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FACTS ABOUT MODERNIZING LAX



MIDFIELD SATELLITE CONCOURSE – NORTH/ BAGGAGE OPTIMIZATION PROJECT

■ PROJECT DESCRIPTION

The new \$1.6 billion concourse addition to the Tom Bradley International Terminal (TBIT) will feature 12 aircraft gates, including two for new large Group VI aircraft, such as the Airbus A380 or the Boeing 747-8. The remaining 10 gates will be capable of handling Group V aircraft, such as the Boeing 777 and 787, and the Airbus A330. The new concourse is designed as an addition to TBIT, connected by a pedestrian tunnel and utility tunnel.

The new concourse will be constructed west of TBIT and will be accessed either by bus or by a 1,000-foot-long pedestrian tunnel from TBIT. The tunnel will originate at a new gateway facility connected to TBIT near Gate 148, and will have moving walkways to move passengers through the tunnel.

The new concourse roof emulates a ripple or swell in the ocean that is the formation of the next wave to arrive. This complements the architectural design of the TBIT roof, which represents an ocean wave breaking onto the shore. The curved roof line of the MSC enhances the spaces contained within the building, and the location of the building helps create architecture that is complementary to TBIT both functionally and aesthetically.

The interior of the new concourse is organized into a series of “neighborhoods,” which includes three to four aircraft gates, a restroom core, retail and concession spaces. The interior finishes and colors were selected to reflect its location and are based on the “urban fabric” of Los Angeles.

The new concourse is being designed with sustainability in mind, and with the directive to achieve LEED Silver and CAL Green Tier 1 certifications. Sustainable ideas include use of daylight, energy and water conservation, reducing the effect of heat generated by building roofs and pavement, and use of recycled materials.



Gate areas in the Midfield Satellite Concourse are grouped into “neighborhoods.”



This rendering shows the exterior of the Midfield Satellite Concourse looking west.

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More than 32 elevators and 2,000 linear feet of moving walkways are included in the project so passengers can move quickly to and from the gates. Similar to TBIT, arriving international passengers will use one of two elevated corridors through the concourse toward the entry to the pedestrian tunnel leading to the TBIT Federal Inspection Station (FIS) facility. The corridors flank either side of the concourse and provide a visual connection to the exterior, as well as the concourse activities below. Two of the 12 gates allow international arriving passengers access to ground-level bus stations where they can be transported to other terminals if needed.

The project also includes over 1.5 million square feet of new aircraft apron and taxiways/taxilanes, as well as new underground utility improvements. A Baggage Optimization Project (BOP) is also being developed concurrently to support the additional gates and provide much-needed baggage-processing capacity expansion for TBIT.

Substantial completion of the new concourse is anticipated by the end of 2019, when operational activities are scheduled to begin. A second phase of construction is anticipated to add seven additional gates when necessary.



The Central Hall will welcome passengers arriving in the Midfield Satellite Concourse.

TRAVELER BENEFITS

The 12 gates, which can serve both international and domestic flights, will improve the guest experience by eliminating the need to bus passengers between TBIT and the airport's West Remote Gates.

The overall architectural design allows for great views and natural daylight in public spaces which contribute to a healthier interior environment. Included will be a robust concessions program with 44,000 square feet of food-and-beverage and retail offerings. There will also be nearly 60,000 square feet of airline club space between the concourse and the gateway facility. Other amenities include two nursing rooms, a service-animal relief area, and children's play areas integrated into the passenger gate seating areas.

TRAVELER IMPACTS

The new construction is taking place on the airfield, west of TBIT, and will have minimal impact on passengers. Tunnel and gateway building construction around TBIT will be phased in so that no more than two TBIT gates will be closed at any time.



Passengers will use a 1,000-foot-tunnel with moving walkways (above) or buses to access the Midfield Satellite Concourse.

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■ COST AND FUNDING

The estimated cost of \$1.6 billion is funded by LAX operating revenues, fees from airlines, passenger facilities charges, and airport revenue bond proceeds. No monies from the Los Angeles City general fund are being used.

■ CONSTRUCTION DATES

2015-2019

■ ENVIRONMENTAL ELEMENTS

The Midfield Satellite Concourse is designed to achieve LEED (Leadership in Energy and Environmental Design) Silver certification from the U.S. Green Building Council and will meet the requirements of CAL Green Tier I. Some of its sustainable features include:

- The use of roofing materials (cool roof) and paving to reduce heat absorption.
- Use of water-saving plumbing fixtures to reduce water consumption by over 30 percent.
- Over 10 percent energy savings and continued monitoring (building Commissioning) to ensure long-term energy performance.
- More than 75 percent of construction waste will be diverted from landfills and recycled.
- A focus on good construction practices and low-emitting materials will result in improved indoor air quality.



The design of the Midfield Satellite Concourse allows for ample natural light.

■ ECONOMIC BENEFITS

During construction the number of workers will peak at over 1,200. Direct wages will surpass \$300 million. More than \$220 million of the work will be performed by Small Business Enterprises, equivalent to more than 16 percent of the total contract value.

■ CONTRACTOR

Turner/PCL, A Joint Venture in association with Corgan/Gensler