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More Lanes Make for Fewer Lines at LAX's Tom Bradley International Terminal

Standing in long lines waiting to clear security before embarking on a flight is often the most stressful part of one's journey. While airports themselves cannot curb the necessity for strict security measures, we can try to alleviate wait times by adding more Transportation Security Administration (TSA) screening lanes. And that's exactly what LAX is doing in Tom Bradley International Terminal (TBIT) as part of the LAX is Happening modernization effort.



The entrance to the Tom Bradley International Terminal's temporary Security Screening Location opened to the public on May 27, providing additional screening lanes to the public.

This May, LAX opened a temporary Security Screening Checkpoint (SSCP) that replaces the previous

Southside SSCP to serve as an interim TSA screening location before the final SSCP, which will be located on the upper level of the terminal's ticketing area, partially opens in October.

The newly-opened temporary checkpoint area -- featuring construction barricade walls clad with the airports new Capital Improvement branding -- features eight screening lanes, two more than the previous Southside SSCP's total of six. The terminal's Northside screening area remains open with six lanes as well.

"Passenger comfort is a priority at LAX," Los Angeles World Airports (LAWA) Deputy Executive Director of Airports Development Roger Johnson said. "Increasing the number of screening lanes available to the public in the terminal's temporary screening areas wasn't mandatory, but it serves as just another opportunity to showcase that we care about every passenger's comfort."

These screening areas will be replaced with a new centralized TSA screening area located on the upper level of the terminal's ticketing lobby.

The new centralized SSCP will boast a total of 20 TSA Screening Lanes, almost double the pre-renovated terminal's 12-lane total. TBIT's centralized SSCP will partially open in October and the fully renovated 20-lane TSA SSCP will open in 2015.

Radars Used to Peer Beneath the Surface at LAX



Workers use Ground Penetrating Radar Equipment to locate steel embedded in the concrete bridge structure of LAX's second level roadway.

You've seen the technology used to find bodies on TV shows like "CSI," and to locate buried treasure on the History Channel, now LAX is peering beneath the surface using Ground Penetrating Radar (GPR).

As part of the Curbside Appeal Project – an effort to unify the exterior appearance of LAX's Central Terminal Area (CTA) through the installation of energy-efficient LED light poles and a color-changing light band spanning the length of the second level roadway – contractors are utilizing GPR technology to pinpoint the location of metal rebar encased within the second level roadway bridge's concrete before drilling in to the structure.

Workers, hoisted underneath the roadway bridge on lifts, are using GPR equipment to send radar signals into the concrete structure seeking any denser steel material within a six-inch depth. The location of those materials is then marked on the under-side of the roadway to alert construction personnel not to drill there, as doing so might strike the metal material and compromise the integrity of the bridge structure.

Construction plans for structures like roadways often show indicative placement of steel rebar and other materials -- not final placement -- making the radar exploration necessary before anchoring the massive steel structures that hold the project's light poles and light band to the roadway itself.

But radar technology isn't the only modern approach being used on this massive project. Crews are also using Light Detection and Ranging (LIDAR) to map the location of the rebar for future project purposes. LIDAR is like a laser tape measure that can identify the markings dictating the placement of the metal within the roadway bridge and return a measurement to the user for accurate placement on drawings or renderings.

"This is the first time we've used LIDAR to map structural rebar in a project like this," LAWA Airports Development Group Construction Manager Otto Randolph said. "We're breaking new ground with this project. No pun intended."

The GPR and LIDR work is being conducted using sub-contractor, Safe2Core, a San Jose-based GPR/Concrete Scanning company. The mapping and radar work are being conducted using a 10-person crew, with one supervisor and one safety officer, on a \$130,000 budget. The work began May 27 and will complete June 12. The second level roadway project is managed by Myers-Banicki, a Joint Venture, and is scheduled for completion in early 2016.

Terminal 1's High Tech Renovation



Technological progress has provided efficient means to ease some of the stress associated with air travel.

LAX recognizes this and is taking great pains to renovate our aging terminals in effort to improve the airport experience for our passengers. The nearly 30-year-old Terminal 1 is a prime example of this effort. Here, Southwest Airlines is preparing a major renovation to improve the interior, outdoor aircraft parking ramp area,

A conceptual rendering of Terminal 1's post-security screening recompose area depicts the use of natural light and modern finishes, both of which will be a highlight of the terminal modernization effort.

functionality, and traffic flow, effectively bringing the terminal into the 21st Century.

Terminal 1 was built in the early 1980s, a time when the industry and public functioned much differently. Today, the use of technology has proliferated and impacts all aspects of modern life, so we recognize the need to upgrade to accommodate these advances. The Terminal 1 modernization program, which officially kicks off in August, will update and expand the information technology backbone throughout the space in order to support the ever growing need to share data by airlines and passengers alike.

