

LAX at a Glance: Terminal Modernization

Los Angeles World Airports (LAWA) is in the midst of a \$14.3 billion modernization program that touches all nine terminals at Los Angeles International Airport (LAX) and also changes the “front door” to the airport, creating new ways for guests to arrive and depart. Some of the highlights:

Terminal 1 / Terminal 1.5

The complete renovation of Terminal 1, a \$508 million project, was completed in late 2018. The work included improvements to the interior, the outdoor aircraft parking ramp area, and the traffic flow around the Central Terminal Area (CTA). Terminal 1, which opened in the early 1980s, was in need of modernization to accommodate the needs of a technology-rich, post-9/11 world. Because building systems were nearing the end of their useful life in the space, this renovation replaced them with more efficient, environmentally-friendly equipment.

The upgrades include: a new state-of-the-art, consolidated security screening checkpoint; a fully automated checked baggage inspection and sorting system; an integrated passenger waiting room/concessions program; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; relocation of the main entrances towards the west end of the building to ease traffic congestion; new ramp pavement and hydrant fuel system improvements.

Terminal 1.5 is a \$490 million building that will open later this year (rendering and photo below) and provide increased baggage claim area, new ticketing counters and a bus port, and will ultimately allow passengers to move between Terminal 1 and 2 beyond security screening. It will also connect to the new Automated People Mover (APM) train in 2023.



Terminal 2 / Terminal 3

The \$1.86 billion project (which includes the cost of an earlier terminal swap) will see complete reconstruction of Terminal 3 as well as additional work in Terminal 2, where LAWA had completed \$194 million in upgrades in 2017. When completed, the modern facility will offer more security screening capacity with automated security lanes, more gate-area seating, and a world-class concession program.

The 27-gate complex will include a secure connection to the Tom Bradley International Terminal. It will also feature a brand new headhouse with centralized lobby, security screening checkpoint, and baggage claim. A convenient bridge will connect Terminals 2, 3, and Bradley on the secure side of the airport. The work will also include the terminal vertical core to connect to the people mover.



Tom Bradley International Terminal

The modernized Bradley Terminal opened in 2013. The investment figure was \$2.1 billion. It supplanted a terminal built in the early 1980s in time for the 1984 Olympics. Prior to this, Terminal 2 was the primary international terminal. It has won architectural and design awards.



Midfield Satellite Concourse (MSC)

A \$1.6 billion, 15-gate addition to the Bradley Terminal, which also includes significant baggage-handling facilities, the new concourse is expected to open in the second quarter of 2021. It will provide for state-of-the-art facilities for existing aircraft and passengers at LAX, including an architecturally stunning concourse with second-to-none concessions, retail and amenities, nursing rooms, a service animal relief area and children's play areas integrated into the passenger gate seating areas. The new concourse will also provide flexibility for ongoing modernization needed at other terminals.

Terminals 4 / Terminal 5

American Airlines has plans for \$1.6 billion in renovations continuing into the mid-2020s. The work will create a 28-gate complex, along with a unified departure hall. LAWA completed a \$114 million connector between Tom Bradley International Terminal and Terminal 4 in 2016, and \$271 million in renovation took place at Terminal 5 between 2012 and 2015.

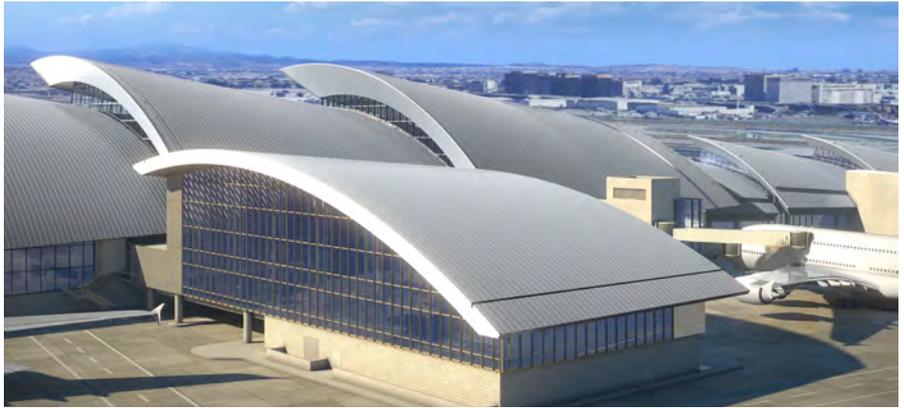
Construction has begun on a terminal vertical core to connect to the future APM walkway between Terminals 4 and 5. From there, the project will continue in a carefully planned, phased approach that will move from curbside to gate areas.

Features include:

- A fully upgraded & modernized Terminal 4
- A spacious new departure hall that allows direct, natural sunlight throughout the building to reduce energy consumption
- Reconfigured ticket counter and check-in areas to reduce wait times before security screening
- 16 lanes for security screening with automated technology
- Modern, state-of-the-art finishes and restroom facilities
- Upgraded amenities at gate areas, including more access to power outlets and world-class dining and retail options

Terminal 6

As part of an earlier CIP, \$318.5 million in improvements took place, culminating in new concessions and gate areas in 2016. A \$197.5 million project scheduled to start later in 2020 and continue through 2025 will add one to two gates, develop additional square footage for gate area hold rooms and lounges, realign or replace passenger boarding bridges, develop a bus gate and a connector to the terminal vertical core between Terminals 5 and 6, and upgrade security checkpoints.



Terminal 7 / Terminal 8

A \$544 million project completed in 2018 encompassed 700,000 square feet of existing space, as well as the addition of 20,000 square feet for a United Club lounge on a new fourth level of Terminal 7. The work included an expansive check-in lobby that maximizes use of incoming light and incorporates the latest self-service tools, including self-tagging baggage kiosks. Passenger security screening was consolidated from four locations into a single location with 12 lanes, including eight Automated Screening Lanes. The remodeled boarding gate areas feature a modern design, including a variety of comfortable seating options and numerous charging stations for customers' electronic devices. All public restrooms in Terminals 7 and 8 were replaced with new environmentally efficient restrooms. A new Checked Baggage Inspection System was installed as well.



Terminal Vertical Cores

In addition to the work being done at Terminals 1.5, 2/3 and 4/5 to build Terminal Cores, which include elevators and escalators to connect to the Automated People Mover's walkways, **LAWA will spend \$336.5 million to build cores** at Tom Bradley and between Terminals 5 and 6, as well as upgrade earlier improvements to create a core at Terminal 7.



MSC Renderings