to improve access to the Central Terminal Area is picking up.

The DEIR was issued September 15, and can be found online at <http://connectinglax.com/draft.html>. Printed copies are also available at six area libraries.

A public comment period continues through November 15.

The Draft EIR studied all facets of LAMP, including the 2.25-mile APM, a Consolidated Rental Car Center (CONRAC), two Intermodal Transportation Facilities, roadway and



**SETTING THE SCENE** – This conceptual rendering shows the Automated People Mover on the left with a passenger walkway to the terminal in the foreground.



**NEW FACILITIES** – In this conceptual rendering the Consolidated Rental Car Center is seen to the left of the East Intermodal Transportation Facility.

highway upgrades, transportation management policies, and related plan amendments and other entitlements.

LAMP is designed to relieve traffic congestion within the LAX Central Terminal Area and on surrounding streets; improve the travel experience for passengers; provide connection to the regional Metro light-rail system at the Airport Metro Connector station at 96th Street/Aviation Boulevard; reduce vehicle emissions and improve air quality for communities adjacent to LAX; and transform LAX into a modern, state-of-the-art airport servicing passengers, employees and neighbors.

Topics covered in the DEIR include the airport's design guidelines; revisions to the LAX plan and the LAX Specific Plan; air quality, greenhouse gas emissions and human health risk assessment; tree surveys; a historic resources technical report; an archaeological and paleontological resources assessment report; the LAX Preservation Plan; a hazardous materials assessment; a hydrology and water quality technical report; noise and vibration; traffic and a water supply assessment.

Two public workshops were conducted in mid-October.

Two of the largest projects within LAMP, the APM and the CONRAC, will be built using a unique public-private partnership method called DBOFM – Design, Build, Operate, Finance and Maintain. The selected joint-venture teams will operate the APM and CONRAC for a set period of time following their construction.

Meanwhile, all five of the joint-venture teams that submitted Statements of Qualifications for the APM advanced to the shortlist of firms that will be able to participate in the Request for Proposals stage of the selection process.



**IN THE CTA** – In this conceptual rendering the elevated walkway from the APM is seen connecting to Terminal 2.



## Midfield Concourse Enabling Work Continues

Site work is continuing in preparation for the construction of the new Midfield Satellite Concourse (MSC), which will serve as an addition to the Tom Bradley International Terminal. The MSC is expected to open by early 2020.

A number of activities have already been completed, with demolition of the Qantas maintenance hangar in June among the most visible. The demolition and major utility relocation work, being completed by Skanska and WE O'Neil under a \$56-million contract, included relocation of power lines and communications optical fiber, a radio transmitter and a rotating navigational beacon.

Griffith Construction, with a \$19-million contract, excavated the former Qantas site, and removed the foundation system. Work also included removing guard posts, electrical substations and other miscellaneous items.

Following the departure of the U.S. Coast Guard helicopter base in June, the hangar will be demolished to make way for a major Department of Water and Power electrical substation that will be built during construction of the MSC.

Turner and PCL are the lead contractors for the Design-Build project that, in its first phase, will add 12 gates. A second phase could add seven gates to the south end of the building. Two of the 12 gates will be capable of serving the largest passenger jets, such as the Airbus A-380 and Boeing 787.

As the scope of the project has increased, plans are also underway to improve and expand the capacity of baggage handling at the Tom Bradley International



Charles Pannunzio

**GOING AWAY** – The former U.S. Coast Guard hangar is scheduled to be demolished later this year.



Charles Pannunzio

**GETTING READY** – Construction equipment is a common sight as preparations continue for the Midfield Satellite Concourse.

Terminal. A Baggage Optimization Project will be implemented along with construction of the MSC North gates. The estimated cost of the entire Midfield Satellite Concourse project is \$1.3 billion.

## Renovated Baggage Claim Opens in Terminal 7

A milestone was reached in early October as the first half of the new baggage claim renovation opened in Terminal 7, part of United Airlines' \$573-million modernization project expected to wrap up early in 2018.

The new Baggage Claim Carousel No. 3 has also allowed for the removal of temporary walls that had divided the baggage claim area in two parts since spring. Passengers can now use the new carousel, as well as Baggage Claim Carousel No. 4, which came on line earlier this year. The older Baggage Claim No. 2 remains in use at this time, while a new Baggage Claim No. 1 is under construction.

