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FACTS ABOUT MODERNIZING LAX



NEW TOM BRADLEY INTERNATIONAL TERMINAL PROJECT OVERVIEW

PROJECT DESCRIPTION

The New Tom Bradley International Terminal (TBIT) Project provides greater capacity to the existing facility's west side with the addition of new gates to accommodate new-generation aircraft and a Great Hall for dining, retail shopping and passenger amenities beyond passenger security screening. New TBIT is the "crown jewel" of the overall LAX Capital Improvements Program,* considered to be the biggest public works project in the history of the City of Los Angeles. It is expected to create nearly 4,000 construction-related jobs during the phased, five-year (2010-2015) project schedule.

TRAVELER BENEFITS

Passengers will experience a quality level of comfort and convenience with:

- Eighteen roomier boarding gates/waiting areas with nine gates able to accommodate new-generation aircraft (Airbus 380 super jumbo jet, Boeing 747-8 Intercontinental, and Boeing 787 Dreamliner), which are more fuel-efficient, quieter and less polluting
- Eight A-380 gates will have three passenger boarding bridges—one upper and two on the main deck level—to provide faster, more efficient boarding and deplaning. All other gates will have two boarding bridges.
- Great Hall, named the Antonio Villaraigosa Pavilion in honor of the former Los Angeles mayor, with 150,000 square feet for premier dining, retail shopping, airline club lounges, and other passenger amenities.
- A new dining program featuring a sophisticated lineup that unites Los Angeles and global flavors for a traveler-friendly mix of healthy and fresh sit-down, casual, and grab-and-go options. A \$79.8-million investment by Westfield and its



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Exterior view of the New Tom Bradley International Terminal, that vastly improves the guest experience and changes the face of LAX.



View of Great Hall with 150,000 square feet of premier dining, retail shopping and other passenger amenities, such as the Integrated Environmental Media System.

partners introduces 27 dining units, of which 15 concepts are local Los Angeles brands.

- A new retail program that blends many of the world's best known luxury designer brands with a distinctly Los Angeles flavor. The investment by Westfield and its partners, along with a \$25-million investment by DFS for duty-free retail, offers travelers an exciting array of shopping choices in news-and-gifts, specialty retail, and duty-free shopping. Of the 42 new shopping

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- options, 11 are DFS locations and 31 are operated by Westfield.
- An Integrated Environmental Media System (IEMS) comprised of seven architecturally-scaled media features within the facility are designed to create the most advanced multi-media environment in any airport. Much more than screens on walls, this system is an integral, interactive part of the terminal environment. Each feature is designed to enhance a particular aspect of the passenger departure/arrival experience. It is the first media system to synchronize multiple features through a state-of-the-art, content management system that creates an environmental experience based on intelligence from live data, flight departure and arrival information, and passenger interactions.
- Upgraded customs and immigration federal inspection areas for more efficient passenger processing, including secured corridors between Terminal 3, the Tom Bradley International Terminal and Terminal 4 so connecting passengers can conveniently go from one terminal to the next.
- Fully modernized facility will be able to accommodate 4,500 passengers per hour, up from current 2,800 passengers.
- Six business- and first-class lounges providing top-of-the-line amenities for international travelers, including Star Alliance, OneWorld, Sky Team, Emirates, Etihad and the LAX International Lounge (unaligned airlines).
- LAX Beach Children's Play Area featuring beach-themed equipment for children traveling through the terminal.
- The Time Tower/elevator inside the Great Hall features an interactive surface that reacts to the movements of passengers by triggering customized, real-time visual effects.
- Boarding gate areas with expansive seating and 50 percent of the seats integrated with electrical outlets for charging personal electronic devices.

- Secure corridors leading to customs hall and baggage claim provide views of Los Angeles for arriving international passengers.
- Counters with electrical outlets for travelers who want to work before their flights.

■ TRAVELER IMPACTS

Construction is taking place behind the scenes and is being phased for minimal impact. Travelers may notice construction-related noise and other changes, such as construction barriers and minor detours throughout the terminal.

■ ENVIRONMENTAL

In accordance with LAWA's Sustainable Design and Construction Guidelines, the New TBIT Project optimizes the use of recycled building materials, minimizes the amount of energy used in construction, and optimizes energy efficiency. The architecture and construction of the new facilities achieved LEED (Leadership in Energy and Environmental Design) Gold certification from the U.S. Green Building Council. LAWA developed practices that minimize adverse environmental impacts from this project on surrounding areas, including, but not limited to:

- Recycling or salvaging more than 75 percent of construction and demolition waste
- Installing efficient lighting fixtures and controls with occupancy sensors throughout the terminal to reduce lighting costs and save energy during off-peak hours
- Installing heating, ventilation and air conditioning controls that reset temperatures to maximum efficiency without sacrificing occupant comfort
- Using interior finishes with materials made of recycled content
- Using low VOC (volatile organic chemicals) paints, adhesives, carpets and sealants in the terminal's interior

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- Using ultra-low-flow plumbing fixtures in restrooms with infrastructure to convert water closets and urinals to reclaimed water when it becomes available to the airport
- Placing concrete mixers and other equipment on site to reduce the number of trips construction vehicles must make to and from the site
- Designating specific routes that construction vehicles must use when traveling to and from the site
- Retrofitting construction equipment with emission- and noise-reduction devices
- Controlling dust

■ ECONOMIC BENEFITS

Airport officials estimate 90 percent of the construction workforce come from Southern California, and nearly 40 percent are residents of Los Angeles County, including those communities near LAX. New TBIT is also expected to provide direct and secondary regional economic benefits, including the need for construction goods and services associated with a large capital improvement project. The new facility accommodates the larger, new-generation aircraft. Every daily, round-trip, overseas flight on wide-body aircraft at LAX generates \$623 million annually and provides 3,120 local jobs. Upon completion, New TBIT will support nearly 2,000 permanent new concession jobs in addition to the approximately 3,000 airline, concessions, service providers, federal security and customs/immigration, and operations employees currently working at the existing TBIT.

■ CONSTRUCTION DATES

(Dates are phased in order to maintain uninterrupted air service)

Great Hall: 2013

Westside boarding gates: 2013

Eastside boarding gates on south concourse: 2014

Eastside boarding gates on north concourse: 2015

■ COST

New TBIT's initial \$1.5 billion cost remains on budget for construction, public art, architectural and engineering designs, permits, and other "soft" costs for the terminal facility itself. Since the original design was completed, several individual projects estimated at a total of \$400 million and budgeted separately under the overall LAX Capital Improvements Program-Phase 1, have been shifted from other project budgets and integrated into the New TBIT project budget to ensure timely completion of the overall project. These include: the IEMS, additional airline club lounge space, increased food-and-beverage concession areas, demolition of the existing north and south boarding gate concourses, and rebuilding the aircraft parking aprons (tarmac) and two taxilanes. Total budget for the New TBIT Project is now \$1.9 billion.

■ FUNDING

The New TBIT Project is funded by LAX operating revenues, capital improvement program funds, fees from airlines, passenger facilities charges, and airport revenue bond proceeds. No monies from the L.A. City general fund are being used.

■ CONTRACTORS

Architect: Fentress and Associates/HNTB

Construction: Walsh Austin Joint Venture

** Detailed fact sheets on LAX's modernization program components can be found at www.lawa.org/laxdev/projectfactsheet.aspx*