



Airports Development

Executive Management

Program Status Report

November 30, 2012

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ELEMENT OVERVIEW

Purpose

This report is a tool to provide status of the Capital Projects for the Airports Development Group. The report presents status per project followed by the Master Program Schedule, a Financial section with Budget, Cash Flow and Change Orders, OCIP, MWBE/DBE, and a section listing Projects in Definition.

Airside Element

The Airside Element consists of multiple projects necessary for accommodating the movement of large aircraft between the north and south runways; reconfiguring traffic movement to accommodate the Tom Bradley International Terminal (TBIT) expansion and modernization program; and provide airfield improvements as required by Airfield Operations, the Federal Aviation Administration and other Federal and State regulatory agencies.

Bradley West Element

The Bradley West Element provides for certain improvements identified in the approved LAX Master Plan, specifically related to development of new aircraft gates at the Tom Bradley International Terminal. The new gates will support the airport's ability to effectively and efficiently accommodate new large aircraft, such as the Airbus A380, Boeing 747 and Boeing 747-8. In addition, the project calls for substantial improvements related to the concourses and central core area of the Tom Bradley International Terminal, including:

- construction of new north and south concourses at the terminal, west of the existing concourses, which would be removed;
- construction of eight aircraft gates and associated loading bridges and apron areas, along the west side of the new terminal concourses;
- relocation and consolidation of existing aircraft gates along the east side of the Tom Bradley Terminal;
- renovation and enlargement of the existing U.S. Customs and Border Protection areas within the central core of the terminal; and
- construction of the secure passenger corridors between Terminals 3 and 4, and the Bradley Terminal.

ELEMENT OVERVIEW - Continued

Central Utility Plant (CUP) Replacement Element

The CUP Replacement Element includes replacing the existing CUP, constructed in 1961, and the co-generation facility, brought into service in 1985, which are considered obsolete and inefficient relative to present-day technology, the distribution network between the CUP and the terminals, and various mechanical/electrical infrastructure improvements within the terminals.

Landside Element

The Landside Element undertakes capital projects designed to provide for the efficient and effective movement of people through the airport; and to provide convenient parking for individuals using the airport. Landside projects are typically related to parking lots, public transportation, train stations, tank farms, warehouse and cargo areas and access roads and perimeter fencing.

Residential / Soundproofing Element

LAWA has implemented a voluntary Airport Residential Soundproofing Program (RSP) for aircraft noise impacted areas in the City of Los Angeles. This program is for impacted homes adjacent to the Los Angeles International Airport (LAX) and Van Nuys (VNY).

ELEMENT OVERVIEW - Continued

Terminals Element

Most of LAX's Terminals have been serving their purpose without major renovations or modernization efforts over the years. As needs change, the Terminal spaces and structures need repairs, upgrades, modernization, and standardization to satisfy these changing demands. From modernizing elevators and escalators with standardized devices to updating fire/life safety systems, the Terminals Element is focused on implementing these necessary improvements.

Work in Progress

This section lists the projects that are in various stages of pre-development. Typically, these projects represent efforts for which LAWA has committed funding for the design; not the construction. A project in this category will experience variability as the design is refined. If approved, projects in Work in Progress will be moved into the appropriate execution element. If not approved, projects will be dropped from this report.

AIRSIDE ELEMENT - Taxilane 'S' (M204A)

Project Description

This project undertakes the relocation of certain ancillary and support facilities and constructs a 3,785-foot long Taxilane to connect Taxiway 'B' on the south and Taxiway 'E' on the north. Taxilane 'S' will be constructed as part of a 400-foot wide Portland Cement Concrete (PCC) paved strip which will be the first part of the future Dual Taxilane / Taxiway System between the proposed Midfield Satellite Concourse and the Tom Bradley International Terminal. The centerline is located 242 feet west of the existing Taxiway 'Q' centerline. A 169-foot-Object Free Area (OFA) will be provided on the east side of the Taxilane 'S' centerline in accordance with the FAA approved Airport Layout Plan (ALP). This construction also includes the relocation of fuel lines and other utilities, all grading, airfield signage and lighting, construction of LADWP power and communication ductbanks; and the LAWA power and communication ductbanks. Additionally, Taxiway D will be extended approximately 1,000 feet west from Taxiway Q.

The project also includes the construction of approximately 60,000 square yards of pavement and associated drainage covering the aprons on the west side of the north and south Concourses as well as the apron west of the Bradley Core. This apron construction includes all grading, utilities and airfield signage; construction of LADWP power and ductbanks; and the LAWA power and communications ductbanks.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is 100% complete.

Construction Progress

All work is complete and all taxiways are open and in operation.

Budget Status

Project is within budget and is being closely monitored.

AIRSIDE ELEMENT - Taxilane 'S' (M204A) - Continued

Schedule Status

- * Construction Notice to Proceed for the project was issued on March 1, 2010.
- * Construction contract was awarded to Flatiron West, Inc. (FWI) on December 7, 2009.
- * Taxiway T opened on September 27, 2011.
- * Taxiway D opened on October 4, 2011.
- * Taxilane S opened on November 17, 2011.
- * Taxiway E opened April 20, 2012.
- * Ramp pavement west of Bradley West Terminal and adjacent to Taxilane S was completed on April 13, 2012.
- * New Security Post #5 was completed on June 8, 2012.
- * Project substantial completion occurred June 30, 2012.

Issues

The Contractor has submitted a group of large potential overall project impact claims. ADG is evaluating these impact claims for merit and is closely monitoring all Project Budget Cost.

ADG has coordinated with Risk Management to verify OCIP coverage for the damages associated with the waterline break.

AIRSIDE ELEMENT - Taxilane 'T' (M306A)

Project Description

The project consists of the construction of a 3,166-foot long Taxilane to connect Taxiway 'C' on the south and Taxiway 'D' on the north. Taxilane 'T' will be constructed as part of a 300-foot wide Portland Cement Concrete (PCC) paved strip which will be the second part of the future Dual Taxilane / Taxiway System replacing existing Taxiways 'Q' and 'S', west of reconfigured Tom Bradley International Terminal (TBIT). The Taxilane 'T' centerline is located 818 feet west of the existing Taxiway 'Q' centerline. A 169-foot-Object Free Area (OFA) will be provided on the west side of the Taxilane 'T' centerline in accordance with the FAA approved Airport Layout Plan (ALP). This construction also includes the Taxilane 'T' Service Road; the relocation of fuel lines and other utilities; all grading, airfield signage and lighting, construction of LADWP power ductbanks; and the LAWA power and communication ductbanks. This scope of work also includes associated work which consists of TWA Hangar Retrofit/Demo, an Emission Reduction Credit, and Site Restoration of American Airlines former Low Bay Hangar and ramp.

Planning and Programming Status

Project Definition is complete.

Design Progress

The design contract for Taxiway T was awarded to Kimley Horn & Associates. LAWA is currently proceeding with the Taxiway T Phase 1 option.

Construction Progress

The enabling demolition construction contract was awarded to Evans Brothers and is 80% complete.

Budget Status

This project is tracking on budget.

This project is eligible for 75% FAA reimbursement under the existing MOA/LOI.

Schedule Status

The Board approved the Authorization to Advertise the Taxiway T Phase 1 construction contract at the November 13, 2012 Board meeting. The advertisement is anticipated in early December 2012.

The enabling project construction is proceeding; and potential schedule impacts are being evaluated.

AIRSIDE ELEMENT - Taxiway 'T' (M306A) - Continued

Issues

Various phasing options have been discussed with the FAA. The enabling works contractor has encountered unforeseen contaminated soil (jet fuel) and structural variances which may impact the enabling projects schedule.

AIRSIDE ELEMENT - Construction Support Facilities (M209A)

Project Description

The project includes the construction of a new aircraft parking ramp/block, new emergency exits for American Airlines Maintenance Hangar, airfield security fencing, building modifications, and other miscellaneous construction activities as may be required.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is 100% complete.

Construction Progress

First construction contract was awarded to Griffith Construction on April 21, 2009.

Work on the fire water main at Pershing Drive and World Way West is complete.

Telecom/ductbank work on World Way West is complete.

Overall construction progress is 90% complete.

Budget Status

Project is tracking on budget.

Schedule Status

The project is tracking on schedule.

Issues

None at this time.

AIRSIDE ELEMENT - Runway Safety Area Improvements Project - South Side (A014A)

Project Description

This project will make improvements to the Runway Safety Area (RSA) on the west end of Runway 7L/25R, to meet FAA Standards and meet Federal mandated improvements by end of 2015. The project will extend the west end of Runway 7L/25R by approximately 850 feet to provide the full 1,000 feet clearance requirement for the RSA. This project will also require demolition of existing taxiway connector B16, grading, construction of new runway and taxiway pavement, associated storm drains and electrical utilities, pavement markings and striping, airfield lighting modifications, installation of new lights, Nav aids relocation, barricades, blast fence and other specialty items.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is 30% complete.

Construction Progress

No construction contract awarded.

Budget Status

This project is tracking on budget.

Schedule Status

This project is trending on schedule.

Issues

None at this time.

AIRSIDE ELEMENT - Taxilane D-10 Reconstruction (A018A)

Project Description

This project consists of reconstructing approximately 5,000 square yards main centerline portion of Taxilane D-10 in Portland Cement Concrete (PCC), along with PCC apron repairs and fueling hydrant relocations in the ramp area around Terminal 3 at LAX. Alaska Airlines is scheduled to relocate their operations from Terminal 3 to Terminal 6 in early April 2012. For a period of approximately six (6) months, the apron at Terminal 3 will be partially vacated of aircraft traffic. This provides LAWA a brief window of opportunity to make pavement repairs and improvements.

Planning and Programming Status

Project definition is complete.

Design Progress

Design is 100% complete.

Construction Progress

The construction contract was awarded to Sully-Miller Contracting on March 5, 2012.

Phase 4, Gates 34 and 35, are complete and opened two days ahead of accelerated schedule.

Construction is complete.

Budget Status

This project is anticipated to close under budget.

Schedule Status

This project was completed 7 weeks ahead of scheduled completion.

Issues

None at this time.

AIRSIDE ELEMENT - Runway 25R & Taxiway B East End Rehabilitation & Taxiway C Extension (A012A)

Project Description

The purpose of the project is to rehabilitate the deteriorating concrete pavement at the east end of Runway 25R/7L and Taxiway B. The project also includes the easterly extension of Taxiway C to end of the Runway 25R. The project will include full reconstruction of the Runway 25R from the east end of the runway to Taxiway F. The 50-foot wide main wheel gear section of Runway 25R will be reconstructed from Taxiway F to Taxiway N. The project will also reconstruct the east end of Taxiway B from Taxiway F to the eastern end of Runway 25R. The project also includes the extension of Taxiway C from Taxiway F to the east end of Runway 25R.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is 30% complete.

Construction Progress

No construction contract has been awarded.

Budget Status

This project is tracking on budget.

Schedule Status

Project is tracking on schedule.

Issues

None at this time.

AIRSIDE ELEMENT - Pavement Management Program - VNY Taxilane A2 Rehabilitation - Phase 2 (A010B)

Project Description

This project is the second and last phase of pavement rehabilitation for Taxilane A2 at Van Nuys Airport. This complete rehabilitation of the taxilane will allow for its dual usage which will increase safety and allow for further development of aviation services within that portion of the airfield. The project is eligible for 95% AIP reimbursement.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is 100% complete.

Construction Progress

All work is substantially complete and taxiways are open and in operation.

Budget Status

This project was completed under budget; and the financial close-out is anticipated in December 2012.

Los Angeles World Airports (LAWA) received a Federal Aviation Administration (FAA) grant on June 22, 2011 in the amount of \$2,576,731 for this project.

Schedule Status

Project close-out is in progress.

Issues

None at this time.

AIRSIDE ELEMENT - AOA Perimeter Fence - Phase 4 (L014A)

Project Description

This project will enhance the security of the Airport Operation Areas (AOA) perimeter fencing along Imperial Highway, Aviation and Century Boulevards. The scope includes replacing the existing fencing and gates and other additional security enhancements to meet LAWA AOA standards. Completing this project, which is the last phase of a multi-phased security fencing program, will ensure that AOA fencing along the entire perimeter of LAX meets the same enhanced LAWA security standards.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is 100% complete.

Construction Progress

The construction contract was awarded to Stronghold Engineering on August 15, 2011.

The contractor is currently constructing fencing and a vehicle gate in the Southeast area of the project.

Construction is 63% complete.

Budget Status

This project is tracking on budget.

Schedule Status

This project is tracking on schedule.

Issues

None at this time.

AIRSIDE ELEMENT - VNY Runway 16R Rehabilitation (A016A)

Project Description

Runway 16R/34L is the 8,000-foot long primary runway at Van Nuys Airport (VNY). Over the years, the Runway has deteriorated and recent testing found the majority of runway pavement to be in poor condition. This project will implement a combination of building methodologies that meet specific Federal Aviation Administration (FAA) standards, to reconstruct Runway 16R/34L while continuing to mitigate operational impacts to the tenants and users of the airport.

Planning and Programming Status

Project definition in process.

Design Progress

Design is 100% complete.

Construction Progress

The construction contract was awarded to Security Paving Company, Inc on October 15, 2012; and the contractor began mobilizing on November 26, 2012.

Construction NTP is anticipated in late February, 2013.

Budget Status

The project is tracking on budget.

Los Angeles World Airports (LAWA) received a Federal Aviation Administration (FAA) grant in September 2012 in the amount of \$18,365,120, which represents 90% of the eligible budget. LAWA has applied for an AIP Matching Grant from the State of California which is up to 5% of the FAA grant award.

Schedule Status

Project is tracking on schedule.

Issues

None at this time.

BRADLEY WEST ELEMENT - Bradley West Gates (M201A)

Project Description

The project consists of the construction of new double-loaded North and South Concourses at Tom Bradley International Terminal (TBIT) and IWBT. The configuration of the concourses will be based upon the approved aircraft parking layout consisting of nine (9) A380 gates and five (5) Airplane Design Group (ADG) V gates and three (3) narrow-body gates. In addition, the work will consist of constructing approximately 540,000-sq. ft. of space for passenger services (concessions, toilets etc.), building systems (mech/elect/plumbing), building maintenance, airline operations, retail/food service concessions, concessions storage areas, back of house secured circulation space and airline lounges. The project will also include Building Systems (pedestrian transportation systems, HVAC, electrical and plumbing, drainage, lighting), Telephone System, Life Safety Systems (PA and smoke/fire detection, alarm and sprinkler) and Terminal Systems such as Electronic Visual Information Display System (EVIDS), baggage conveyance, building management systems, access control, intrusion alarm, etc.

Planning and Programming Status

Project Definition is complete.

Design Progress

Complete.

Construction Progress

Coordination between Main Building construction and Tenant Space contractors continues.
Finish work in the balance of the North Concourse is on-going.
North Concourse IT Room work continues.
Final installation of North Concourse Finished Roof Panels.
Installation of Gate #130 Passenger Boarding Bridges moves forward.
South Concourse IT & Electrical Room Build Out continues.
Mechanical Startup & Testing is underway in the South Concourse - Mechanical Pipe Flushing.
South Concourse Terrazzo work in Concourse Holdrooms and Piers moves forward.
Installation of Interior Pylon Columns at Level 5 is ongoing in the South.
Continued work on South Concourse High Ceilings and Gypsum Board work at Soffits.
Finished Roof Panel installation continues on the South Concourse.
Elevator installation in the South Piers is on-going.

Budget Status

Component Guaranteed Maximum Price 01 through 15 have been approved by the Board.
Buyout is complete.

BRADLEY WEST ELEMENT - Bradley West Gates (M201A) - Continued

Schedule Status

Early Operation of Gate 134/134A
Target Date: 08/01/12 Actual Date: 8/26/12
Operation of Gates 130 and 132:
Target Date: 01/03/13 Forecast Date 01/03/13

West Gates Substantial Completion
Target Date: May-2013 Forecast Date: May-2013

Issues

Due to the schedule requirements of the project, shift work for specific trades will continue to be purchased. They include roofing, MEP (Mechanical, Electrical & Plumbing) trades, specific finish work and elevator/escalators crews.

BRADLEY WEST ELEMENT - Bradley West Core Improvements (M203A)

Project Description

This project will provide improvements to the Federal Inspection Service (FIS) facilities in Tom Bradley International Terminal (TBIT) and allow for the development of new 693,000-sq. ft. improved departure level (post security) passenger amenities, including new restrooms, concessions, airline lounges, and administrative offices within TBIT's existing north and south concourses; renovates TBIT Phase 0, and included is the Integrated Environmental Media System (IEMS) which employs cutting edge technology to create an iconic passenger experience.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is 95% complete.

Construction Progress

Coordination between Main Building construction and Tenant Space contractors continues.
IT & Electrical Room Build Out moves forward.
Terrazzo installation has commenced on Level 4.
Demo of exterior scaffolding is underway in Core Area #1.
IEMS Story Board structure work is on-going.
Permanent Power for Baggage Handling Systems is now available.
Core High Ceiling work continues in Area #3.
Prep work for South Skylight glazing is on-going.
Back-up Steel / Curtainwall activities on the South Connector is underway.
Mechanical Startup & Testing is underway.

Budget Status

Component Guaranteed Maximum Price 01 through 20 have been approved by the Board.
Buyout is complete.

Schedule Status

Milestone #3 – New Core Construction Complete

Target Date: May-2013 Forecast Date: May-2013

BRADLEY WEST ELEMENT - Bradley West Core Improvements (M203A) - Continued

Issues

Due to the schedule requirements of the project, shift work for specific trades will continue to be purchased. They include roofing, MEP (Mechanical, Electrical & Plumbing) trades, specific finish work and elevator/escalators crews.

BRADLEY WEST ELEMENT - Bradley West Traffic Mitigations -World Way South/Center Way (M203C)

Project Description

This project will allow for the mitigation measure related to the Bradley West Project EIR to be implemented at this intersection, specifically widening World Way South at the approach at Center Way to provide an additional right turn lane. In addition, this project will address additional opportunities for improvements to the intersection, including adjustments to curb radii to allow for better and safer turning of vehicles, upgrades to the ADA access ramps to bring them to current standards and other miscellaneous and related improvements.

