



## LAX IS HAPPENING™

## FACTS ABOUT MODERNIZING LAX



# NEW TOM BRADLEY INTERNATIONAL TERMINAL ARCHITECTURAL DESIGN

Visitors to this new gateway terminal will appreciate the subtle and conspicuous ways that Los Angeles' unique spirit is vividly captured by the architecture.

### ■ DESIGN GOAL

The intent of Fentress Architects' architectural design for the New Tom Bradley International Terminal (TBIT) is to dramatically improve the passenger experience from curbside to airside in a way that captures the vibrant spirit of Los Angeles and establishes a new, refreshingly convenient functionality.

### ■ DESIGN INSPIRATION

The dynamic design for New TBIT is inspired by the Pacific Ocean on LAX's west side, with a flowing roofline that recalls the rhythm of waves breaking on the beach. An open and spacious Great Hall suffused with natural daylight acknowledges the area's temperate climate, while aluminum ceilings arch over the column-free structure. This creates a single, cohesive, architectural theme that unifies the entire terminal, inside and out.

Numerous meetings were held among community members, planners, and Fentress Architects to identify what primary images come to mind in defining Los Angeles. Among the most common



A southeast exterior view of the New Tom Bradley International Terminal reflect the dynamic design inspired by the Pacific Ocean on LAX's west side, with a flowing roofline that recalls the rhythm of waves breaking on the beach.



The Great Hall, where passengers can choose from a variety of world-class dining and retail offerings. Travelers will experience LAX in a new way with large spaces illuminated with plenty of natural light coming through multistory windows and clerestories.

themes that surfaced were beaches, city, mountains, sunlight, color, escapism, openness, trendsetting, movement, entertainment, and creativity.

With the Los Angeles spirit in mind, and in line with Los Angeles World Airports' (LAWA) commitment to improve the passenger experience, the final design exudes a sense of welcome – as much in the physical and functional realm, as in the architectural expression.

### ■ ENHANCED PASSENGER EXPERIENCE

International departing passengers enter from the airline ticketing/check-in lobby into a new centralized security-screening area that enhances way-finding and leads passengers into a Great Hall, where they can choose from a variety of world-class dining and retail offerings. Travelers will experience LAX in a new way with large spaces illuminated with an abundance of natural light coming through multistory windows and clerestories.

The wave-like form of the roof is intentionally designed for protection from the glare of the sun on the southwest side, while allowing for copious amounts of light on the northeast side. The dining area adjacent to the west window wall offers

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International arriving passengers are guided through an elevated, secured corridor that is open to allow for maximum natural daylight, welcoming passengers to Los Angeles. A majority of the seating in the expansive boarding gate areas will feature integrated power outlets for charging personal electronics.

dramatic views of the airfield and the Santa Monica Mountains in the distance. Two new levels of premier airline lounges, located on upper level terraces that look onto concession areas below, are designed for passengers to escape the bustle.

International arriving passengers are guided through an elevated, secured corridor that is open to allow for maximum natural daylight, welcoming passengers to Los Angeles. The enlarged corridor also allows for changing public art exhibits that introduce travelers to the diverse cultures that call Los Angeles home. Arriving passengers will have shorter waiting periods in expanded customs and immigration control and baggage claim areas. Interactive graphics will welcome passengers to Los Angeles and the United States.

*“The successful LAX of the 21st century will be a consummate host to the world, both seamlessly integrating into its context and embodying the spirit of the place in such a way that it becomes a new, modern landmark by which the region is recognized worldwide.” – Curtis W. Fentress, FAIA, RIBA, Principal-in-Charge of Design of the New Tom Bradley International Terminal.*

### ■ ARCHITECTURE & DESIGN:

Fentress Architects

### FACTS AT-A-GLANCE

- The new facility will be able to process 4,500 passengers per hour, up from the 2011 rate of 2,800 per hour
- Minutes walking from aircraft to curbside: Average of 20 minutes
- Number of boarding gates: 18 gates, of which nine can accommodate new-generation (Group VI) Airbus A380 aircraft simultaneously
- Area of new facility: 1.2 million square feet, doubling the size of the existing Tom Bradley International Terminal
- Length of new facility: 2,335 feet
- Peak height of Great Hall: 110 feet
- Size of Great Hall: 3 football fields
- Structural Steel: 15,500 tons – enough to create one 80-story office building
- Total architecture man-hours: Approximately 500,000 hours
- Total construction man-hours: Phase 1 of the New TBIT Project (2010 to 2013) used a combined total of 569 contractors and LAWA personnel with over 9,903 workers and yielded nearly 6.5 million man-hours
- 47 percent of seats at the boarding gates are integrated with electrical outlets for charging personal electronic devices
- Core and Gates Window Count = Approximately 5,000 windows
- Designed to achieve LEED Silver sustainability rating from the U.S. Green Building Council