Similarly, post-9/11 security screening protocols have placed unforeseen demands on the terminal and the modernization effort addresses this need by constructing a new 12-lane security screening checkpoint and fully automated checked baggage inspection system. Current building systems are nearing the end of their useful life and the renovation will replace them with more efficient, modern and environmentally-friendly equipment.

Technology's reach has also changed the ticketing lobby experience. Terminal 1 will reflect this aspect of modern day travel by including new innovative features associated with the check-in process, as well as a more open, spacious lobby. New technology includes kiosks equipped to allow passengers to check-in, print their boarding pass and drop checked baggage with an agent. Plenty of self-check-in kiosks will also be available for passengers who are not checking bags.

Once past the security screening check point, passengers will experience a modernized concourse that includes redesigned boarding gate waiting areas with more seating, larger restrooms and an updated mix of concession offerings. Collaboration is on-going between Southwest and Westfield to seamlessly integrate seating areas and concessions, while keeping in mind LAX's priority of "putting LA back into LAX" by bringing local dining and retail options into the space.

Two full service restaurants are planned along with a variety of quick service restaurants, and grab & go food offerings. New retail stores, news and gift shops will also be built. Concessions are planned for the arrivals level near the new and improved baggage claim to serve the needs of arriving passengers and greeters.

New gate systems are also being incorporated into the space. Those include an improved aircraft parking ramp that can accommodate 13 Boeing 737 aircraft, new passenger boarding bridges and equipment, pavement replacement, a modernized hydrant fueling system, as well as electric vehicle chargers to support an all-electric ground service equipment program.

But the improvements aren't all technological. The terminal's renovation will also address a condition that impacts the experience of all LAX users: traffic congestion at the intersection of World Way and Sky Way. By reorganizing the interior uses of the building and shifting the sky cap, ticket lobby and main entrances to the west end of the terminal, additional roadway distance is created for merging traffic to maneuver to the curb after the intersection. This reorganization also creates additional curb length to accommodate curbside passenger drop-off and pick-up and takes pressure off the intersection and eases congestion.

"The Terminal 1 Modernization Program will be a major overhaul of this aging space, meaning passengers should expect some impacts," LAWA Executive Director Gina Marie Lindsey said. "To mitigate those impacts, LAWA is working closely with Southwest Airlines to conduct most of the work during off-peak hours. Passengers will notice construction barriers and may hear some work-related noise. We ask that travelers pardon our dust during the renovation process."

Construction on the \$509 million project is expected to complete in 2018. Once ground has been broken, be sure to track the construction's progress at LAXisHappening.com.

Midfield Satellite Concourse Planned at LAX

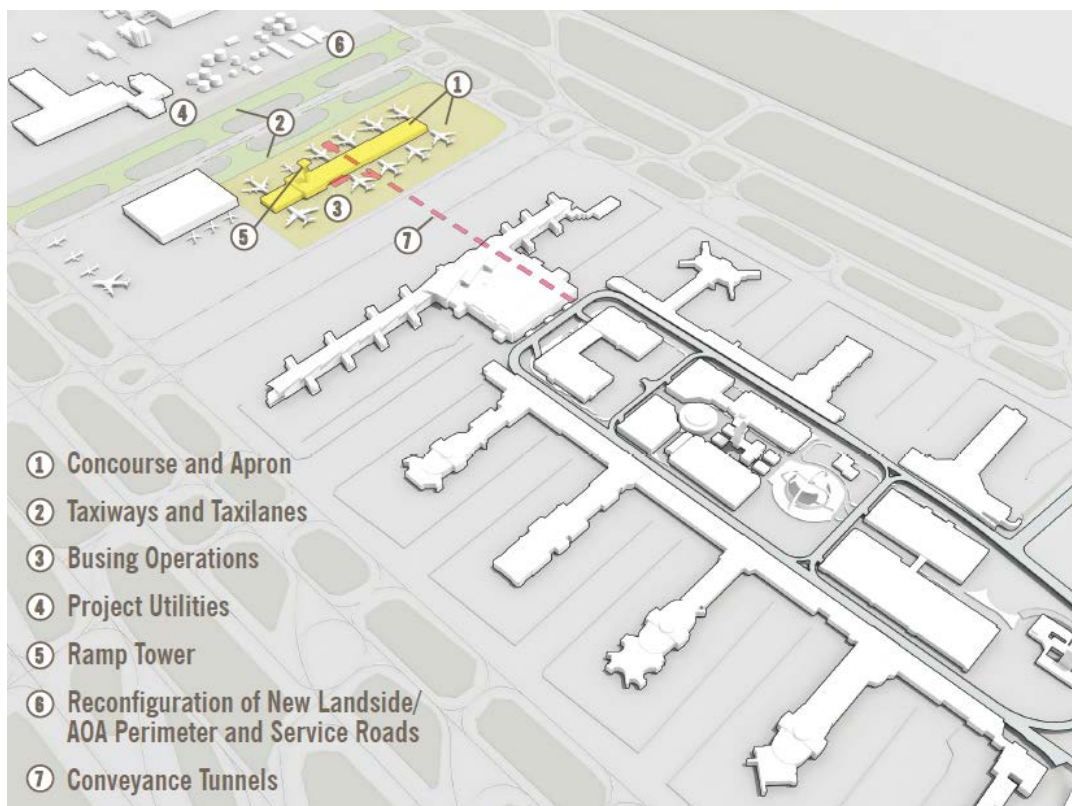
With all of the improvements to LAX's existing infrastructure, it's time to take a look at a new building project, the Midfield Satellite Concourse (MSC).