Planning and Programming Status

Project Definition is complete.

Design Progress

A design services proposal was submitted and is currently being reviewed by LAWA.

Construction Progress

No construction contract has been awarded.

Budget Status

The project is tracking on budget.

Schedule Status

Project is tracking on schedule.

Issues

None at this time.

BRADLEY WEST ELEMENT - Art In Public Places (M308A)

Project Description

The program, part of the City of Los Angeles commitment to the community, commissions local artists to produce original artwork for public places. The City passed a law in 1989 allocating one percent of all capital improvement costs to commission art in public places. The Department of Cultural Affairs administers this program through its Public Art Division, aiming to utilize this one percent to contribute enduring, contemporary art experiences to public facilities in the City.

Planning and Programming Status

The Art Oversight Committee (AOC) reviewed six applications in response to their invitation and selected three finalists: Ball-Nogues Design Studio; Mark Bradford; and Pae White Studio. The Department of Cultural Affairs has initiated contracts with the selected finalists for \$1 million each; and is monitoring the artists' progress with established payment milestones. Ball-Nogues' artwork will be located in the North Light Well; Mark Bradford's artwork will be located in the existing TBIT building, Ticketing Lobby (Mezzanine Level); and Pae White's artwork will be located in the Sterile Corridor.

Design Progress

Ball-Nogues Studio: Artists to resolve lighting plan with ADG, which is expecting engineered and permitted electrical plans for the lighting installation, including power source, distribution and interface with lighting controls. ADG and the Artists will review how to accomplish the lighting install since it will require use of either lifts or window washing equipment. ADG is working with First Circle Design to look at potential lighting alternatives that allows ADG to proceed with a lighting solution that can be engineered and installed under the WAJV contract.

Pae White: The Artist designed a custom bracket as part of the artwork; LAWA is reviewing the design, color, and number of brackets. As part of the review process, the Artist, LAWA, and Curt Fentress conducted a bracket mock-up in the Sterile Corridor in October. In late October, LAWA requested the Artist to modify the design of the bracket and are awaiting a response from the Artist. The project is on hold pending a response from the Artist.

Mark Bradford: The Artist has selected a fabricator and confirmed that the sculpture is within the weight limit (11,800 lbs.) and fire rating criteria. The Artist plans to clamp to the existing structure at the locations previously provided by LAWA's structural engineer, JAMA. The Artist submitted a set of 100% design documents for ADG and Fentress to review prior to going to permit. JAMA reviewed the Artist's structural design and calculations and has approved welding to the existing truss. In November, the Cultural Affairs Commission and Public Art Committee reviewed and granted final approval of the artwork.

BRADLEY WEST ELEMENT - Art In Public Places (M308A) - Continued

Construction Progress

Once the Artists have received Final Approval from the Cultural Affairs Commission, the Artists will receive a NTP with fabrication. Further notes on the specific projects:

Ball-Nogues Studio: The Artists received a Notice to Proceed in October and have started fabrication. The Artists need a five-month lead time for ordering materials until delivery for the project. Within this period, the ball chain will be purchased, manufactured, shipped to the painter, painted, spooled, and then delivered to the Artists. After the Artists receive the material, they will begin cutting and assembly, which will take approximately two to three months.

Pae White Studio: Since the bracket component of the artwork is still under consideration by LAWA, the Artist does not have a Notice to Proceed with fabrication. The bracket extrusion requires a long lead time. Approval of the artwork installation details by LAWA, DCA and LADBS as well as CBP is required prior to fabrication.

Mark Bradford: Artist is anticipating receiving a NTP in December and starting fabrication in January/February, which will take about 4 months.

Budget Status

Ball-Nogues has received their third milestone payment; Pae White and Mark Bradford have received their second milestones for payment. This project is tracking to the budget.

Schedule Status

Ball Nogues: Due to delays with the development of the window washing system, contract negotiations with the Artists, and the cancellation of the August Cultural Affairs Commission meeting, the Artists anticipate a delayed installation date of July 2013.

Pae White: The Artist's project is currently on hold pending the design of the bracket.

Mark Bradford: The Artist's project is anticipated to complete on schedule with an installation in Fall 2013.

Issues

Pae White: The CBP cables may need to be re-tensioned after the artwork is installed to maintain CBP's required 4" gap between its cables. The artwork cables can only be tensioned once, at the time of installation. The Artist's fabricators/installers are not eligible for bonding, which could impact the installation schedule. The Artist noticed some construction variances within the steel beams of the built Sterile Corridor. The drawings show a ¾" gap, but the Artist's field measurements are ¼" for the gap. ADG is studying these variances and the Artist's fabricators are reviewing possible solutions.

BRADLEY WEST ELEMENT - Bradley West Core Renovation/East Ramp and Concourse Demo Project (M402A)

Project Description

This project includes demolition of the existing concourses with the exception of Gate 123, demolition of any existing utilities and restores the site to an appropriate state for Apron construction.

Renovation scope includes the existing TBIT Core enlargement of space used by the FIS and the Customs and Border Patrol (CBP); construction secure/sterile passenger corridors between TBIT and Terminals 4 and re-configuration of the security screening checkpoint.

The Bradley East Aprons project entails construction of approximately 121,000 square yards of pavement and associated drainage from the edge of the new Concourses to the edge of Taxiways C10/D10. It includes all grading, drainage, utilities, airfield signage and lighting; construction of LADWP power and communication ductbanks; and the LAWA power and communication ductbanks.

Planning and Programming Status

Project definition is complete.

Design Progress

Design for Renovation & Core Connection is 100% complete. Design for the Apron reconstruction is 100% complete.

Construction Progress

The Request for Proposals (RFP) for inviting proposals from Contractors will be published by mid-December 2012.

Budget Status

The project is trending on budget.

Schedule Status

The project is tracking on schedule.

Issues

None at this time.

BRADLEY WEST ELEMENT - New Face of CTA - Phase 1 (M403A)

Project Description

This portion of the new face of the CTA project takes place at both the Departures and Arrivals level of the Tom Bradley International Terminal (TBIT). Scope at the Departures levels is focused on replacement of existing space frame canopies from over the three terminal entryways and from over the north and south escalator complexes. They will be replaced and augmented with new contemporary canopies along the curbside, at the three main entryways and over the escalators. Work at the Arrivals level will reconfigure and improve the exiting vestibules by demolishing existing planters and paving, raising the general site to street level and installing new lighting, planters and landscaping. The landscaping will include new plant material in planters at the Departures level that overlook Arrivals.

Planning and Programming Status

Project definition is complete.

Design Progress

Design is 95% complete.

Construction Progress

Work is ongoing on both the departures and arrivals levels. The entrance canopy steel frames have been erected on the departures level and columns to receive the sidewalk canopy are in place. Demolition in the barricaded area near the South Entrance on the Arrivals level is ongoing.

Budget Status

The project is trending on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

CUP REPLACEMENT ELEMENT - Central Utility Plant (C001A)

Project Description

The project provides a replacement Central Utility Plant (CUP) to supply heating hot-water and chilled water to the Central Terminal Area (CTA); the required chillers, pumps, generators, boilers and piping to produce and distribute the hot and cold water; and gas turbine driven generators with heat recovery steam generators (co-generation). The project also includes:

Utility Distribution System: This project includes interconnection to existing piping as well as providing completely new services to Bradley West and the existing terminals and the replacement or bypassing of some existing piping.

Demolition: Demolition of the existing CUP, cooling towers, an electrical substation and existing maintenance buildings located at the footprint of the new CUP.

Pump Room upgrades: Pump Rooms in each terminal will be renovated with new chilled and hot water system equipment: Pumps, controls, heat exchangers, variable frequency drives, MCCs, and controls replacing existing equipment of original vintage.

Facility Management and Control System (FMCS): FMCS to be located in the control room and related control equipment to be furnished for installation in the mechanical rooms of the terminals.

Planning and Programming Status

Project Definition is complete.

Design Progress

Control Room Design: The mock-up of the new control room was completed and a walk-through and ergonomic evaluation done with CUP supervision and staff. Minor changes were noted and additional comments were recorded for further evaluation. The final configuration will be set during the first week of December 2012. Release for final construction and finishing is expected to follow immediately.

CUP Building and Equipment: Neoprene isolation pads required per the seismic calculations were delivered and installed as part of the installation of the Solar Turbines in October. Final placement and alignment of the turbines continues. Bulletin #6 has been issued to incorporate Piping and Instrumentation Diagram changes due to completion of the Terminal Pump Room Upgrade design.

CUP REPLACEMENT ELEMENT - Central Utility Plant (C001A) - Continued

Construction Progress

The contractor has submitted their notice of final completion for consideration by LAWA with regard to the construction progress of the metering building. Construction work has progressed significantly enough to allow LADWP into the building to begin their work and to tie into the IS 5119 mobile power stations. Punch list work remains and all parties are working closely together to achieve the November 21, 2012 completion date.

Within the CUP Building, the mechanical contractor has directed significant effort to his work on the Level 3 Pump Room. Concrete pads have been poured, chilled water primary and secondary pumps have been set, supplemental chilled water system piping continues to be hung and the pump variable frequency drives have been delivered to the floor. Pipe installation also continues on Level 2 as the contractor prepares to lift the second 48" chilled water header to the ceiling.

Budget Status

This project is tracking to budget.

Schedule Status

CMJV and LAWA are in discussion for schedule rebaseline and mitigation measures.

Issues

The project is currently behind schedule due to unforeseen conditions; and mitigation measures and time impacts are being discussed with the contractor.

LANDSIDE ELEMENT - Second Level Roadway Expansion Joint and Deck Repairs (L008A)

Project Description

This project provides for the repair and replacement of aging structural expansion joints on the Second-Level Roadway (SLR) in the Central Terminal Area (CTA). An expansion joint is an assembly designed to safely absorb the heat-induced expansion and contraction of adjoining concrete slabs. Specifically, this project will replace and repair joints and deck frames as recommended in the Caltrans bridge inspection report.

Planning and Programming Status

Project Definition is complete.

Design Progress

The 65% design is in progress.

Construction Progress

No construction contract awarded.

Budget Status

This project budget will be impacted by the additional repair work being identified.

Schedule Status

The project schedule will be impacted by the additional repair work being identified.

Issues

The Design Team has identified additional work associated with the project, including polyester concrete overlay, additional hinge repairs, metal railing, additional drainage work, as well as night-shift premium which will result in budget and schedule impacts. These changes were submitted to the Board in September 2012.

LANDSIDE ELEMENT - Coastal Dunes Improvement Project (L012A)

Project Description

This project proposes to restore the coastal dunes to a more natural state by removing existing pavement from certain abandoned streets and sidewalks and planting and/or seeding of native coastal plants. This project is a requirement of the 2006 LAX Stipulated Settlement Agreement. Item G of the Agreement calls for a project with a budget not exceeding \$3 million to:

- 1) Remove as much existing pavement as possible from abandoned streets and sidewalks, and;
- 2) Plant appropriate native vegetation in that area.

Planning and Programming Status

Project Definition is complete.

Design Progress

The LADBS permit clearances including City Planning are in progress. The Habitat Plan has been finalized and the Coastal Commission Application was submitted on September 26, 2012.

The California Coastal Commission has informed LAWA that they intend to hold the hearing for this project in mid-January 2013.

Construction Progress

No construction contract awarded.

Budget Status

This project is tracking on budget; though a prolonged CEQA analysis, described within the Issues below, may impact the project budget.

Schedule Status

This project is trending on schedule.

Issues

The project has been on hold pending a determination of CEQA requirements. LAWA has submitted our recommendations to the California Coastal Commission, the lead agency under CEQA. We expect a determination in January 2013.

LANDSIDE ELEMENT - Manchester Square / Belford Demolition Program (L015A)

Project Description

This project will demolish several residential properties, both single and multi-family types, located in the Manchester Square and Belford residential neighborhoods. The project scope includes hazardous material survey and abatement, demolition of structures, legal disposal of demolition debris; all regulatory notifications and permits; temporary and permanent fencing and site security; recycling of salvageable materials; dust and noise control; and site grading, irrigation and landscaping.

Planning and Programming Status

The Project Definition is complete.

Design Progress

Design is complete.

Construction Progress

The construction contract was advertised on August August 29, 2012; and six (6) bids were received on October 9, 2012. A recommendation to award the contract is being prepared for presentation to the Board in mid-December 2012.

Budget Status

The project is tracking on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

LANDSIDE ELEMENT - Jenny Lot Site Modifications (L016A)

Project Description

This project entails the construction of a roughly 1,900-space parking lot. Commonly called the Jenny Lot (or, alternatively the "Former Hertz Lot"), this property is bounded on the west by Jenny Street, on the south by Westchester Parkway, on the east by Airport Boulevard, and on the north by the Carl E. Nielsen Youth Park/Interceptor Street/Yorktown Avenue. Improvements include hazardous materials abatement and removal, demolition of existing facilities, grading, striping, signage, and installation of lights, hydrants, fences and gates.

Planning and Programming Status

The Project Definition is complete.

Design Progress

Design is complete.

Construction Progress

Work in the Phase 1 area (the northern portion) is progressing. Excavation work for the bus shelter pads is in progress; and paving is underway.

Work in the Phase 2 area (the southern portion) is underway, with work focused on the storm water and clarifier system. Overall construction is 60% complete.

Budget Status

This project is tracking on budget.

Schedule Status

The project is tracking on schedule.

Issues

None at this time.

RESIDENTIAL/SOUNDPROOFING ELEMENT - Noise Mitigation/Soundproofing (City of LA) (S002A)

Project Description

This project will provide soundproofing of approximately 9,400 eligible dwelling units making them land use compatible.

Planning and Programming Status

Project planning is complete.

Design Progress

No additional design is ongoing.

Construction Progress

Four construction contracts have been awarded and are in different stages of sound mitigating 317 units.

This component of the Noise Mitigation / Soundproofing Program is 92% complete.

Budget Status

This project is trending to complete on budget.

Schedule Status

This project is on track to be completed in 2013.

Issues

None at this time.

RESIDENTIAL/SOUNDPROOFING ELEMENT - VNY Soundproofing (S008A)

Project Description

The Van Nuys Soundproofing Program, started in 2000, consists of soundproofing 1,049 dwelling units around VNY airport. Typical improvements include the replacement of windows, doors, fireplace doors, and dampers, installation of attic baffles, insulation and ventilation/HVAC systems. The program is strictly voluntary and free of charge to the homeowners.

This project consists of soundproofing the last units under the above program. Since the inception of the program, 726 units have already been soundproofed, the other 270 units are no longer eligible, have declined, or have not responded to multiple notifications.

Planning and Programming Status

Project Definition is complete.

Design Progress

Design is complete.

Construction Progress

On August 15, 2011 a construction contract was awarded to Karabuild Development, Inc; and the Notice to Proceed was issued on September 29, 2011.

Construction is 98% complete.

Budget Status

This project is tracking on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

TERMINAL ELEMENT - Elevators and Escalators Replacement (T001A)

Project Description

This project will upgrade / replace all aging elevators, escalators and moving walkways at LAX, which have exceeded their useful life expectancy. These units will be upgraded/replaced in staggered Priority Groups.

Planning and Programming Status

Project Definition is complete.

Design Progress

Priority II-IV Site Mods - Design is 100% complete.

Priority II-IV GC MRL Elevators - Design is 100% complete.

Parking Garage elevators replacements design began late July 2012. A five month design duration is anticipated.

Construction Progress

Priority I Site Mods - The contract has been closed out.

Priority II - Procurement - Fabrication is at 51%. Eleven units in service.

Priority II-IV Site Mods - Fully executed contract received and Notice to Proceed issued on June 20, 2012.

Priority II-IV GC MRL Elevators - Combined with the Priority II-IV Site Mods.

Parking Structure MRL Elevators - Design contract was awarded April 2012. Design phase ongoing.

Budget Status

The two completed contracts have finished within budget. The WE O'Neil contract is closed out. Kone has one remaining item to resolve with the last installed unit prior to closeout of the construction contract. Kone's 1 year warranty followed by a 3 year maintenance contract has begun.

The remaining contracts are tracking on budget.

Schedule Status

Priority II-IV Site Mods contract began June 20, 2012. First units are on track to return to service in December 2012.

Issues

There are no issues affecting schedule or budget at this time.

TERMINAL ELEMENT - Fire Life Safety System Upgrades T1 & T2 (T006A)

Project Description

This project replaces the existing, outdated, noncompliant Fire Life Safety Systems in Terminals 1 (T1) and 2 (T2) with new systems that will bring T1 and T2 in full compliance with Los Angeles Fire Department (LAFD) requirements and current Fire and Building Codes, including the Americans with Disabilities Act's (ADA) visible fire alarm notification requirements. The work includes the upgrades of all fire alarms systems, strobes, annunciation panels, conduit and wiring. Complete tests will be performed at installation milestones to assure that the new system meets all current requirements. Completing this work will eliminate costly fire watch conditions and provide effective warning signals for passengers and users of the terminals in case of fire and other emergencies.

Planning and Programming Status

Project Definition is Complete.

Design Progress

The initial design documents are complete.

Design was completed and permits were obtained from Los Angeles Fire Department in February 2012.

Construction Progress

The contract award was approved by the Board in August 2011; an Administrative Notice-to-Proceed was issued in October 2011 and Construction NTP issued November 23, 2011.

Construction work at Terminal 1 is 97%. Terminal 2 is nearing 65% complete and the 7 week survey activities are underway.

Budget Status

The project is tracking on budget.

Schedule Status

The recovery schedule has been approved.

Issues

None at this time.

TERMINAL ELEMENT - Terminal 3 Backfill Project (T015A)

Project Description

This project seeks to enliven the passenger experience within Terminal 3 and includes improvements in both the Ticket Lobby and Satellite Areas. Ticket Lobby improvements include: new terrazzo flooring; ceiling and lighting treatments; wall finishes; and ticket counter replacement. The Satellite improvements primarily consist of new gate counters and information technology improvements.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The design is complete.

