



AIRPORTS

Nearing Takeoff

Airports introduces its new Tom Bradley International Terminal west wing at LAX.



Photos by Airports and John Burnes, Alive! editor

On June 20, Airports/LAX swung open the doors to its dazzling new addition, the vast and bright west wing of the Tom Bradley International Terminal. Two days later, LAX introduced the terminal to the general public through a heavily attended open house.

The preview provided a sneak peek of the South Concourse Aircraft Gate Areas and 150,000-square-foot Great Hall, which will soon be open to passengers from around the world with more than 60 premier din-

ing and luxury retail shops – including 22 local L.A. brands – and world-class amenities. A highlight of the New TBIT is one of the most advanced multimedia Integrated Environmental Media Systems (IEMS) at a North American airport, designed to create an unprecedented passenger experience and a nonaeronautical revenue source for LAX.

The preview included a peek at the 72-foot-tall digital *Time Tower*, a soaring interactive media structure with changing clock faces that is one of the most significant elements of the state-of-the-art IEMS.

The New Tom Bradley International Terminal (New TBIT) Project will provide 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 screen-

ing. New TBIT is the “crown jewel” of the overall LAX Capital Improvements Program-Phase 1, 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 project schedule.

Designed by Denver-based Fentress and Associates/HNTB, the firm credited with the design of distinctive airports in Denver and Seoul, South Korea, the New TBIT is considered the crown jewel of the \$4.1-billion LAX Capital Improvements Program-Phase 1, the largest public works project in the history of the City of Los Angeles. The facilities previewed were expected to become operational later this year following comprehensive systems testing throughout the terminal, as well as training and certification of thousands of airport and airline employees in operating some of the new, state-of-the-art systems, such as the new laser-based, automated passenger boarding bridges and aircraft docking systems.

The 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, according to Airports. Total budget for the New TBIT Project is now \$1.9 billion. The LAX Capital improvements Program remains at the original \$4.1-billion budget. With the additional scope items, overall New TBIT Project is expected to be completed in 2015.

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

Alive! plans to cover the opening of the new terminal more extensively in the future. Meanwhile, here are some images of the new terminal.



Airport Police personnel on hand for the press opening were, from left: Officer Sean Foley, 9 years of City service; Officer Marcio Matsumoto, 7 years; Officer Ruth Avalos, 6 years; Chief Patrick Gannon, 35 years; Officer Janette Utsey, 5 years; Sgt. Karla Ortiz, 9 years; and Officer Desmond Jones, 7 years.



Terminal Tour for Students

32 students enjoy architectural tour of the sparkling new Tom Bradley terminal addition.

Story and photos courtesy Airports

On July 29, 32 students from the Zeta Rho Foundation enjoyed an architectural tour of the new west section of the Tom Bradley International Terminal at LAX.

The tour was led by Harold Johnson, Principal Public Relations Representative with LAX's Community Relations Dept.

The foundation has an eight-month science, technology, engineering, and math disciplines

and careers mentoring program for middle school students. During June, the program focused on architecture.

Johnson introduced the group to Architect Kevin Handley of Fentress Architects, who described the features of the building. At the Bradley West construction site, Michael Gloria, Assistant Safety Manager for Walsh Austin Joint Venture, took the students and chaperones for a tour through the site, pointing out the architectural features.



The students tour the new Tom Bradley terminal addition.



Michael Gloria, Assistant safety manager for Walsh Austin Joint Venture, leads the students.



The students on the tarmac at LAX.