The MSC will be a new multi-level concourse terminal designed to be consistent with the campus-wide architectural vision for LAX and compliment the iconic new Tom Bradley International Terminal. Located on the airfield west of TBIT, the facility would be designed to serve both domestic and international flights, and reduce reliance on the West Remote gates.

“The Midfield Satellite Concourse will really help improve the passenger experience as we move forward with our airport modernization efforts,” LAWA Executive Director Gina Marie Lindsey said. “By providing additional gates in a functional, state-of-the-art facility we can alleviate some of the congestion and frustration in other parts of the airport.”

Like all construction efforts at LAX, the 11-gate MSC project will be conducted in phases minimizing disruption to ongoing operations. Phase I calls for LAWA to construct the north half of the facility, with the south portion set to begin construction following the north side’s completion.

Constructing the MSC’s north gates will permit greater flexibility in scheduling and ensure a high level of service for LAX passengers. The new terminal will not increase travelers or aircraft at LAX, but will improve the terminal operations, concessions facilities, and overall passenger experience at the airport.



A rendering depicts the location of the future Midfield Satellite Concourse (MSC). The MSC will be constructed in phases with the north side opening first. The MSC North will consist of an 11-gate concourse, aircraft parking aprons, taxiways/lanes, utilities and provision for conveyance systems. The project will increase flexibility in scheduling terminal improvements throughout LAX without disrupting daily operations.

No contracts for construction have been awarded at this time, however a Request For Proposals (RFP) is out for enabling work related to the project. A Design-Build RFP is expected before the Board of Airport Commissioners in July. No construction, including the enabling work, can begin until the Board approves the Final Environmental Impact Report (EIR). Given these factors, construction is estimated to begin in the latter half of 2014 and is anticipated to take approximately 60 months.

You can follow the progress of the MSC on the project website, email LAWA staff at mecnorthinfo@lawa.org, or call (800) 919-3766.

LAX is Happening in Action

LAWA officially launched the LAX is Happening capital improvements program campaign and the efforts have resulted in a lot of positive buzz.

Take a look at what people are saying about all the great things happening at LAX:



LAX IS HAPPENING™

Santa Monica Daily Press: <http://smdp.com/disruptions-expected-at-lax-during-construction/134946>

Los Angeles Times: <http://www.latimes.com/travel/la-trb-lax-construction-20140529-story.html>

Aviation News: http://www.aviationnews.net/?do=headline&news_ID=231880

Conde Nast Traveler: <http://www.cntraveler.com/daily-traveler/2014/05/lax-new-construction>

Take part in the action! Track the progress of LAX construction and view real time traffic updates at LAXisHappening.com.

About Los Angeles International Airport (LAX)

LAX is the sixth busiest airport in the world and third in the United States. LAX offers 692 daily nonstop flights to 85 cities in the U.S. and 928 weekly nonstop flights to 67 cities in 34 countries on 64 commercial air carriers. LAX ranks 14th in the world and fifth in the U.S. in air cargo tonnage processed, with over 1.9 million tons of air cargo valued at over \$91.6 billion. An economic study in 2011 reported that operations at LAX generated 294,400 jobs in Los Angeles County with labor income of \$13.6 billion and economic output of more than \$39.7 billion. This activity added \$2.5 billion to local and state revenues. LAX is part of a system of three Southern California airports – along with LA/Ontario International and Van Nuys general aviation – that are owned and operated by Los Angeles World Airports, a proprietary department of the City of Los Angeles that receives no funding from the City's general fund.

For more information about LAX, please visit www.lawa.aero/lax or follow on Twitter [@flyLAXAirport](https://twitter.com/flyLAXAirport), on Facebook at www.facebook.com/LAInternationalAirport, and on YouTube at www.YouTube.com/laxairport1.



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