Construction Progress

Phase I was completed on September 12, 2012; and consisted of 11 of 18 counter positions and 5 of 7 gate podiums. The remaining 7 ticket counter positions and 2 gate podium positions were completed November 6 and November 16, 2012 respectively. Overall construction is 85% complete.

Budget Status

The project cost remains within the budget and is being closely monitored.

Schedule Status

Gates 33B and 34 were completed prior to the Thanksgiving Holiday in November 2012. Departure level for west side Phase 2A and departure level for east side Phase 2B-1 ticket counters were completed ahead of schedule on November 6, 2012. Jet Blue ticket counter relocation is currently scheduled for mid-December 2012 prior to Christmas Holiday.

Issues

Installation of the fire separation doors was delayed due to ceiling utilities. The mitigation involves revising the door installation process. This does not impact the gate or ticket counter openings but will impact the schedule by a month. At this time, there appears to be sufficient contingency to fund these unanticipated items; and the budget is being closely monitored.

TERMINAL ELEMENT - ADA Accessibility Improvements (T016A)

Project Description

Los Angeles International Airport (LAX), during its continuous periods of remodeling, has always strived to maintain an accessible facility with all new work. Ongoing changes to the airport Central Terminal Area (CTA), which include all nine terminal buildings, eight parking structures, administrative building, Central Utility Plant, Control Tower, the Theme Building, surface parking lots and all the interconnected roadways and sidewalks, have attempted to keep up with the accessibility requirements needed for total access. Due to the complexities of the projects and the changing requirements found in later additions of the access codes, it was found that some CTA elements could be improved. This project implements those improvements.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Phase 1A - Design is 100% complete.

Phase 1B/1C - The design is underway and anticipated to complete in December 2012.

Construction Progress

Phase 1A - Construction is 90% complete.

Phase 1B/C - The construction procurement strategy is being finalized.

Budget Status

A proposal to perform the demolition and construction of half a ramp at a time has been approved. This option is preferable, since it keeps part of the ramp open throughout the construction process. However, there is a cost impact which is being requested.

Schedule Status

The project is tracking on schedule.

Issues

See Budget Status.

TERMINAL ELEMENT - Concessions Enabling Project (T017A)

Project Description

This project undertakes the initial renovation and upgrading of various fire protection components, electrical distribution elements, accessibility issues in Terminals 4, 5, 7 and 8; as a precursor to the Concessions Redevelopment Program.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 99% complete.

Construction Progress

The electrical work in Terminal 5 and Terminal 7 is complete. The 2-hour fire rated wall and the 90-minute fire rated door at Terminal 5 is complete. Other exit signs and door hardware installation is ongoing. The remaining work is estimated to be completed by August 2013.

Budget Status

The project is tracking on budget.

Schedule Status

The project is trending on schedule, though additional scope in Terminal 5 is being considered which may impact schedule duration.

Issues

See Schedule Status above.

TERMINAL ELEMENT - T-2 400-Hz Power System Upgrade (T018A)

Project Description

This project consists of replacing the existing 400-Hz power system at Terminal 2 with a new system that provides 180kVa (wide-body capacity) at 8 aircraft gates; and maintains 90kVa (narrow-body capacity) at 2 aircraft gates. This will eliminate the need for aircrafts to idle their engines on the apron.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The Architectural/Engineering designers have conducted preliminary data collection and are currently finalizing a cost proposal to complete the Design Build procurement contract.

Construction Progress

The interview process for the Construction Manager at Risk (CMAR) contract concluded in mid-November. A recommendation of award to the Board is planned for mid-December 2012.

Budget Status

The project is tracking on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

TERMINAL ELEMENT - T-2 EDS Behind the Wall Project (T019A)

Project Description

This project consists of removing the six (6) CTX (EDS) machines that are currently located in the T-2 ticketing lobby and replacing them with six (6) 5500 CTX machines in a newly constructed Checked Baggage Resolution Area (CBRA) Room to be located on the Apron. The project also includes repairs to the flooring after moving the machines from the lobby, modifications to the baggage conveyor system, project specific electrical modifications and a complete upgrade to the existing Computer Control System.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The Architectural/Engineering designers have conducted preliminary data collection and are currently finalizing a cost proposal to complete the Design Build procurement contract.

Construction Progress

The interview process for the Construction Manager at Risk (CMAR) contract concluded in mid-November. A recommendation of award to the Board is planned for mid-December 2012.

Budget Status

The project is trending on budget.

Schedule Status

The project is tracking to schedule.

Issues

None at this time.

WORK IN PROGRESS OVERVIEW

User's Guide - Work in Progress

This section lists the projects that are in various stages of pre-development. Typically, these projects represent efforts for which LAWA has committed funding for the design; not the construction. A project in this category will experience variability as the design is refined, until it is deemed operationally and economically viable and moved into an execution element.

WORK IN PROGRESS - West Maintenance Area (A017A)

Project Description

This project entails the construction of approximately 200,000-sq. yards (41 acres of aircraft apron) that will tie into the west side of Taxiway AA south of World Way West Road and Taxiway B and 100,000-sq. yards (21 acres) of area rough grading for proposed hangar and parking improvements, that may be developed by a third-party. Associated ancillary improvements include: demolition of existing facilities, ground run-up enclosure, edge lighting, signage, flood lighting, wash rack and recycling system, Remain-Overnight Parking (RON) kits (ground power, potable water, pre-conditioned air), vehicle charging stations, storm drainage, etc.

Issues

The project definition phase is nearing completion.

WORK IN PROGRESS - ONT Runway 8L RSA Improvement (A019A)

Project Description

The project will provide a FAA standard Runway Safety Area (RSA). The improvements consist of: Regrading portions of the runway, relocating portions of the service roads, culvert work in the West Cucamonga Channel and re-alignment of perimeter fencing in the impacted areas.

Issues

The project definition phase is complete.

WORK IN PROGRESS - Bradley West Outbound Baggage Handling System (M404A)

Project Description

This project enhances and modifies the existing TBIT In-line Baggage Handling System (BHS) to provide better processing and increased throughput of baggage to accommodate future predicted growth. This will be accomplished primarily by revamping the existing layout to provide more BHS Checked Baggage Inspection room.

Issues

The project definition phase is underway. The focus is developing a simulation of the current system to help identify problems and provide possible solutions; and to review the current TBIT in-line mechanical layout against the latest TSA requirements.

WORK IN PROGRESS - Terminal 4 Connector (T011A)

Project Description

The project consists of the design and construction of a CAL Green certified, multi-use, multi-level facility including a Checked Baggage Inspection System (CBIS), South Matrix Interline Baggage Transfer facility, five lane Passenger Security Screening Check Point (SSCP), South Terminals Passenger Busport, Upper Level World Way Public Plaza, and a Secure Passenger connection between Tom Bradley International Terminal (TBIT) and Terminal 4.

Issues / Status

The solicitation for a design-build contractor is released; and qualification process commenced in October 2012. Technical proposals from eight (8) Design Build Teams have been received and are being reviewed by the Evaluation Panel. Interviews were completed in mid-November 2012.

WORK IN PROGRESS - New Face of the CTA - Phase 2 (T012A)

Project Description

This project implements various improvements that will dramatically enhance the passenger experience. The improvements adeptly capture the vibrant spirit of LAX by creating an inspiring and dynamic pedestrian and vehicular experience. The improvements are focused upon the upper level roadway within the CTA and include custom designed light poles and light bands along the outer edge of the upper level roadway.

Issues

The Project Definition phase is underway.

WORK IN PROGRESS - Terminal 2 Restroom Enhancements (T020A)

Project Description

The restroom enhancement project involves renovating all the existing finishes in the restrooms (floors, walls, ceilings) and the replacement of all the existing fixtures (toilet, sinks and urinals). New doors, lighting, mirrors, toilet partitions, paper towel dispensers and soap dispensers will also be installed. There will be new HVAC distribution back to the nearest main trunk line, new electrical distribution and new plumbing within the restroom, among other associated work.

Issues

The Project Definition phase is complete.

WORK IN PROGRESS - Terminal 2 Domestic Bag Claim and Ticketing Area Refresh (T021A)

Project Description

The Bag Claim and Ticketing refresh project includes repainting and replacing finishes on the ticketing level and bag claim level to extend the life of the interior spaces by five to seven years. On the Ticketing level there will be new ceilings and lighting systems, new carpeting installed over the tile, new base and painting of walls, new wall finish on the wall behind the ticket counters and new monitors for common use signage. The improvements on the bag claim level include new paint and base, refinishing the bag drops at the carousels, new ceilings, a new wall at the exit from customs, new information desks, and re-arrangement of the concessions at the international arrivals area.

Issues

The Project Definition phase is underway.

WORK IN PROGRESS - Terminal 7 Restroom Enhancements (T022A)

Project Description

The restroom enhancement project involves renovating all the existing finishes in the restrooms (floors, walls, ceilings) and the replacement of all the existing fixtures (toilet, sinks and urinals). New doors, lighting, mirrors, toilet partitions, paper towel dispensers and soap dispensers will also be installed. There will be new HVAC distribution back to the nearest main trunk line, new electrical distribution and new plumbing within the restroom, among other associated work.

Issues

The Project Definition phase is complete.

WORK IN PROGRESS - Terminal 2 Electrical Upgrade (T023A)

Project Description

This project upgrades the electrical power distribution in Terminal 2, which was originally installed in the 1980's. The upgrade involves work in approximately 57 electrical and other rooms or areas in Terminal 2 where electrical distribution panels are located.

Issues

The Project Definition phase is complete.

WORK IN PROGRESS - Terminal 2 MPOE / IT Room (T024A)

Project Description

This project implements four (4) Terminal Minimum Point of Entry (MPOE) and IT Rooms within Terminal 2. These IT rooms provide an industry-standard, clean and secure, permanent space for the next generation of network switching, application servers and other IT support equipment.

Issues

The Project Definition phase is underway.

WORK IN PROGRESS - Electrical, Communications and Water Utility Ext. - 5th Feeder Project (U020A)

Project Description

This project will implement a ductbank from the new Central Utility Plant(CUP) to Sepulveda to provide enhanced power capacity to the CUP and the new Bradley West. In addition, this project may implement other opportunistic improvements, such as: two additional ductbanks from the new CUP to the vicinity of Park One; a reclaimed water line to Sepulveda; the extension of a 24-inch fire waterline to Sepulveda; the extension of a 16-inch domestic water line to Sepulveda; and the extension of 4x4 communications ductbank from Theme Building, new hot and chilled water lines east of the CUP, among other work.

Issues

The Project Definition phase is complete.

PROGRAM MASTER SCHEDULE OVERVIEW

User's Guide - Schedule

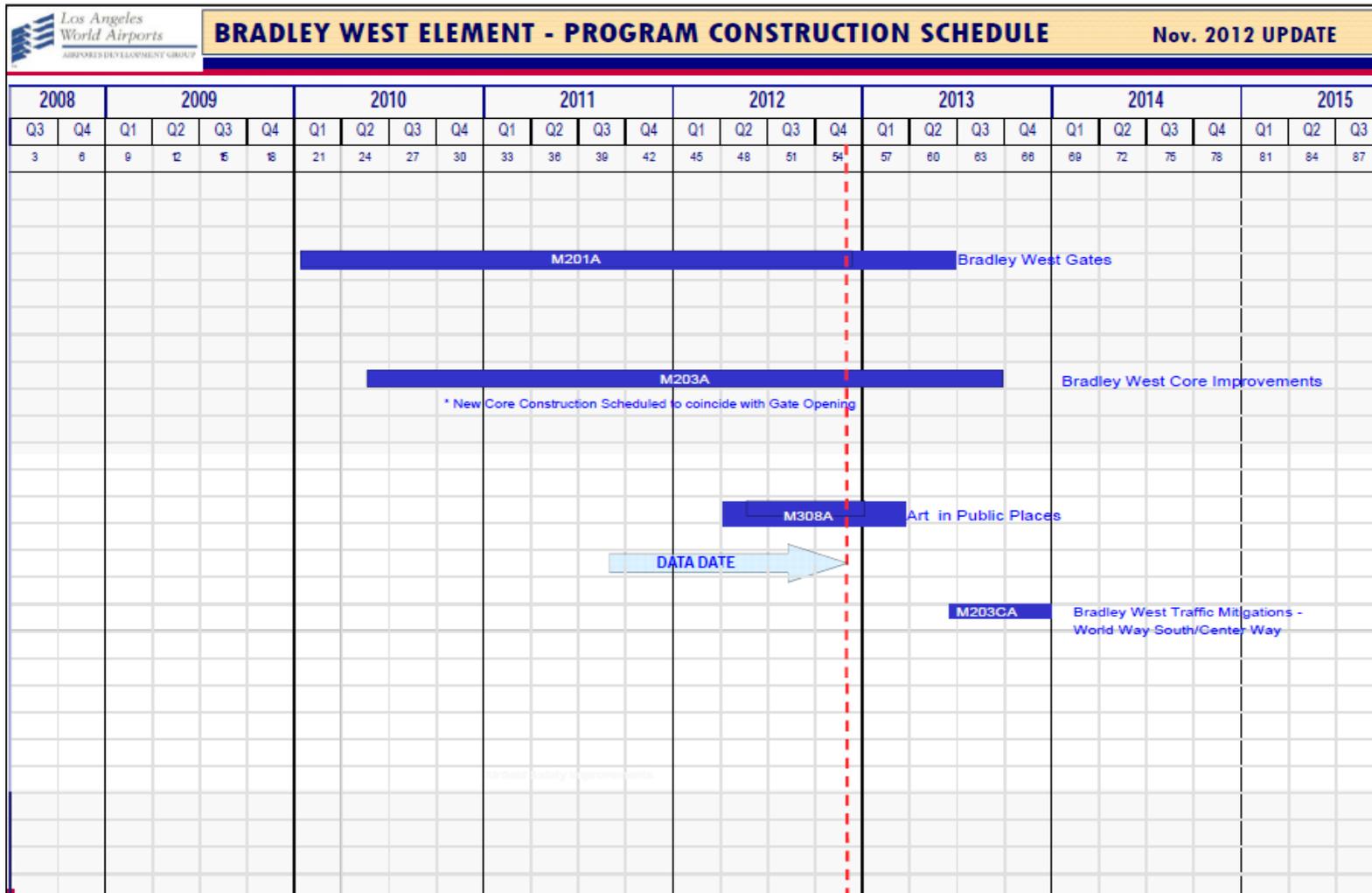
The information provided herein is designed to furnish users of the Airport Development Group (ADG) Program Construction Schedule Report with greater knowledge and a better understanding of the composition of the various components of the schedule report.

Data Date - Is a vertical line showing the current date of the report. Dates to the left side of the data date are known. Dates to the right side of the data date are projected.

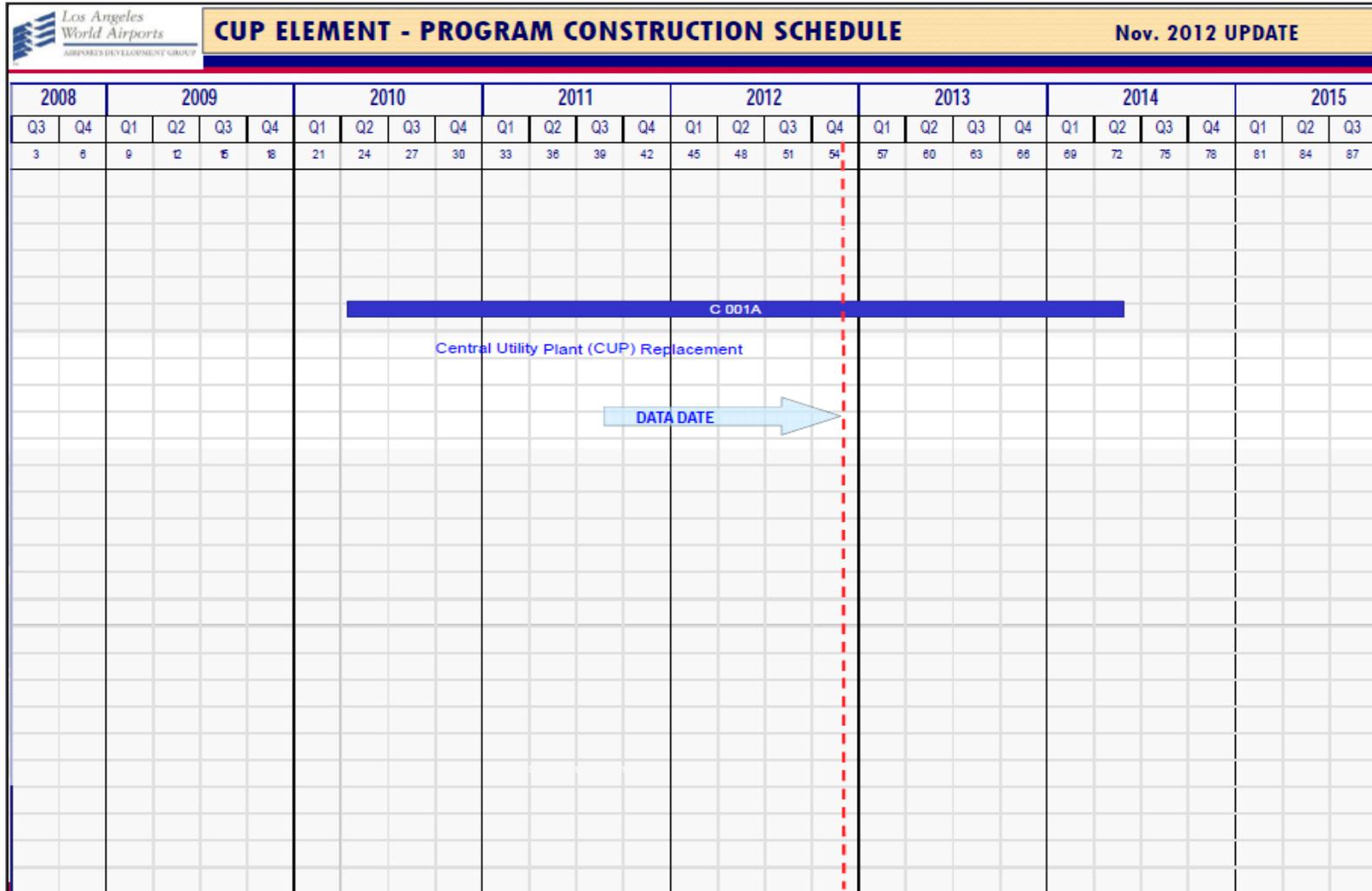
Project Schedule Bar - Is the blue bar which represents the construction phase for each project; with the exception of the Residential / Soundproofing projects which contains planning, design and construction phases.