The opening of the baggage claim is part of a busy fall in Terminals 7-8 as United also prepares to open its new centralized Passenger Security Check Point, which will

include five Automated Security Lanes (or Innovation Lanes), in November. The new lanes can handle five passengers at a time with empty bins fed to them automatically, and are expected to reduce waiting time.



Pete Dial

**SIGN OF PROGRESS** – The opening of new Baggage Claim No. 3 allowed removal of temporary walls in Terminal 7.

# Northside Plan Update Gets City Council OK

The future of 340 acres of vacant property located between Los Angeles International Airport and the Los Angeles communities of Westchester and Playa del Rey became a lot more certain following City Council approval of the LAX Northside Plan Update in June.

Los Angeles City Councilmember Mike Bonin, airport officials, and community representatives gathered on June 14 to mark approval of the plan, which was the product of several years of collaboration – including more than 50 meetings – between community stakeholders and Los Angeles World Airports (LAWA).

The list of speakers points to the cooperative nature of the Plan Update, with Denny Schneider, president of the Alliance for a Regional Solution to Airport Congestion (ARSAC), and Cyndi Hench, president of the Neighborhood Council of Westchester and Playa del Rey joining Bonin, Board of Airport Commissioners Vice President Valeria Velasco and LAWA Chief Executive Officer Deborah Flint at the podium.

The plan represents a unique opportunity to achieve significant economic investment in the area and provide needed community resources and benefits, as well as important airport support sites.

The revised LAX Northside Plan is a comprehensive update of an outdated, overly-dense, land-use plan initially conceived in the 1980s. The update has been crafted with the help of surrounding neighborhoods to produce a vibrant and sustainable center of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation, and airport-buffer uses that support the needs of communities surrounding LAX.

LAWA acquired the land with Federal Aviation Administration grants in the 1970s and 1980s to provide a buffer between LAX and adjacent communities. The former plan would have permitted 4.5 million square feet of development with tall buildings, minimal open space, outdated design and environmental standards, and little accommodation for civic uses.

The LAX Northside Plan Update significantly reduces allowable density and associated traffic, while providing a planning framework that more effectively weaves the space into the fabric of the neighborhood. The approved Plan envisions 175,000 square feet of community and civic uses, and nearly 50 acres of new recreation and open space.



Joy Berkowitz

**COOPERATIVE PLANNING** – From left, Neighborhood Council of Westchester and Playa del Rey President Cyndi Hench, Board of Airport Commissioners Vice President Valeria Velasco, Alliance for a Regional Solution to Airport Congestion (ARSAC) President Denny Schneider, Los Angeles City Councilmember Mike Bonin, LAWA CEO Deborah Flint and former LAWA Deputy Executive Director Lisa Trifiletti pose with a model of the Northside Plan Update after a news conference announcing the City Council's approval.

The Northside property is ideally located for a natural expansion of the “Silicon Beach” high-technology creative hub, and is also adjacent to several educational institutions interested in new facilities. Opportunities for local nonprofit organizations to locate recreational sites on the property emerged from the planning process and will be a community benefit.

Development guidelines for the updated plan include: state-of-the-art sustainability measures, building design requiring lower heights, cluster near Westchester Parkway, meaningful buffers adjacent to residential properties, and access from Westchester Parkway rather than through neighborhoods to reduce cut-through traffic. The plan also calls for transforming the current roadway into a multi-use “paseo” along Westchester Parkway that would enhance pedestrian and bicycle access between the Downtown Westchester Business District and the beach.

Following City Council approval, the plan must still go through an environmental impact review and gain the OK of the federal agencies that oversee airports. Some projects, such as a water reclamation facility planned with the Bureau of Sanitation and airport support projects, may begin in 2017. Market demand will ultimately determine what is built, and when, within the new LAX Northside framework. In addition, LAWA plans to construct a new headquarters facility for its Airport Police division, to be located adjacent to Fire Station 5.

Please send newsletter comments, inquiries and suggestions to: Charles H. Pannunzio | LAX Public Relations Division  
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