Project Number - Is a unique identifier for each project that enables the reader to easily correlate scope, schedule and budget.

PROGRAM MASTER SCHEDULE - Continued



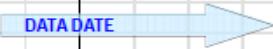
PROGRAM MASTER SCHEDULE - Continued



PROGRAM MASTER SCHEDULE - Continued

|  | | LANDSIDE ELEMENT - PROGRAM CONSTRUCTION SCHEDULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | Nov. 2012 UPDATE | | |
|--|----|---|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|--|-------------------------|--|--|
| 2008 | | 2009 | | | | 2010 | | | | 2011 | | | | 2012 | | | | 2013 | | | | 2014 | | | | 2015 | | | | | | |
| Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | | | | |
| 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 66 | 69 | 72 | 75 | 78 | 81 | 84 | 87 | | | | |
| <div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 10%; left: 70%; width: 15%; height: 15px; background-color: blue; color: white; text-align: center; font-weight: bold;">L012A</div> <div style="position: absolute; top: 15%; left: 70%;">Coastal Dunes Improvement Project</div> <div style="position: absolute; top: 35%; left: 65%; width: 20%; height: 15px; background-color: blue; color: white; text-align: center; font-weight: bold;">L008A</div> <div style="position: absolute; top: 40%; left: 70%;">Second Level Roadway Expansion Joint and Deck Repairs</div> <div style="position: absolute; top: 55%; left: 50%; width: 15%; height: 15px; background-color: blue; color: white; text-align: center; font-weight: bold;">L014A</div> <div style="position: absolute; top: 55%; left: 60%;">Jenny Lot Site Modifications</div> <div style="position: absolute; top: 55%; left: 45%; color: blue; font-weight: bold;">DATE DATE</div> <div style="position: absolute; top: 55%; left: 55%; width: 40px; height: 15px; background: linear-gradient(to right, transparent 49%, blue 49%, blue 51%, transparent 51%);"></div> <div style="position: absolute; top: 75%; left: 60%; width: 10%; height: 15px; background-color: blue; color: white; text-align: center; font-weight: bold;">L014A</div> <div style="position: absolute; top: 75%; left: 70%;">Manchester Square / Belford Demolition Program</div> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PROGRAM MASTER SCHEDULE - Continued

|  RESIDENTIAL/ SOUNDPROOFING ELEMENT- PROGRAM SCHEDULE Nov. 2012 UPDATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| 2008 | | 2009 | | | | 2010 | | | | 2011 | | | | 2012 | | | | 2013 | | | | 2014 | | | | 2015 | | |
| Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 66 | 69 | 72 | 75 | 78 | 81 | 84 | 87 |
| <div style="background-color: #000080; color: white; padding: 5px; display: inline-block;">S002A</div> Noise Mitigation / Soundproofing (City of LA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

BUDGET OVERVIEW

User's Guide - Budget Reports

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Budget Reports with greater knowledge and a better understanding of the composition of the various components of the budget report.

Note that the Closed Projects are now reported within the individual Elements.

Baseline Budget - Is the estimated cost of the project as it was reported in the November 2009 report with the exception of the Crossfield Taxiway project which is from the February 2009 Operating Statement (OS) budget report.

Current Budget - Is the estimated cost of the project as it was planned plus or minus any processed revisions.

Committed to Date - Is the total contractual obligation to date for the project, e.g. awarded design contracts, awarded construction contracts, authorized task orders, etc.

Incurred to Date - Is the total of invoices received to date for the project.

Estimate at Completion (EAC) - Is the latest estimate of the total cost of the project.

Variance - Is the difference between Budget minus Estimate at Completion (EAC).

Percent (%) Incurred - Calculated as Incurred to Date divided by Estimate at Completion, this column provides a financial-oriented progress indicator.

Percent (%) Contingency Used: Calculated as the change in Contingency divided by Original Contingency, this column provides an indicator for project contingency-usage.

PROGRAM COST SUMMARY REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | |
|------------------------------------|------------------|------------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| Capital Budget 1 | | | | | | | | |
| Airside Element | 506,810 | 503,110 | 375,701 | 349,415 | 488,435 | 14,676 | 72% | 74% |
| Bradley West Element | 2,040,915 | 1,894,365 | 1,479,458 | 1,138,928 | 1,850,100 | 44,264 | 62% | 26% |
| CUP Replacement Element | 423,835 | 423,835 | 350,429 | 212,765 | 410,213 | 13,622 | 52% | 21% |
| Utilities & Infrastructure Element | 8,175 | 13,994 | 13,994 | 13,641 | 13,994 | 0 | 97% | 100% |
| Residential/Soundproofing Element | 180,000 | 160,000 | 156,219 | 146,810 | 160,000 | 0 | 92% | 0% |
| Terminal Element | 270,000 | 240,035 | 192,166 | 76,248 | 203,926 | 36,109 | 37% | 9% |
| | 3,429,735 | 3,235,338 | 2,567,967 | 1,937,806 | 3,126,668 | 108,671 | 62% | 33% |
| Capital Budget 2 | | | | | | | | |
| Airside Element | 163,397 | 160,493 | 40,497 | 19,592 | 148,853 | 11,639 | 13% | 7% |
| Landside Element | 31,114 | 31,114 | 9,875 | 2,027 | 30,297 | 817 | 7% | 0% |
| Residential/Soundproofing Element | 1,317 | 1,317 | 1,030 | 908 | 1,214 | 103 | 75% | 0% |
| Terminal Element | 32,513 | 32,154 | 10,724 | 5,133 | 28,111 | 4,043 | 18% | 0% |
| | 228,341 | 225,078 | 62,127 | 27,660 | 208,476 | 16,602 | 13% | 5% |
| Subtotal | 3,658,076 | 3,460,415 | 2,630,094 | 1,965,467 | 3,335,143 | 125,273 | N/A | N/A |
| Unallocated Contingency | | | | | | | | |
| Unallocated Contingency | N/A | 200,024 | 0 | 0 | N/A | N/A | N/A | N/A |
| Capital Budget 2 | | | | | | | | |
| Work in Progress | N/A | 0 | 13,923 | 10,405 | N/A | N/A | N/A | N/A |
| | N/A | 0 | 13,923 | 10,405 | N/A | N/A | N/A | N/A |
| Program Total | N/A | 3,660,439 | 2,644,016 | 1,975,872 | N/A | N/A | N/A | N/A |

Notes: 1. The current budget and estimate at completion excludes escalation

AIRSIDE ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|-------------------------------|---|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| AIRSIDE | | | | | | | | | |
| Capital Budget 1 | | | | | | | | | |
| M204A | Taxilane 'S' | 174,980 | 162,041 | 158,425 | 145,074 | 161,072 | 970 | 90% | 83% |
| M306A | Taxilane 'T' | 96,500 | 156,284 | 33,472 | 24,699 | 143,214 | 13,070 | 17% | 18% |
| M209A | Construction Support Facilities | 14,790 | 9,475 | 8,497 | 7,584 | 8,839 | 636 | 86% | 57% |
| Closed | M000A - Associated Projects | 1,340 | 1,607 | 1,605 | 1,476 | 1,607 | 0 | 92% | 97% |
| Closed | M101A - Crossfield Taxiway Project | 177,760 | 137,245 | 137,245 | 134,239 | 137,245 | 0 | 98% | 100% |
| Closed | M107A - LAX Aircraft Rescue and Fire Fighting Facility | 14,190 | 14,216 | 14,216 | 14,119 | 14,216 | 0 | 99% | 100% |
| Closed | M309A - American Airlines Settlement | 27,250 | 22,241 | 22,241 | 22,224 | 22,241 | 0 | 100% | 100% |
| Capital Budget 1 Total | | 506,810 | 503,110 | 375,701 | 349,415 | 488,435 | 14,676 | 72% | 74% |
| Capital Budget 2 | | | | | | | | | |
| A014A | Runway Safety Area Improvements Project - South Side | 43,237 | 43,237 | 3,492 | 2,720 | 41,159 | 2,078 | 7% | 0% |
| A018A | Taxilane D-10 Reconstruction | 9,062 | 9,062 | 7,927 | 6,180 | 7,927 | 1,135 | 78% | 21% |
| A012A | Runway 25R & Taxiway B East End Rehabilitation & Taxiway C Extension | 73,206 | 73,206 | 22 | 22 | 67,802 | 5,404 | 0% | 0% |
| A010B | Pavement Management Program - VNY Taxilane A2 Rehabilitation - Phase 2 | 2,933 | 2,933 | 2,496 | 2,222 | 2,476 | 457 | 90% | 18% |
| L014A | AOA Perimeter Fence - Phase 4 | 6,506 | 6,506 | 5,799 | 2,417 | 6,050 | 456 | 40% | 3% |
| A016A | VNY Runway 16R Rehabilitation | 20,483 | 20,483 | 15,695 | 965 | 18,374 | 2,109 | 5% | 0% |
| Closed | A010A - Pavement Management Program - VNY Taxilane A2 Rehabilitation and RSA Improvements | 7,970 | 5,065 | 5,065 | 5,065 | 5,065 | 0 | 100% | 100% |

AIRSIDE ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|------------------------|-------------------------------|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| | Capital Budget 2 Total | 163,397 | 160,493 | 40,497 | 19,592 | 148,853 | 11,639 | 13% | 7% |
| | Airside Total | 670,207 | 663,603 | 416,198 | 369,007 | 637,288 | 26,315 | | |

Notes: 1. The current budget and estimate at completion excludes escalation

BRADLEY WEST ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|-------------------------------|---|------------------|------------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| BRADLEY WEST | | | | | | | | | |
| Capital Budget 1 | | | | | | | | | |
| M201A | Bradley West Gates | 906,474 | 836,599 | 757,671 | 645,685 | 838,152 | (1,553) | 77% | 40% |
| M203A | Bradley West Core Improvements | 808,364 | 720,089 | 657,386 | 460,782 | 715,813 | 4,276 | 64% | 12% |
| M203C | Bradley West Traffic Mitigations -World Way South/Center Way | 735 | 735 | 6 | 6 | 682 | 53 | 1% | 0% |
| M308A | Art In Public Places | 5,360 | 5,360 | 5,360 | 3,036 | 5,360 | 0 | 57% | 0% |
| M402A | Bradley West Core Renovation/East Ramp and Concourse Demo Project | 273,170 | 273,170 | 22,649 | 20,223 | 245,664 | 27,506 | 8% | 0% |
| M403A | New Face of CTA - Phase 1 | 43,270 | 56,261 | 34,236 | 7,097 | 42,279 | 13,982 | 17% | 0% |
| Closed | M203B - Construction Traffic Mitigations | 3,542 | 2,151 | 2,151 | 2,099 | 2,151 | 0 | 98% | 100% |
| Capital Budget 1 Total | | 2,040,915 | 1,894,365 | 1,479,458 | 1,138,928 | 1,850,100 | 44,264 | 62% | 26% |
| Bradley West Total | | 2,040,915 | 1,894,365 | 1,479,458 | 1,138,928 | 1,850,100 | 44,264 | | |

Notes: 1. The current budget and estimate at completion excludes escalation

CUP REPLACEMENT ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|-------------------------------|-----------------------|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| CUP REPLACEMENT | | | | | | | | | |
| Capital Budget 1 | | | | | | | | | |
| C001A | Central Utility Plant | 423,835 | 423,835 | 350,429 | 212,765 | 410,213 | 13,622 | 52% | 21% |
| Capital Budget 1 Total | | 423,835 | 423,835 | 350,429 | 212,765 | 410,213 | 13,622 | 52% | 21% |
| CUP Replacement Total | | 423,835 | 423,835 | 350,429 | 212,765 | 410,213 | 13,622 | | |

Notes: 1. The current budget and estimate at completion excludes escalation

UTILITIES & INFRASTRUCTURE ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|---|---|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| UTILITIES & INFRASTRUCTURE | | | | | | | | | |
| Capital Budget 1 | | | | | | | | | |
| U009A | Airport Response Coordination Center (ARCC) | 8,175 | 13,994 | 13,994 | 13,641 | 13,994 | 0 | 97% | 100% |
| Capital Budget 1 Total | | 8,175 | 13,994 | 13,994 | 13,641 | 13,994 | 0 | 97% | 100% |
| Utilities & Infrastructure Total | | 8,175 | 13,994 | 13,994 | 13,641 | 13,994 | 0 | | |

Notes: 1. The current budget and estimate at completion excludes escalation

LANDSIDE ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|-------------------------------|---|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| LANDSIDE | | | | | | | | | |
| Capital Budget 2 | | | | | | | | | |
| L008A | Second Level Roadway Expansion Joint and Deck Repairs | 18,900 | 18,900 | 2,963 | 992 | 18,500 | 400 | 5% | 0% |
| L012A | Coastal Dunes Improvement Project | 3,000 | 3,000 | 547 | 362 | 2,949 | 51 | 12% | 0% |
| L015A | Manchester Square / Belford Demolition Program | 1,981 | 1,981 | 135 | 85 | 1,839 | 142 | 5% | 0% |
| L016A | Jenny Lot Site Modifications | 7,233 | 7,233 | 6,231 | 588 | 7,009 | 224 | 8% | 0% |
| Capital Budget 2 Total | | 31,114 | 31,114 | 9,875 | 2,027 | 30,297 | 817 | 7% | 0% |
| Landside Total | | 31,114 | 31,114 | 9,875 | 2,027 | 30,297 | 817 | | |

Notes: 1. The current budget and estimate at completion excludes escalation

RESIDENTIAL/SOUNDPROOFING ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|--|---|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| RESIDENTIAL/SOUNDPROOFIN | | | | | | | | | |
| Capital Budget 1 | | | | | | | | | |
| S002A | Noise Mitigation/Soundproofing (City of LA) | 180,000 | 160,000 | 156,219 | 146,810 | 160,000 | 0 | 92% | 0% |
| Capital Budget 1 Total | | 180,000 | 160,000 | 156,219 | 146,810 | 160,000 | 0 | 92% | 0% |
| Capital Budget 2 | | | | | | | | | |
| S008A | VNY Soundproofing | 1,317 | 1,317 | 1,030 | 908 | 1,214 | 103 | 75% | 0% |
| Capital Budget 2 Total | | 1,317 | 1,317 | 1,030 | 908 | 1,214 | 103 | 75% | 0% |
| Residential/Soundproofing Total | | 181,317 | 161,317 | 157,249 | 147,718 | 161,214 | 103 | | |

Notes: 1. The current budget and estimate at completion excludes escalation

TERMINAL ELEMENT BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|------------------------|--|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| | TERMINAL | | | | | | | | |
| | Capital Budget 1 | | | | | | | | |
| T001A | Elevators and Escalators Replacement | 270,000 | 240,035 | 192,166 | 76,248 | 203,926 | 36,109 | 37% | 9% |
| | Capital Budget 1 Total | 270,000 | 240,035 | 192,166 | 76,248 | 203,926 | 36,109 | 37% | 9% |
| | Capital Budget 2 | | | | | | | | |
| T006A | Fire Life Safety System Upgrades T1 & T2 | 5,300 | 4,256 | 3,382 | 2,128 | 3,617 | 638 | 59% | 0% |
| T015A | Terminal 3 Backfill Project | 5,846 | 6,531 | 6,088 | 2,227 | 6,509 | 22 | 34% | 0% |
| T016A | ADA Accessibility Improvements | 2,000 | 2,000 | 547 | 279 | 1,709 | 291 | 16% | 0% |
| T017A | Concessions Enabling Project | 3,445 | 3,445 | 486 | 427 | 2,717 | 728 | 16% | 0% |
| T018A | T-2 400-Hz Power System Upgrade | 1,676 | 1,676 | 93 | 33 | 1,556 | 120 | 2% | 0% |
| T019A | T-2 EDS Behind the Wall Project | 14,246 | 14,246 | 130 | 40 | 12,003 | 2,244 | 0% | 0% |
| | Capital Budget 2 Total | 32,513 | 32,154 | 10,724 | 5,133 | 28,111 | 4,043 | 18% | 0% |
| | Terminal Total | 302,513 | 272,189 | 202,890 | 81,381 | 232,037 | 40,152 | | |

Notes: 1. The current budget and estimate at completion excludes escalation

WORK IN PROGRESS BUDGET REPORT as of 11/30/2012

| (dollars in thousands) | | | | | | | | | |
|-------------------------------|--|-----------------|----------------|-------------------|------------------|------------------------|-----------------------|------------|-------------|
| Project # | Description | Baseline Budget | Current Budget | Committed to Date | Incurred to Date | Estimate at Completion | Variance (Budget-EAC) | % Incurred | % Cont Used |
| WORK IN PROGRESS | | | | | | | | | |
| Capital Budget 2 | | | | | | | | | |
| A017A | West Maintenance Area | N/A | 0 | 8,259 | 7,101 | N/A | N/A | N/A | N/A |
| A019A | ONT Runway 8L RSA Improvement | N/A | 0 | 0 | 0 | N/A | N/A | N/A | N/A |
| M404A | Bradley West Outbound Baggage Handling System | N/A | 0 | 3,095 | 914 | N/A | N/A | N/A | N/A |
| T011A | Terminal 4 Connector | N/A | 0 | 553 | 376 | N/A | N/A | N/A | N/A |
| T012A | New Face of the CTA - Phase 2 | N/A | 0 | 2,015 | 2,014 | N/A | N/A | N/A | N/A |
| T020A | Terminal 2 Restroom Enhancements | N/A | 0 | 0 | 0 | N/A | N/A | N/A | N/A |
| T021A | Terminal 2 Domestic Bag Claim and Ticketing Area Refresh | N/A | 0 | 0 | 0 | N/A | N/A | N/A | N/A |
| T022A | Terminal 7 Restroom Enhancements | N/A | 0 | 0 | 0 | N/A | N/A | N/A | N/A |
| T023A | Terminal 2 Electrical Upgrade | N/A | 0 | 0 | 0 | N/A | N/A | N/A | N/A |
| T024A | Terminal 2 MPOE / IT Room | N/A | 0 | 0 | 0 | N/A | N/A | N/A | N/A |
| U020A | Electrical, Communications and Water Utility Ext. - 5th Feeder Project | N/A | 0 | 0 | 0 | N/A | N/A | N/A | N/A |
| Capital Budget 2 Total | | N/A | 0 | 13,923 | 10,405 | N/A | N/A | N/A | N/A |
| Work in Progress Total | | N/A | 0 | 13,923 | 10,405 | N/A | N/A | | |

Notes: 1. The current budget and estimate at completion excludes escalation

PROGRAM CASH FLOW OVERVIEW

User's Guide - Cash Flow

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Cash Flow Reports with greater knowledge and a better understanding of the cash flow report.

Monthly Plan - Is the estimated cost of the work anticipated for a given month.

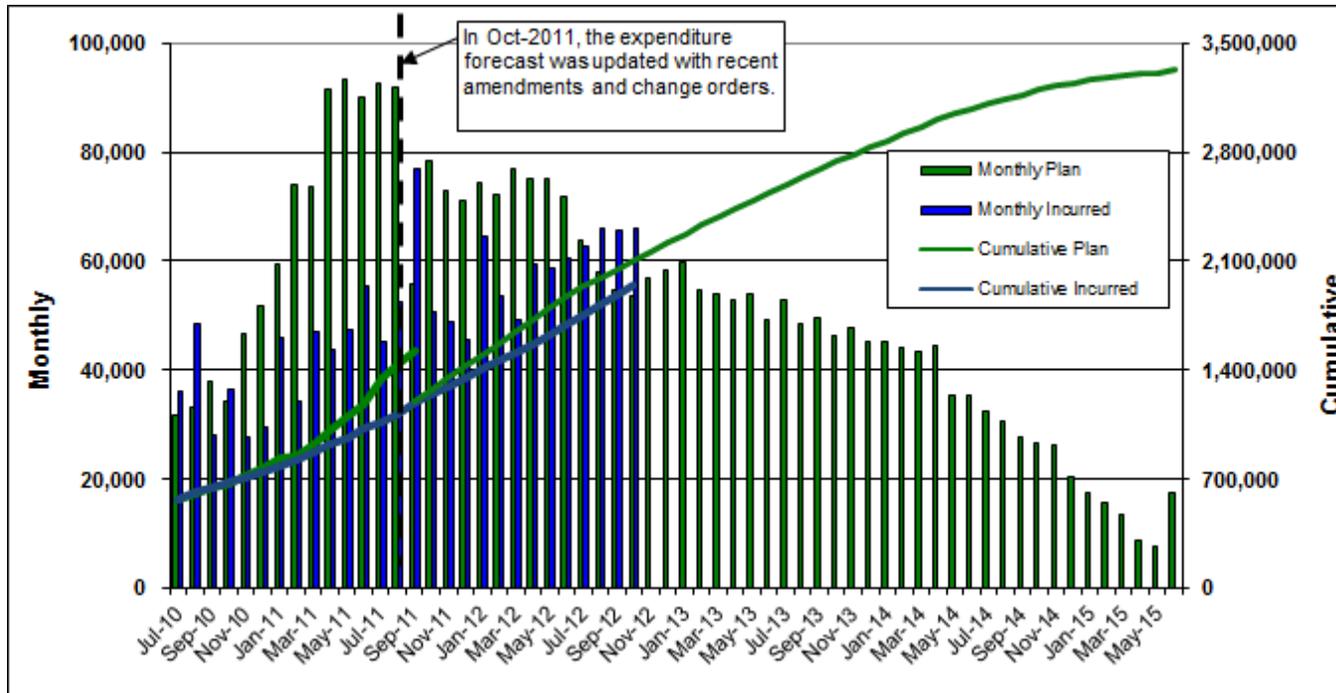
Monthly Incurred - Is the cost of the work actually completed and invoiced for a given month.

Cumulative Plan - Represents the summation of the Monthly Plan amounts, to a given point in time, and provides the user with an overall forecast.

Cumulative Incurred - Represents the summation of the Monthly Incurred amounts, to a given point in time, and provides the user with the total amount invoiced.

PROGRAM CASH FLOW

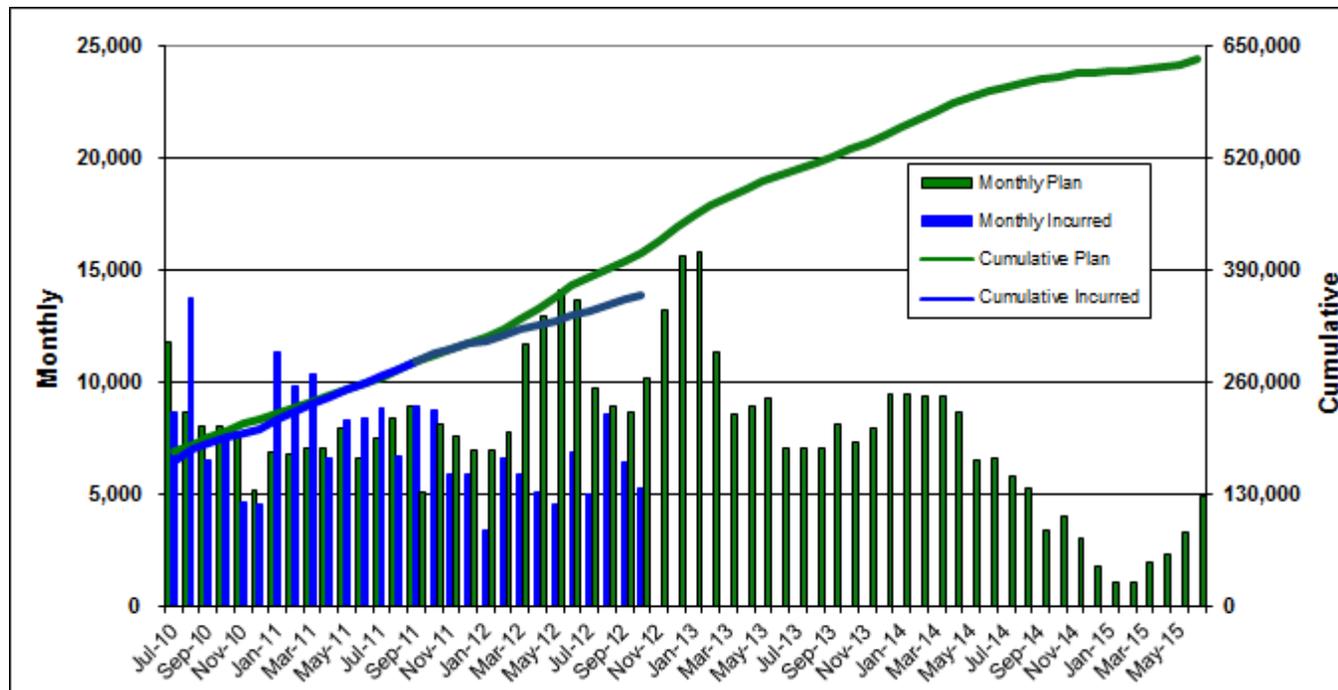
as of 11/30/2012



- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.

AIRSIDE ELEMENT CASH FLOW

as of 11/30/2012

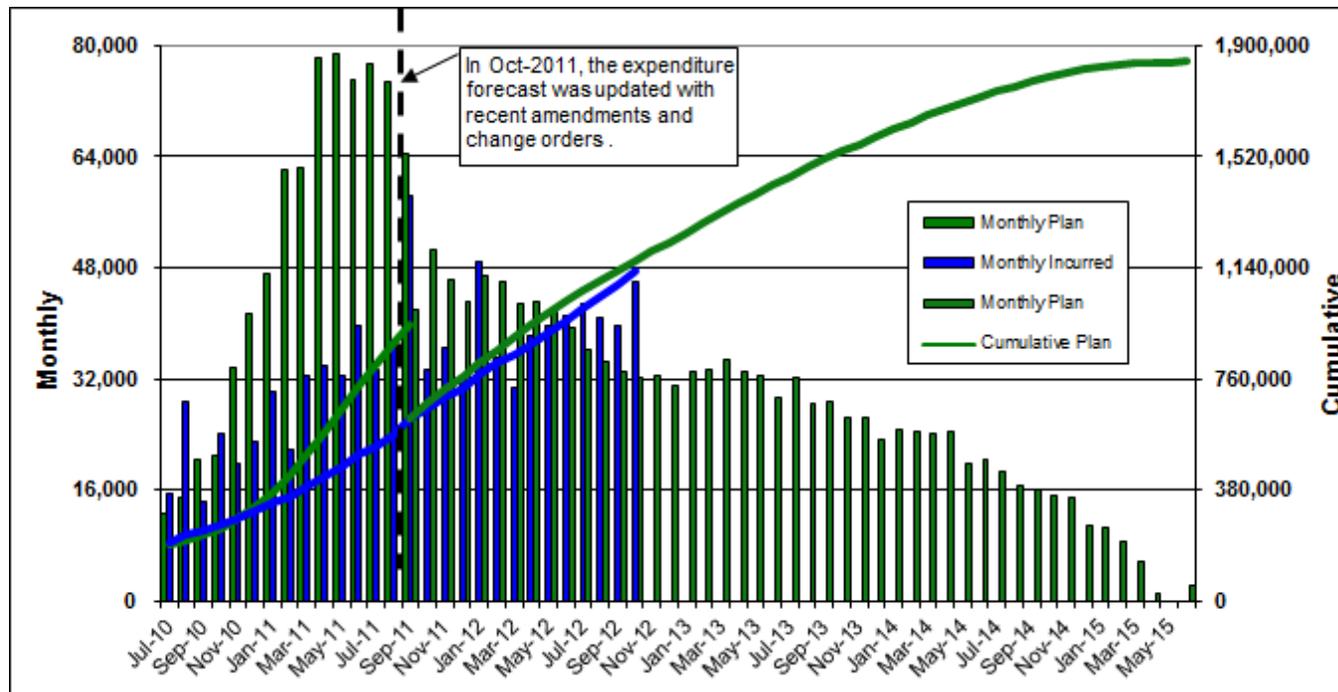


Notes:

1. Unallocated Contingency is not included.
2. Escalation is not included.

BRADLEY WEST ELEMENT CASH FLOW

as of 11/30/2012

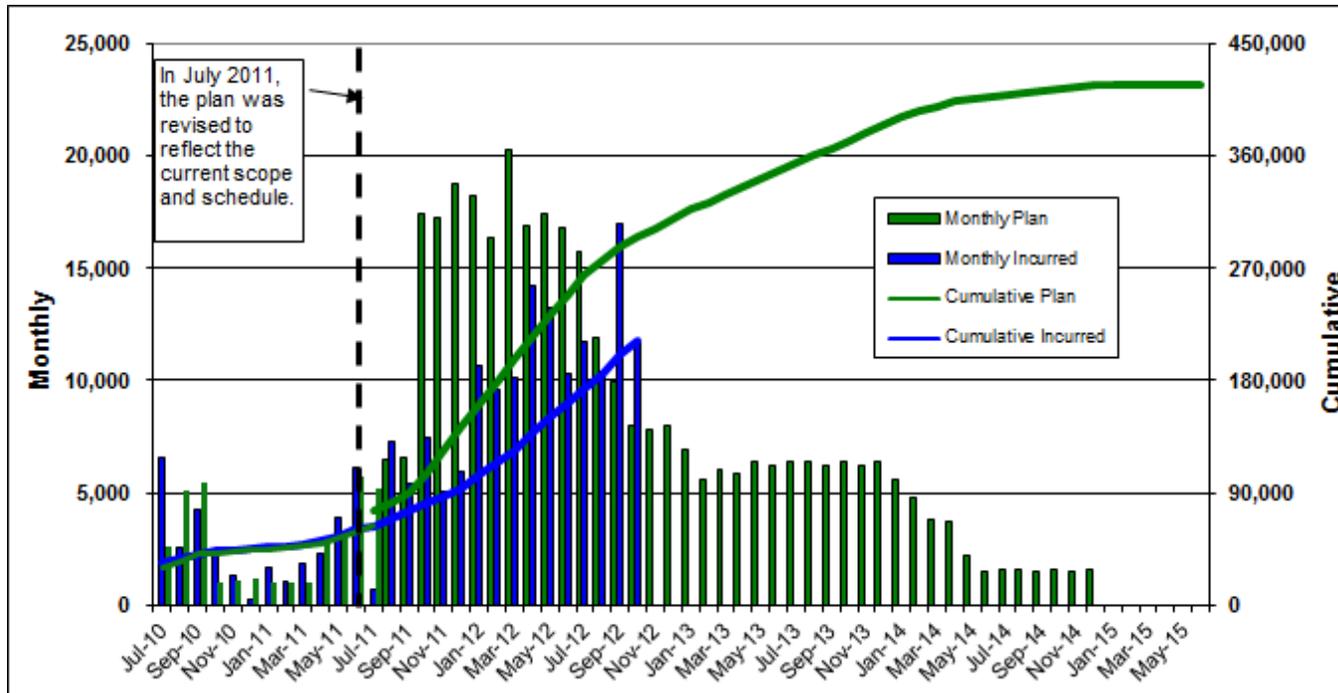


Notes:

1. Unallocated Contingency is not included.
2. Escalation is not included.

CUP REPLACEMENT CASH FLOW

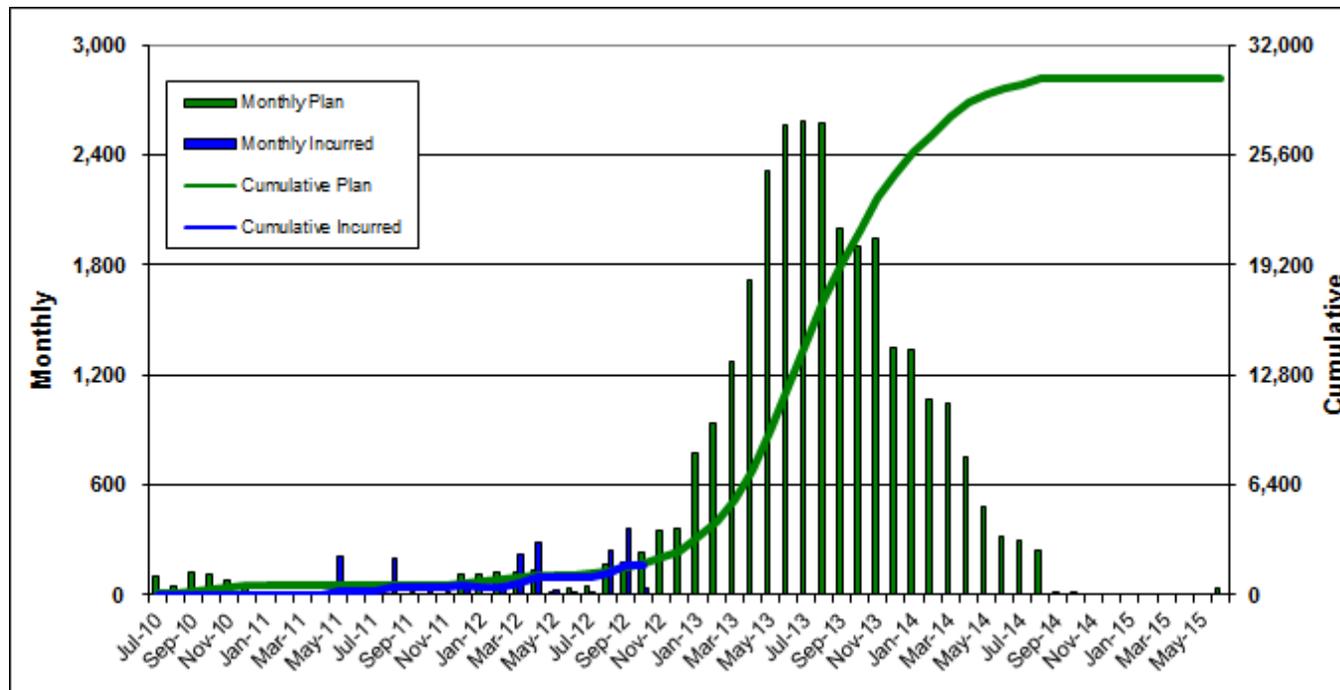
as of 11/30/2012



- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.

LANDSIDE ELEMENT CASH FLOW

as of 11/30/2012

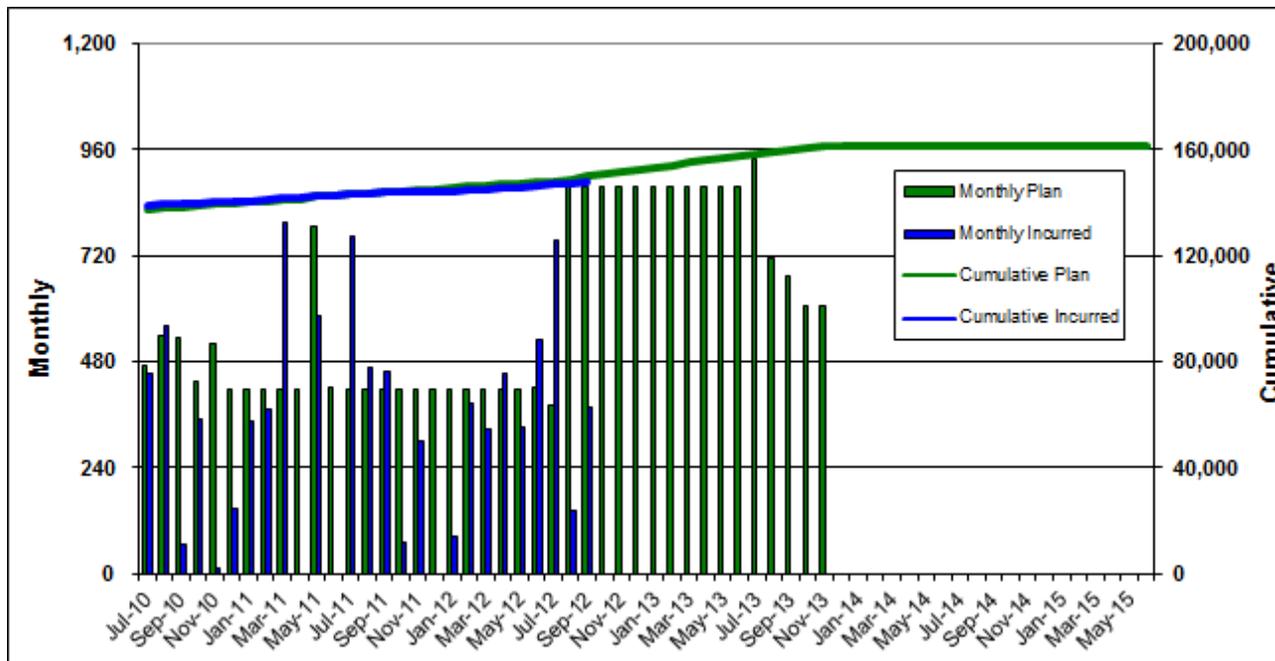


Notes:

1. Unallocated Contingency is not included.
2. Escalation is not included.

RESIDENTIAL/SOUNDPROOFING ELEMENT CASH FLOW

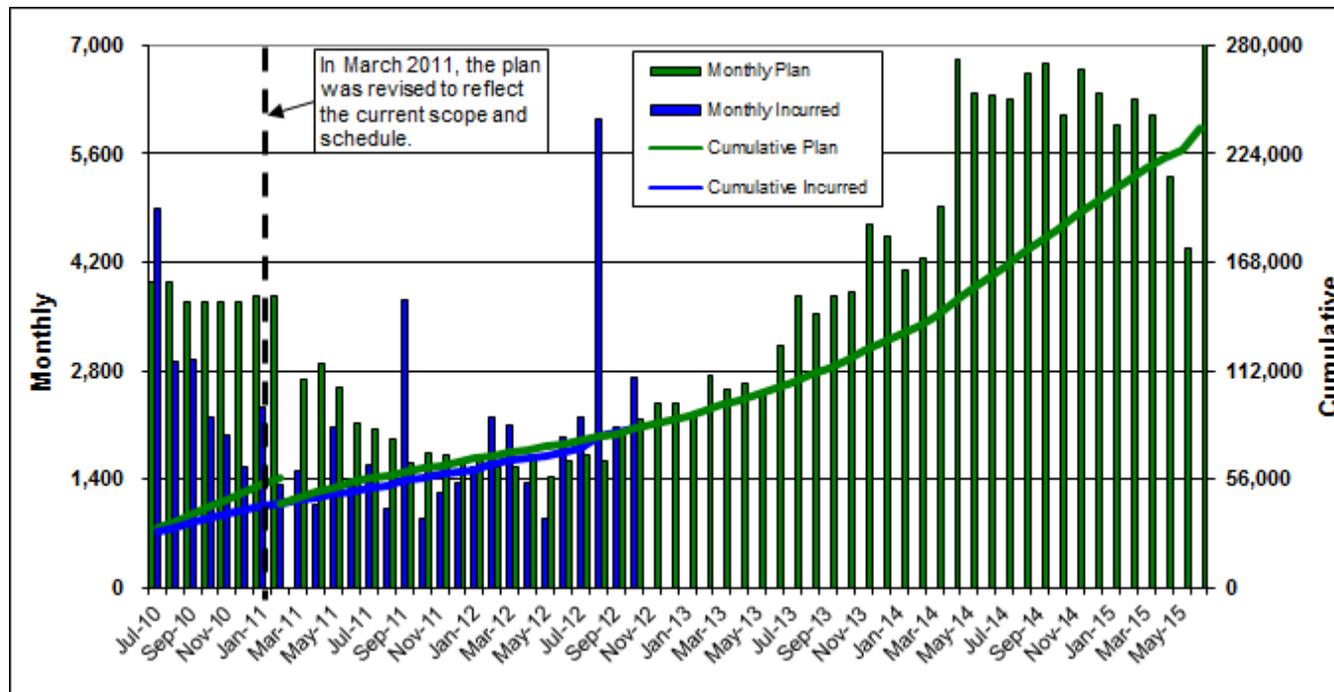
as of 11/30/2012



- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.

TERMINALS ELEMENT CASH FLOW

as of 11/30/2012



- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.

User's Guide - Change Order

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Change Order Reports with greater knowledge and a better understanding of the composition of the various components of the change order report.

Change Orders - Process by which an adjustment is made to the total contract capacity.

CGMP Revision - Process by which the value of a CGMP is adjusted within the original total contract capacity. This process is employed by the Bradley West Element - Gates and Core projects in the administration of the Construction Management at Risk (CMAR) contracts.

CHANGE ORDERS as of 11/30/2012

| Element | Project | Contract | Change Order No | < \$150K | \$150K - \$1Mil | > \$1Mil | Notes |
|-----------------|---------|----------|-----------------|----------|-----------------|----------|-------|
| Airside Element | | | | | | | |

CHANGE ORDERS - Continued as of 11/30/2012

| Element | Project | Contract | Change Order No | < \$150K | \$150K - \$1Mil | > \$1Mil | Notes |
|---|----------------|----------|-----------------|-------------|-----------------|----------|---|
| Bradley West Element | | | | | | | |
| DA-4337 - BRADLEY WEST GATES (DA-4337) | | | | | | | |
| | DA-4337/CGMP01 | | 0037 | \$3,235 | | | BWG - Gate 134 Opening Supplemental Requirements |
| | DA-4337/CGMP02 | | 0344 | \$5,018 | | | BWG - CCP/IWBT - Re-Route of Copper Water Line for Bus Gate Connector |
| | DA-4337/CGMP02 | | 0345 | \$66,003 | | | BWG - Acceleration and Third Crew for North and South Concourses |
| | DA-4337/CGMP02 | | 0346 | \$45,399 | | | BWG - Communication Ductbank Relocation at Gate 106 from Manhole 1 to |
| | DA-4337/CGMP02 | | 0347 | (\$106,007) | | | BWG - ARB OCIP Credit |
| | DA-4337/CGMP02 | | 0348 | \$5,702 | | | BWG - Bus Connector Roof Framing Diagonal Interference (Steel) |
| | DA-4337/CGMP03 | | 0081 | \$11,797 | | | BWG - CCP Elevation of Catch Basin 29T-1 and Adjacent Grading) |
| | DA-4337/CGMP03 | | 0082 | \$7,925 | | | BWG - Deferred Submittals |
| | DA-4337/CGMP03 | | 0083 | (\$3,163) | | | CCP - Elimination of Sanitary Sewer Manhole #34 |
| | DA-4337/CGMP03 | | 0084 | \$735 | | | BWG - Change of Utility Interface Point F.151.SS.003 |
| | DA-4337/CGMP03 | | 0085 | \$24,880 | | | BWG - Gate 134 Opening Supplemental Requirements (Utilities) |
| | DA-4337/CGMP03 | | 0086 | \$5,260 | | | CCP- LADBS Correction Notice on EFSO Station Timer Relay |
| | DA-4337/CGMP03 | | 0087 | \$11,906 | | | CCP - IWBT - K-Rail Relocation for the IWBT Bus Turn-around |
| | DA-4337/CGMP03 | | 0088 | | \$463,993 | | BWG - Acceleration and Shoring Revisions for Junction Structures 28-1 and |
| | DA-4337/CGMP03 | | 0089 | \$15,057 | | | CCP Bulletin H057B PWC and AHU Sanitary Sewer Plan |
| | DA-4337/CGMP03 | | 0090 | \$31,242 | | | CCP2 - Gate 119 Removal of Existing Striping and Installation of New Striping |
| | DA-4337/CGMP04 | | 0171 | \$2,524 | | | BWG - Gates 156 and 157 Level 4 Escalator Pit Depth |
| | DA-4337/CGMP05 | | 0119 | \$7,266 | | | BWG - CON - Service Elevators Checkered Floor Plate Material |
| | DA-4337/CGMP05 | | 0120 | \$4,285 | | | BWG - South Concourse Level 4 Restroom Curb Modification (Miscellaneous) |
| | DA-4337/CGMP05 | | 0121 | \$8,561 | | | BWG - Conveyance Installation Delay/Pier Elevators |
| | DA-4337/CGMP05 | | 0122 | \$4,028 | | | BWG - Additional CMU Support Near Gridlines N13/DD |
| | DA-4337/CGMP05 | | 0123 | \$7,874 | | | BWG - Conveyance - Fire Keyswitch Change for Elevator Status Panel and |
| | DA-4337/CGMP05 | | 0124 | \$1,496 | | | BWG - EL2-BC Elevator Machine Beam Extension |
| | DA-4337/CGMP05 | | 0125 | \$1,362 | | | BWG - Coping of Cantilever Beam at Gridline N19 |
| | DA-4337/CGMP05 | | 0126 | \$9,919 | | | BWG - Bus Connector - Additional Section of Vertical Guiderail Steel |
| | DA-4337/CGMP05 | | 0127 | \$54,641 | | | BWG - Pier Roof Hatch Structural Framing Revisions |
| | DA-4337/CGMP05 | | 0128 | \$13,582 | | | BWG - Bus Connector Roof Framing Diagonal Interference (Miscellaneous |
| | DA-4337/CGMP05 | | 0129 | \$6,447 | | | BWG Removal of Ring At F34 Locations (Miscellaneous Metals) |

Bradley West Element

DA-4337 - BRADLEY WEST GATES (DA-4337)

| | | | | |
|----------------|------|------------|--|--|
| DA-4337/CGMP05 | 0130 | \$12,314 | | BWG - Additional Steel Supports Under Restroom Counters on Level 3 |
| DA-4337/CGMP05 | 0131 | \$50,903 | | BWG B8 Sign Support Detail at Level 05 (Miscellaneous Metals) |
| DA-4337/CGMP05 | 0132 | \$4,041 | | BWG RFI 7305 - Gridlines N21 /AA Vertical Expansion Joint Extension |
| DA-4337/CGMP06 | 0063 | \$9,773 | | BWG - Flashing at Vertical Expansion Joint Bus Connector |
| DA-4337/CGMP06 | 0064 | \$22,492 | | BWG - Heavy Gauge Steel Pan |
| DA-4337/CGMP06 | 0065 | \$1,311 | | BWG - Bus Connector Roof Framing Diagonal Interference (ADG-108) (PVC) |
| DA-4337/CGMP06 | 0066 | (\$19,637) | | BWG Sheet Metal Roofing - Dow 795 Expiration |
| DA-4337/CGMP06 | 0067 | \$15,326 | | BWG - CCI Extension of D7 Third Party Inspection Services |
| DA-4337/CGMP06 | 0068 | \$13,793 | | BWG - CCI Extension of D7 Third Party Inspection Services |
| DA-4337/CGMP06 | 0070 | \$1,450 | | Gates Thermal Envelope Clarifications GDN-189 (Metal Roof) |
| DA-4337/CGMP06 | 0071 | (\$11,142) | | BWG Ext - Credit for the Removal of Deferred Permitting for Fall Restraint Systems |
| DA-4337/CGMP07 | 0136 | \$20,464 | | BWG - South Concourse Level 4 Restroom Curb Modification (Plumbing) |
| DA-4337/CGMP07 | 0137 | \$4,353 | | BWG RFI 7589- Change in Sprinkler Heads at All Level 4 Pier Storage Rooms |
| DA-4337/CGMP07 | 0138 | \$1,751 | | BWG- ADG RFI 0157- Expansion Joint For Condensate Drain Line Crossing |
| DA-4337/CGMP07 | 0139 | \$5,422 | | BWG - Plumbing Over a Communication Room |
| DA-4337/CGMP07 | 0140 | \$27,038 | | BWG RFI 7299 - High Static Pressure Protection for EF-N1, N2, S1, MAU-N1, |
| DA-4337/CGMP07 | 0141 | \$4,689 | | BWG - SSI- Facility Systems Interconnect Through Firewall 6509 (HVAC) |
| DA-4337/CGMP08 | 0217 | \$22,036 | | BWG - NetBotz Replacement for Discontinued Part Number |
| DA-4337/CGMP08 | 0218 | \$16,276 | | BWG - Cooling Tower Motor Operated Valves (MOV's) and Chemical Feed |
| DA-4337/CGMP08 | 0219 | \$1,120 | | BWG - Communication - CCTV Camera Mount Changes in Pier Stairwells, |
| DA-4337/CGMP08 | 0220 | \$1,908 | | BWG - Installation of DVD Players at Gate 134 Hold Room Area |
| DA-4337/CGMP08 | 0221 | \$5,026 | | BWG - Additional Trap Primer Room 3N1-06 |
| DA-4337/CGMP08 | 0222 | \$5,155 | | BWG - SSI ACAMS Card Reader Spacer Installation |
| DA-4337/CGMP08 | 0223 | \$17,730 | | BWG - Gate 134 Opening Supplemental Requirements (Electrical) |
| DA-4337/CGMP08 | 0224 | \$6,245 | | BWG - Relocate Line Array Speaker S1-S3 |
| DA-4337/CGMP08 | 0225 | \$8,740 | | BWG - Power and Data for Window Shade Roller Controls |
| DA-4337/CGMP08 | 0226 | \$7,744 | | BWG - Asset Tag Data Fields |
| DA-4337/CGMP08 | 0227 | \$5,482 | | BWG Emergency Power for Fire Pump Room 3N1-15. |
| DA-4337/CGMP08 | 0228 | \$65,335 | | SSI BWG - FAA ASDEX Antenna Ground Radar System Infrastructure |
| DA-4337/CGMP08 | 0229 | \$10,300 | | Gates Additional Gypsum Wallboard at Pier Elevator Shaft |
| DA-4337/CGMP08 | 0230 | \$18,165 | | BWG 24V DC Station Battery System Location and Circuitry |
| DA-4337/CGMP08 | 0231 | \$1,829 | | BWG - Temporary Signage Phase A GDN-188 (Electrical) |

Bradley West Element

DA-4337 - BRADLEY WEST GATES (DA-4337)

| | | | | |
|----------------|------|----------|--|---|
| DA-4337/CGMP08 | 0232 | \$3,525 | | BWG - SSI- Facility Systems Interconnect Through Firewall 6509 (Electrical) |
| DA-4337/CGMP08 | 0233 | \$9,859 | | BWG - RFI 7021 - Elect- Size And Type Of Fuses At Elevator Fused |
| DA-4337/CGMP08 | 0234 | \$1,286 | | BWG RFI 7014- Sign Type A32.1 Conflict @ Level 4 & 5 of Bus Connector |
| DA-4337/CGMP09 | 0084 | \$16,745 | | BWG B8 Sign Support Detail at Level 05 (Applied Fireproofing) |
| DA-4337/CGMP09 | 0085 | \$4,593 | | BWG - 4th Level Concessions Elevator Rating Conflict |
| DA-4337/CGMP09 | 0086 | \$57,244 | | Gates Thermal Envelope Clarifications (Exterior Framing and Sheathing) |
| DA-4337/CGMP09 | 0087 | \$13,697 | | Gates Void Spaces at Crescent Clerestories |
| DA-4337/CGMP10 | 0132 | \$48,233 | | BWG - Gates Infill wall at Void Space at West End of North Crescent Clerestory |
| DA-4337/CGMP10 | 0133 | \$3,090 | | BWG - Rated Wall In-fill at East Wall of Vestibule 1N1-13 |
| DA-4337/CGMP10 | 0134 | \$95,066 | | BWG - Gate 134 Opening Supplemental Requirements (Interior and Drywall) |
| DA-4337/CGMP10 | 0135 | \$8,284 | | BWG - North Concourse Level 4 Restrooms (Interior Framing and ywall) |
| DA-4337/CGMP10 | 0136 | \$6,528 | | BWG Framing for VESDA Panel Location Changes above Binnacles |
| DA-4337/CGMP10 | 0137 | \$2,596 | | BWG - Temporary Signage Phase A (Interior Framing and Drywall) |
| DA-4337/CGMP10 | 0138 | \$15,434 | | BWG B8 Sign Support Detail at Level 05 (Interior Framing and Drywall) |
| DA-4337/CGMP10 | 0139 | \$11,130 | | BWG RFI 6448 - 2 Hour Rated Dog House Enclosure |
| DA-4337/CGMP10 | 0140 | \$57,123 | | Gates Thermal Envelope Clarifications (Interior Framing and Drywall) |
| DA-4337/CGMP10 | 0141 | \$1,569 | | BWG - Sign Type A32.1 Conflict at level 4 and 5 of Bus Connector. |
| DA-4337/CGMP10 | 0142 | \$2,027 | | Gates Access Panel at Girdline N11 Above Concessions Lid (Interior Framing and Drywall) |
| DA-4337/CGMP11 | 0025 | \$2,273 | | BWG - Gate 134 Opening Supplemental Requirements (Door Frames and |
| DA-4337/CGMP12 | 0072 | \$8,793 | | BWG - Pier Double Doors Security and Hardware Coordination |
| DA-4337/CGMP12 | 0073 | \$901 | | BWG B8 Sign Support Detail at Level 05 (Decorative Metal) |
| DA-4337/CGMP13 | 0061 | \$2,077 | | BWG - Gates Infill wall at Void Space at West End of North Crescent Clerestory |
| DA-4337/CGMP13 | 0062 | \$8,963 | | BWG - Gate 134 Opening Supplemental Requirements (Painting) |
| DA-4337/CGMP13 | 0063 | \$662 | | BWG Removal of Ring At F34 Locations (Painting) |
| DA-4337/CGMP13 | 0064 | \$827 | | BWG - Temporary Signage Phase A (Painting) |
| DA-4337/CGMP13 | 0065 | \$9,726 | | BWG - Level 3 Slab Topping Material Below Epoxy Flooring in Janitor Closets |
| DA-4337/CGMP13 | 0066 | \$13,452 | | BWG - Resinous Flooring at Level 3 Janitor Closets |
| DA-4337/CGMP13 | 0067 | \$778 | | Gates Access Panel at Gridline N11 Above Concessions Lid |
| DA-4337/CGMP14 | 0018 | \$2,513 | | BWG - Safety Belt to the Baby Changing Station |
| DA-4337/CGMP14 | 0019 | \$488 | | BWG - North Concourse Level 4 Restrooms (Tiling) |
| DA-4337/CGMP14 | 0020 | \$21,606 | | BWG Gate Podium Aesthetic Mock-Up |
| DA-4337/CGMP15 | 0004 | \$13,166 | | BWG - Temporary Signage Phase A GDN-188 (Signage and Graphics) |

Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

| | | | | |
|----------------|------|-------------|-----------|--|
| DA-4382/CGMP01 | 0083 | \$1,773 | | BWC - DWP in Removal of Existing Vista Switch from IS-2248 at TBIT Stair |
| DA-4382/CGMP02 | 0038 | \$10,996 | | BWC - Joints in 9" PCC Topping Pavement Aligning with Edge of Structure |
| DA-4382/CGMP04 | 0120 | \$13,636 | | BWC - Renovation Phase "0" Level 3 Corridor (Temporary Duty Free |
| DA-4382/CGMP04 | 0121 | (\$10,095) | | BWC - South Lightwell Infill Architectural and Systems (Conveyances) |
| DA-4382/CGMP04 | 0122 | \$8,626 | | BWC - Fire Keyswitch Change for Elevator Status Panel and Elevator Recall |
| DA-4382/CGMP04 | 0123 | \$4,512 | | BWC - Revision of Conduit Routing for Elevator Monitoring System |
| DA-4382/CGMP05 | 0038 | | \$164,927 | BWC - Core Skylight Window Washing System and Manufacturer/Art |
| DA-4382/CGMP05 | 0039 | \$1,443 | | RENO EDN-027 Additional Dunnage Steel for Piping/Ductwork Supports and |
| DA-4382/CGMP05 | 0040 | \$14,843 | | BWC - IEMS South Welcome Wall Mechanical and Architectural Revisions |
| DA-4382/CGMP05 | 0041 | \$14,164 | | BWC - Level 6 South - Additional Labor and Materials Resulting from Core |
| DA-4382/CGMP05 | 0042 | \$22,569 | | BWC Core External Thermal Envelope |
| DA-4382/CGMP05 | 0043 | \$89,442 | | BWC - Core Gutter False Bottom |
| DA-4382/CGMP05 | 0044 | \$22,940 | | BWC - Recycling Dock and Egress (Metal Roofing) |
| DA-4382/CGMP05 | 0045 | \$83,579 | | BWC - Core Air Barrier Plug at Headwall |
| DA-4382/CGMP05 | 0046 | (\$47) | | BWC - Window Washing Manufacturer / Art Coordination |
| DA-4382/CGMP06 | 0285 | \$6,429 | | BWC - Elevation Differential Ramp at Level 5 near Gridline 58/R1 |
| DA-4382/CGMP06 | 0286 | \$20,887 | | BWC - Elevation Differential Added Topping Slab and Ramp at In-Transit Level |
| DA-4382/CGMP06 | 0287 | \$44,840 | | BWC - Elevation Differential at Level 4 Ramp near Gridlines R1/52 (Concrete) |
| DA-4382/CGMP06 | 0288 | \$3,772 | | BWC - Core Level 1 CMU Wall Reinforcement for Exceeding Heights |
| DA-4382/CGMP06 | 0289 | \$17,617 | | BWC - Premier Lounge North Terrace Structural |
| DA-4382/CGMP06 | 0290 | \$17,246 | | BWC - Final Routing of 15" Storm Drain from South Existing TBIT (Concrete) |
| DA-4382/CGMP06 | 0291 | \$14,625 | | BWC - Revised Welding and Added DBA's at Edge of Deck Bent Plate |
| DA-4382/CGMP06 | 0292 | \$34,751 | | BWC - IEMS South Welcome Wall Mechanical and Architectural Revisions |
| DA-4382/CGMP06 | 0293 | \$94,081 | | BWC - Ext - CMU Veneer and Stud Back-up Walls and Raised Floor at Level 3 |
| DA-4382/CGMP06 | 0294 | (\$49,497) | | BWC - Reduce End Welds from 7 to 5 for 32 inch Roof Deck Panels |
| DA-4382/CGMP06 | 0295 | \$9,317 | | BWC - South Clerestory Backup Steel Base Connection (Steel) |
| DA-4382/CGMP06 | 0296 | \$60,961 | | BWC - South Outside Air Shaft |
| DA-4382/CGMP06 | 0297 | \$9,079 | | BWC - Slab Edge Clarification at Stair C2ST05 Top Landing (Steel) |
| DA-4382/CGMP06 | 0298 | (\$395,978) | | BWC - South East Corner Concrete Work Deletion - Phasing |
| DA-4382/CGMP06 | 0299 | \$7,483 | | BWC Core External Thermal Envelope (Concrete) |
| DA-4382/CGMP06 | 0300 | \$17,068 | | BWC -Level 03 Sheet Metal Wall Openings |
| DA-4382/CGMP06 | 0301 | \$76,839 | | BWC - South Lightwell Infill Architectural and Systems |
| DA-4382/CGMP06 | 0302 | \$915 | | BWC - Added Hooks at 8" On Center at Overhang |

Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

| | | | | |
|----------------|------|------------|-----------|--|
| DA-4382/CGMP06 | 0303 | \$9,160 | | BWC - Added Reinforcement to Boundary Element Columns at Gate 148 |
| DA-4382/CGMP06 | 0304 | \$8,313 | | BWC - Addition of CMU and Steel Stud Veneer Curbs at Exterior Door |
| DA-4382/CGMP06 | 0305 | \$18,352 | | BWC - Exit Passageway 1C6-03 Ramp Up to Meet Existing Stair # |
| DA-4382/CGMP06 | 0306 | \$16,376 | | BWC - Edge of Deck Detail at Seismic Joint Cover Plate R Line Wall |
| DA-4382/CGMP07 | 0054 | \$7,826 | | BWC - IEMS South Welcome Wall Mechanical and Architectural Revisions |
| DA-4382/CGMP07 | 0055 | \$11,303 | | BWC - South Clerestory Backup Steel Base Connection (Curtainwall) |
| DA-4382/CGMP07 | 0056 | \$13,989 | | BWC - Walters & Wolf Double Handling Core North Wall Steel to Gate 119 |
| DA-4382/CGMP07 | 0057 | (\$20,294) | | BWC - South Lightwell Infill Architectural and Systems (Curtainwall) |
| DA-4382/CGMP08 | 0254 | \$11,487 | | BWC - Interior Finish Clarifications and Primary Booth Light Fixtures (Electrical) |
| DA-4382/CGMP08 | 0255 | \$1,204 | | BWC - Fixture Type Discrepancy in Vestibule 3C8-12 |
| DA-4382/CGMP08 | 0256 | \$25,032 | | BWC - Parking Lot B Investigation for Repair of Light Standards |
| DA-4382/CGMP08 | 0257 | \$33,957 | | BWC - Door Changes Impact from Submittal Review (Electrical) |
| DA-4382/CGMP08 | 0258 | \$60,199 | | RENO Additional Dunnage Steel for Piping/Ductwork Supports and |
| DA-4382/CGMP08 | 0259 | | \$318,986 | BWC - IEMS South Welcome Wall Mechanical and Architectural Revisions |
| DA-4382/CGMP08 | 0260 | | \$228,417 | BWC - Level 6 South - Additional Labor and Materials Resulting from Core |
| DA-4382/CGMP08 | 0261 | \$105,598 | | BWC - South Outside Air Shaft |
| DA-4382/CGMP08 | 0262 | \$6,176 | | BWC - Tenant Ceiling Height Revisions Level 5 South |
| DA-4382/CGMP08 | 0263 | \$9,402 | | BWC - ATS Shop Inspections |
| DA-4382/CGMP08 | 0264 | \$28,657 | | BWC - ADG BWC VOIP Telephone Licensing |
| DA-4382/CGMP08 | 0265 | \$5,452 | | BWC - RFI 6120 - Shutoff Valve in 3" Domestic Water Line in Family Restroom |
| DA-4382/CGMP08 | 0266 | \$87,671 | | BWC- SSI - IEMS Gate 148 EVIDS Monitor Shroud Coordination |
| DA-4382/CGMP08 | 0267 | \$26,122 | | BWC Core External Thermal Envelope (HVAC) |
| DA-4382/CGMP08 | 0268 | | \$190,715 | BWC - Recycling Dock and Egress |
| DA-4382/CGMP08 | 0269 | | \$393,354 | BWC - South Lightwell Infill Architectural and Systems |
| DA-4382/CGMP08 | 0270 | \$101,299 | | BWC Level 4 South - Additional Labor and Materials Resulting from Core |
| DA-4382/CGMP08 | 0271 | \$60,019 | | RENO EDN-027 Additional Dunnage Steel for Piping/Ductwork Supports and |
| DA-4382/CGMP08 | 0272 | \$23,015 | | BWC - Level 7 Structural Upgrades with Lightweight Concrete Floor Slab |
| DA-4382/CGMP08 | 0273 | | \$221,168 | BWC - Changes to Core MPOE 3C403 (Electrical) |
| DA-4382/CGMP08 | 0274 | \$40,236 | | BWC - Change to Power Outlets in Telecommunication Rooms |
| DA-4382/CGMP08 | 0275 | \$97,939 | | BWC - Level 6 North - Additional Labor and Materials Resulting from Core |
| DA-4382/CGMP09 | 0099 | \$28,025 | | BWC - Final Routing of 15" Storm Drain from South Existing TBIT |
| DA-4382/CGMP09 | 0100 | \$7,398 | | BWC - Door Changes Impact from Submittal Review (Masonry) |
| DA-4382/CGMP09 | 0101 | \$2,915 | | BWC - Ext - CMU Veneer and Stud Back-up Walls and Raised Floor at Level 3 |

Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

| | | | | |
|----------------|------|------------|-----------|---|
| DA-4382/CGMP09 | 0102 | \$47,345 | | BWC Core External Thermal Envelope (Exterior Framing and heathing) |
| DA-4382/CGMP09 | 0103 | (\$27,309) | | BWC - Recycling Dock and Egress |
| DA-4382/CGMP09 | 0104 | \$34,223 | | BWC - South Lightwell Infill Architectural and Systems |
| DA-4382/CGMP09 | 0105 | \$7,358 | | BWC - Exit Passageway 1C6-03 Ramp Up to Meet Existing Stair # |
| DA-4382/CGMP09 | 0106 | \$12,394 | | BWC - Change CMU Wall Type to F1 at Gridline Y9 Elevator C8EL04 |
| DA-4382/CGMP10 | 0026 | \$1,659 | | BWC - Premier Lounge North Terrace Structural |
| DA-4382/CGMP10 | 0027 | \$1,294 | | BWC - RFI 4185 - South Outside Air Shaft (Fireproofing) |
| DA-4382/CGMP10 | 0028 | \$1,042 | | BWC - Recycling Dock and Egress (Fireproofing) |
| DA-4382/CGMP10 | 0029 | \$497 | | BWC - South Lightwell Infill Architectural and Systems (Fireproofing) |
| DA-4382/CGMP10 | 0030 | | \$185,218 | BWC - Level 7 Structural Upgrades with Lightweight Concrete Floor Slab |
| DA-4382/CGMP10 | 0031 | \$2,240 | | BWC - Change CMU Wall Type to F1 at Gridline Y9 Elevator EL04 |
| DA-4382/CGMP12 | 0086 | \$3,312 | | BWC - RENO - Stair 9 Level 6 - Door Size Change at Door 6C11ST01 - RFI |
| DA-4382/CGMP12 | 0087 | \$2,023 | | BWC - Elevation Differential Added Topping Slab and Ramp at In-Transit Level |
| DA-4382/CGMP12 | 0088 | \$1,410 | | BWC - Elevation Differential at Level 4 Ramp near Gridlines R1/52 |
| DA-4382/CGMP12 | 0089 | \$2,665 | | BWC - Final Routing of 15" Storm Drain from South Existing TBIT (Framing) |
| DA-4382/CGMP12 | 0090 | \$40,257 | | BWC - Interior Finish Clarifications and Primary Booth Light Fixtures (Interior |
| DA-4382/CGMP12 | 0091 | \$38,544 | | BWC - Door Changes Impact from Submittal Review |
| DA-4382/CGMP12 | 0092 | \$896 | | RENO Additional Dunnage Steel for Piping/Ductwork Supports and |
| DA-4382/CGMP12 | 0093 | \$31,432 | | BWC - IEMS South Welcome Wall Mechanical and Architectural Revisions |
| DA-4382/CGMP12 | 0094 | \$1,760 | | BWC - South Outside Air Shaft |
| DA-4382/CGMP12 | 0095 | \$21,838 | | BWC Core External Thermal Envelope (Gypsum Board/ Framing/ GFRP) |
| DA-4382/CGMP12 | 0096 | (\$1,929) | | BWC - Recycling Dock and Egress (Doors) |
| DA-4382/CGMP12 | 0097 | | \$156,405 | BWC - South Lightwell Infill Architectural and Systems |
| DA-4382/CGMP12 | 0098 | (\$1,527) | | BWC Level 4 South - Additional Labor and Materials Resulting from Core |
| DA-4382/CGMP12 | 0099 | (\$2,132) | | BWC - Changes to Core MPOE 3C403 (Doors) |
| DA-4382/CGMP12 | 0100 | \$6,444 | | BWC - RFI 4841 - Change CMU Wall Type to F1 at Gridline Y9 Elevator |
| DA-4382/CGMP13 | 0042 | \$1,665 | | BWC - Elevation Differential Added Topping Slab and Ramp at In-Transit Level |
| DA-4382/CGMP13 | 0043 | \$705 | | BWC - Elevation Differential at Level 4 Ramp near Gridlines R1/52 (Interior |
| DA-4382/CGMP13 | 0044 | | \$242,693 | BWC - Interior Finish Clarifications and Primary Booth Light Fixtures |
| DA-4382/CGMP13 | 0045 | \$50,568 | | BWC - IEMS South Welcome Wall Mechanical and Architectural Revisions |
| DA-4382/CGMP13 | 0046 | \$8,902 | | BWC - Slab Edge Clarification at Stair C2ST05 Top Landing (Decorative |
| DA-4382/CGMP13 | 0047 | | \$150,405 | BWC - South Lightwell Infill Architectural and Systems |
| DA-4382/CGMP13 | 0048 | \$13,900 | | BWC Level 4 South - Additional Labor and Materials Resulting from Core |

Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

| | | | | |
|----------------|------|------------|-----------|--|
| DA-4382/CGMP13 | 0049 | | \$214,127 | BWC - Level 7 Structural Upgrades with Lightweight Concrete Floor Slab |
| DA-4382/CGMP14 | 0052 | (\$6,946) | | BWC - Interior Finish Clarifications and Primary Booth Light Fixtures |
| DA-4382/CGMP14 | 0053 | \$0 | | BWC - IEMS South Welcome Wall Mechanical-Architrectural Revisions |
| DA-4382/CGMP14 | 0054 | \$4,607 | | BWC - IEMS South Welcome Wall Mechanical and Architectural Revisions |
| DA-4382/CGMP14 | 0055 | | \$647,352 | BWC - Terrazzo to Replace Carpet in Customs Border Patrol Level 3 Queuing |
| DA-4382/CGMP14 | 0056 | \$153 | | BWC - Recycling Dock and Egress (Painting) |
| DA-4382/CGMP14 | 0057 | \$145,558 | | BWC - South Lightwell Infill Architectural and Systems |
| DA-4382/CGMP14 | 0058 | (\$10,221) | | BWC - Changes to Core MPOE 3C403 (Partitions) |
| DA-4382/CGMP14 | 0059 | \$2,821 | | BWC - Exit Passageway 1C6-03 Ramp Up to Meet Existing Stair # |
| DA-4382/CGMP14 | 0060 | \$421 | | BWC - Change CMU Wall Type to F1 at Gridline Y9 Elevator C8EL04 (Painting) |
| DA-4382/CGMP15 | 0016 | \$24,456 | | BWC - Interior Finish Clarifications and Primary Booth Light Fixtures |
| DA-4382/CGMP15 | 0017 | (\$36,706) | | BWC - Terrazzo to Replace Carpet in Customs Border Patrol Level 3 Queuing |
| DA-4382/CGMP15 | 0018 | \$511 | | BWC - South Lightwell Infill Architectural and Systems (Soft Flooring) |
| DA-4382/CGMP16 | 0002 | (\$2,487) | | BWC - South Lightwell Infill Architectural and Systems (Signs and Graphics) |
| DA-4382/CGMP20 | 0005 | \$4,223 | | RENO- Phase '0' - Seismic joint Electrical Ground Bonding at Level 4 |
| DA-4382/CGMP20 | 0006 | \$0 | | BWC - RENO - TBIT Renovation Document Issuance for Phase '0' Bid |
| DA-4382/CGMP20 | 0007 | \$23,413 | | RENO - Phase '0' - BHS/DWP Yard - Infill at Existing Sterile Corridor South Wall |

CHANGE ORDERS - Continued as of 11/30/2012

| Element | Project | Contract | Change Order No | < \$150K | \$150K - \$1Mil | > \$1Mil | Notes |
|--|--------------|----------|-----------------|-----------|-----------------|----------|---|
| CUP Replacement Element | | | | | | | |
| C001A - CENTRAL UTILITY PLANT | | | | | | | |
| | DA-4554/0000 | | 0053 | \$54,043 | | | Trunked Digital Radio System |
| | DA-4554/0000 | | 0066 | \$9,861 | | | Unforeseen Concrete Block Supporting (E) Fire Water Line in Area D4 |
| | DA-4554/0000 | | 0067 | \$30,140 | | | Transport for IS-5119 Hogwagons |
| | DA-4554/0000 | | 0068 | \$93,714 | | | Upsize UPS in CUP Server Room |
| | DA-4554/0000 | | 0069 | \$74,058 | | | Ultrasonic Survey Existing Pipelines |
| | DA-4554/0000 | | 0070 | \$17,307 | | | Unforeseen 6" Water Line Offset |
| | DA-4554/0000 | | 0071 | \$36,715 | | | 30" Casing Pile Cap Depth Conflict |
| | DA-4554/0000 | | 0072 | | \$584,637 | | Construction of P3 Trap Lane |
| | DA-4554/0000 | | 0074 | \$141,310 | | | Over Excavation for the Moist Soil at the CUP |
| | DA-4554/0000 | | 0075 | \$17,481 | | | Unforeseen 12" Water Line with Lead Joints |
| Landside Element | | | | | | | |
| Residential/Soundproofing Element | | | | | | | |
| Terminal Element | | | | | | | |

Bradley West- Gates

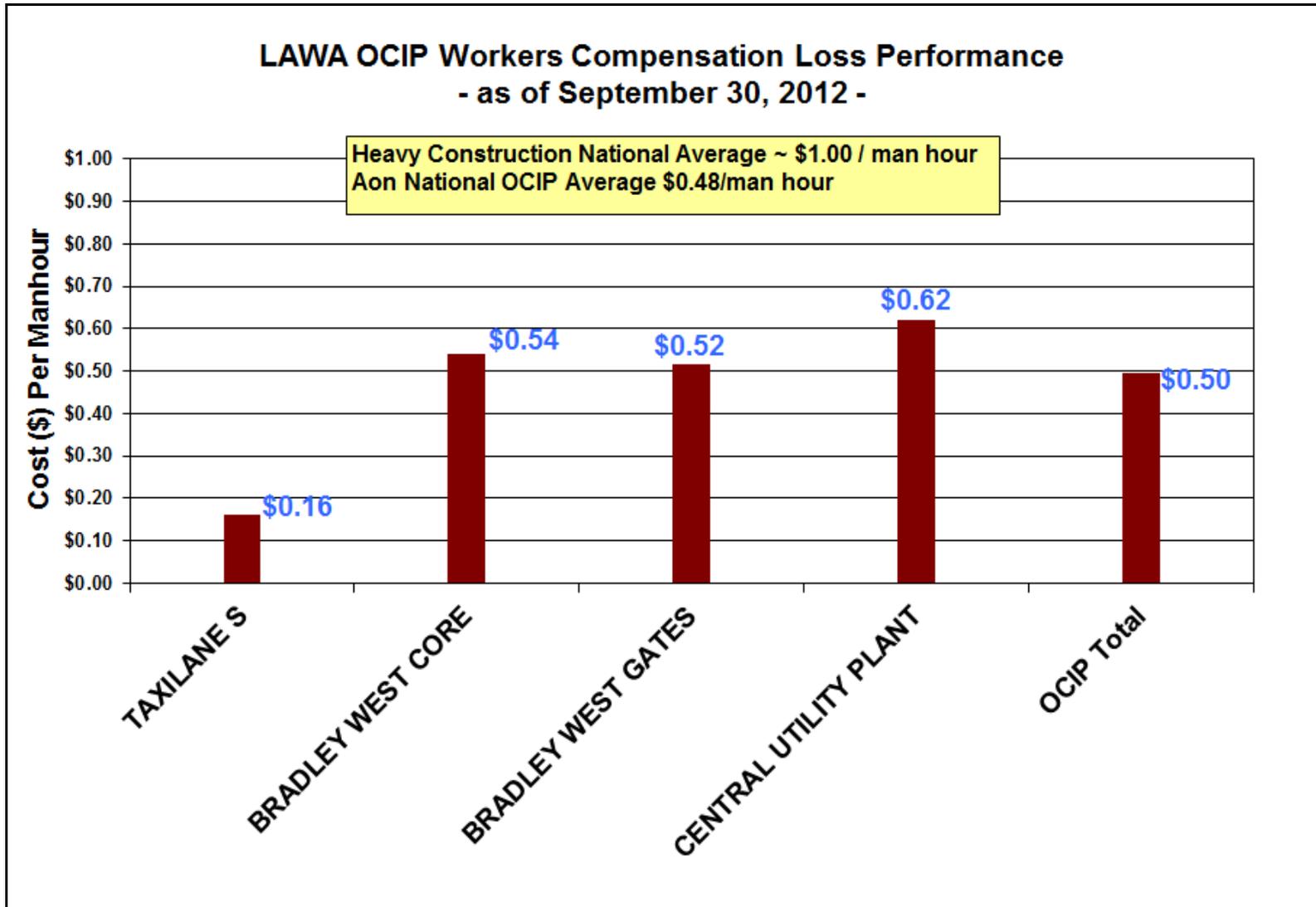
| CHANGE TYPE | EXECUTED CHANGES (CUMMULATIVE) | APPROVED CHANGES (CUMMULATIVE) | SUBTOTAL | % OF CONTRACT VALUE * |
|---------------------|---------------------------------|--------------------------------|---------------------|-----------------------|
| DESIGN EVOLUTION | \$31,925,860 | \$0 | \$31,925,860 | 5.14% |
| DOCUMENT CORRECTION | \$30,580,422 | \$2,024,062 | \$32,604,484 | 5.25% |
| FIELD CONDITIONS | \$11,789,721 | \$358,793 | \$12,148,514 | 1.95% |
| OWNER BETTERMENT | \$13,276,511 | \$1,145,621 | \$14,422,132 | 2.32% |
| CODE REQUIREMENT | \$2,476,154 | \$121,392 | \$2,597,546 | 0.42% |
| TOTAL | \$90,048,668 | \$3,649,868 | \$93,698,536 | 15.07% |

*Base Contract Value = \$621,550,000

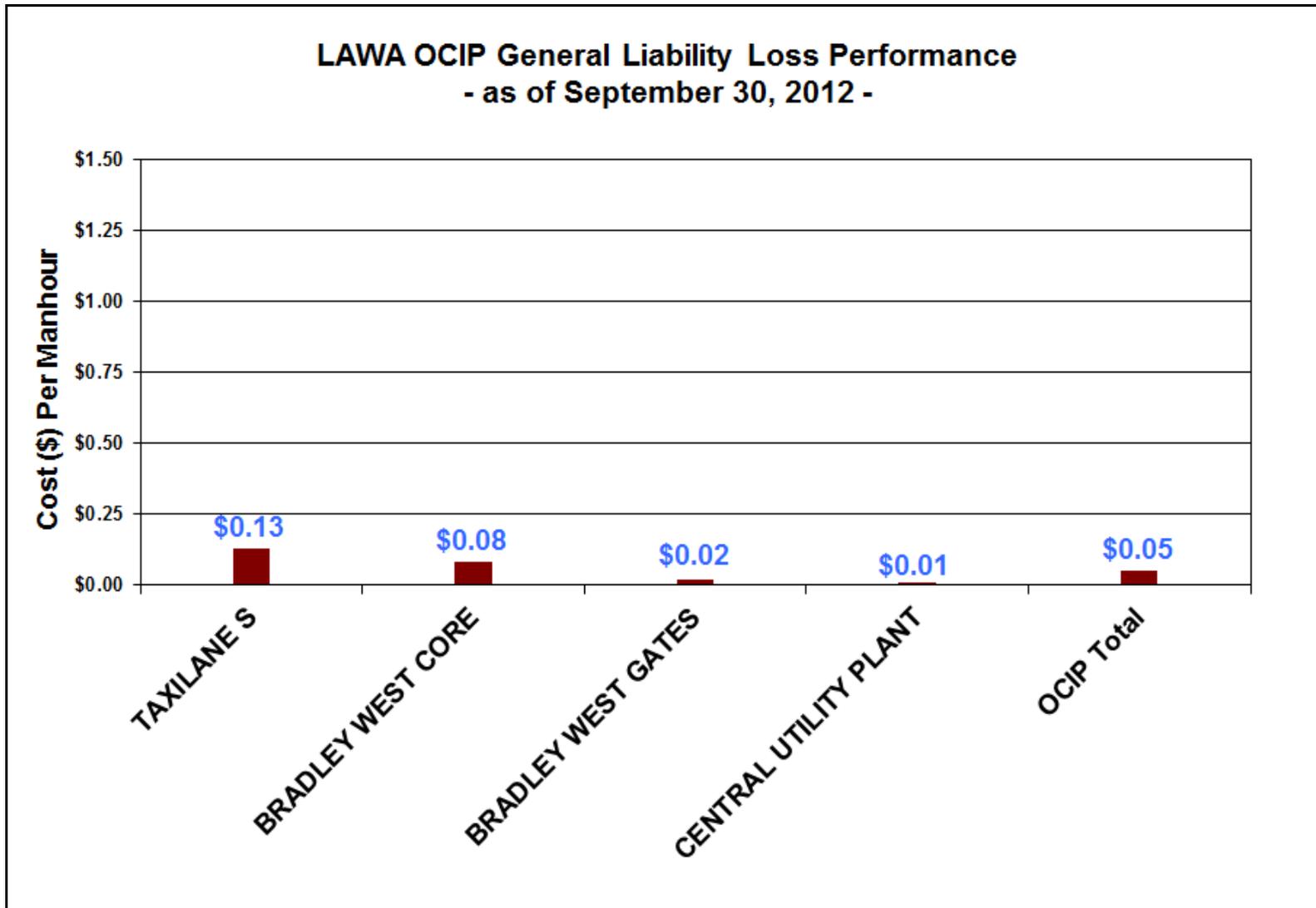
Bradley West- CORE

| CHANGE TYPE | EXECUTED CHANGES (CUMMULATIVE) | APPROVED CHANGES (CUMMULATIVE) | SUBTOTAL | % OF CONTRACT VALUE* |
|---------------------|--------------------------------|---------------------------------|----------------------|----------------------|
| DESIGN EVOLUTION | \$30,694,526 | \$0 | \$30,694,526 | 4.93% |
| DOCUMENT CORRECTION | \$14,363,002 | \$4,164,573 | \$18,527,575 | 2.98% |
| FIELD CONDITIONS | \$10,187,386 | \$1,927,768 | \$12,115,154 | 1.95% |
| OWNER BETTERMENT | \$50,904,608 | \$5,069,845 | \$55,974,453 | 8.99% |
| CODE REQUIREMENT | \$5,551,702 | \$267,508 | \$5,819,210 | 0.93% |
| TOTAL | \$111,701,224 | \$11,429,694 | \$123,130,918 | 19.78% |

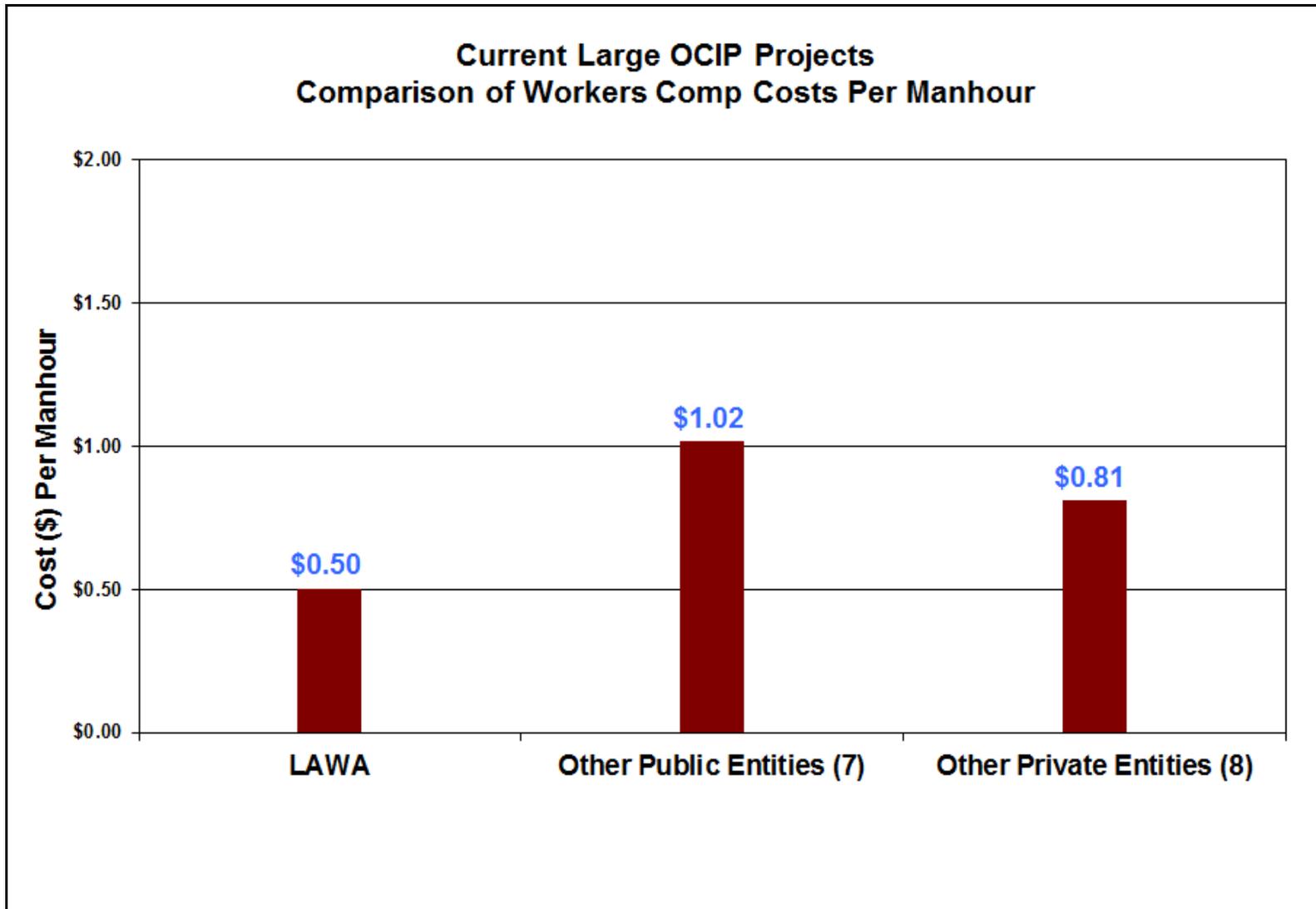
*Base Contract Value = \$622,600,000



OCIP - Continued
as of 11/30/2012



OCIP - Continued
as of 11/30/2012



MWBE/DBE Subcontractor Utilization Summary Report as of 11/30/2012

| Firm | Contract No. | DBE or MWBE | Proposed Level of Participation | Achieved Participation to Date* | | | | Remarks |
|---|--------------|-------------|---------------------------------|---------------------------------|---------------|--|---|---------|
| | | | | M/WBE | DBE | | | |
| AECOM Technical Services, Inc. | DA-4260 | DBE | 12.00 % | N/A % | 20.76 % | | | |
| Arcadis | DA-4413 | M/WBE | 20.00 % | 6.02 % | N/A % | | Limited scope of work authorized to date. | |
| Atkins | DA-4515 | DBE | 24.00 % | N/A % | 27.75 % | | | |
| Atkins | DA-4679 | M/WBE | 11.50 % | 15.32 % | N/A % | | | |
| CH2M Hill | DA-4414 | M/WBE | 22.00 % | 30.33 % | N/A % | | | |
| Clark/McCarthy Joint Venture - Design | DA-4554 | M/WBE | 20.10 % | 15.92 % | N/A % | | | |
| Clark/McCarthy Joint Venture - Construction | DA-4554 | M/WBE | 16.00 % | 11.26 % | N/A % | | | |
| Fentress Architects | DA-4274 | DBE | 9.30 % | 13.69 % | 6.28 % | | | |
| Flatiron West, Inc. | DA-4398 | DBE | 1.00 % | NA % | 4.02 % | | | |
| Griffith Company | DA-4338 | M/WBE | 5.63 % | 11.26 % | N/A % | | | |
| Hatch Mott MacDonald, LLC | DA-4275 | DBE | 19.85 % | N/A % | 19.56 % | | | |
| HNTB Corporations | DA-4709 | DBE | 10.80 % | N/A % | 13.41 % | | | |
| Jacobs Project Management Co. | DA-4417 | M/WBE | 25.00 % | 30.66 % | N/A % | | | |
| KDG Dev + Construction Consulting | DA-4418 | M/WBE | 20.00 % | 21.61 % | N/A % | | | |
| Kimley-Horn and Associates | DA-4555 | DBE | 20.00 % | N/A % | 7.74 % | | In Mobilization - Limited Scope. | |
| Parsons Transportation Group, Inc. | DA-4415 | M/WBE | 23.00 % | 55.57 % | N/A % | | | |
| Paslay Management Group | DA-4324 | M/WBE | 10.00 % | 19.41 % | N/A % | | | |
| Praxis Integrated Communications | DA-4541 | M/WBE | 10.00 % | 0.00 % | N/A % | | MBE subcontractor approval in process. | |
| Vanir Construction Management, Inc. | DA-4416 | M/WBE | 20.00 % | 18.92 % | N/A % | | | |
| Walsh Austin Joint Venture - Pre-Construction (Gates) | DA-4337 | M/WBE | 20.00 % | 29.43 % | N/A % | | | |
| Walsh Austin Joint Venture - Construction (Gates) | DA-4337 | M/WBE | 14.00 % | 22.55 % | N/A % | | | |
| Walsh Austin Joint Venture - Pre-Construction (Core) | DA-4382 | M/WBE | 20.00 % | 24.02 % | N/A % | | | |
| Walsh Austin Joint Venture - Construction (Core) | DA-4382 | M/WBE | 14.00 % | 18.95 % | N/A % | | | |
| Total Participation: | | | | 19.64% | 11.64% | | | |

*Achieved Participation to Date includes progress in the pledged program and progress outside of the pledge.