



NEW TOM BRADLEY INTERNATIONAL TERMINAL FREQUENTLY ASKED QUESTIONS (FAQS)

Why was the New Tom Bradley International Terminal built?

The original Tom Bradley International Terminal opened in 1984, and was fast-tracked to accommodate the influx of athletes, participants and attendees of the 1984 Summer Olympics held in Los Angeles. Changing technology, dramatic increases in passenger traffic, and the advent of larger (Category VI), new-generation commercial passenger aircraft resulted in the original design of the Tom Bradley International Terminal becoming obsolete.

In 2007, Fentress Architects was contracted to modernize the Tom Bradley International Terminal and create a Midfield Satellite Concourse, as well as develop a masterplan for the modernization of the entire LAX. The first phase of the New Tom Bradley International Terminal, completed in 2013, makes LAX the premier U.S. West Coast airport for international passengers.

Who designed and built the New Tom Bradley International Terminal?

The New Tom Bradley International Terminal was designed by Fentress Architects of Denver, Colorado, and constructed by Walsh Austin Joint Venture of Los Angeles.

What is the design intent of the modernized international terminal?

Fentress Architects, Los Angeles World Airports, and the City of Los Angeles worked together to create an iconic gateway to Los Angeles and the United States. Just as with the well-known iconic arches of the LAX Theme Building, it was decided the new terminal's design must represent the future-focused nature of Los Angeles. Fentress Architects' design was inspired by the overlapping waves of the Pacific Ocean.

The interior focus is on creating a memorable and comfortable passenger experience that returns the glamour to air travel. Passengers are greeted by a speedy and convenient transition through security, while plentiful shopping and dining options await them in the daylight-filled Great Hall.

What is the projected lifespan of the new terminal?

The New Tom Bradley International Terminal has been built to last more than 30 years and has taken into account future growth and development of LAX.

Will the New Tom Bradley Terminal be environmentally friendly?

Yes. The new terminal is designed to achieve LEED (Leadership in Energy and Environmental Design) Silver certification by the U.S. Green Building Council, making it one of the few airport terminals in the United States to achieve this status. Other sustainable features include: sunbathed terminals, water-efficient plumbing fixtures, and expansion of LAX's existing recycling program to cover diversion of 75 percent of construction waste from landfills by designating salvage, reuse, and recycle components. These features reduce not only LAX's impact on the environment, but also save costs to its passengers.

What is the roof made of?

The roof is made of curved aluminum meant to resemble the abstracted form of overlapping waves. Large windows facing away from the sun permit abundant daylight while shielding passengers from glare and heat.

What went into the construction of the facility?

20,000 tons of steel
310,758 square feet of glass
405,405 cubic feet of concrete

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How many floors are in the New Tom Bradley International Terminal?

The concourses contain three floors and the Great Hall has seven floors.

How tall is the Great Hall?

130 feet at grade – 110 feet from the floor of the Departures Level

What is the length of New TBIT? How big is the new terminal in square feet?

The length of the new facility is 2,335 feet. New TBIT is 1.2 million square feet, doubling the size of the original Tom Bradley International Terminal.

Why was the original Tom Bradley International Terminal built?

The original Tom Bradley International Terminal was built as part of an overall \$700 million construction project to overhaul LAX that began in 1981 and was completed in 1984. The project sought to accommodate the increasing number of passengers at LAX due to the rapidly growing popularity of air travel. The modernization of LAX also was a key factor in Los Angeles' candidacy to host the 1984 Summer Olympic Games.

How is construction being financed?

The New Tom Bradley International Terminal is funded through revenues from LAX operations, 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.

Who was Tom Bradley?

Thomas J. Bradley (December 29, 1917 – September 29, 1998) was the 38th mayor of Los Angeles, serving from 1973 to 1993. He was the first African-American mayor of the city, and his 20 years in office marked the longest tenure of any mayor in Los Angeles history. Mayor Bradley contributed to the economic success of the city by championing the development of LAX. The Tom Bradley International Terminal is named in his honor.

How many jobs are being created during the construction of this project?

Considered the biggest public works project in Los Angeles City history, the New TBIT Project is expected to create 4,000 construction-related jobs over the five-year construction schedule from 2010 to 2015. There were 1,400 laborers/craftsmen at peak construction.

How many permanent jobs will be created when construction is completed and the terminal is totally operational?

New TBIT will create nearly 2,000 permanent concession jobs, adding to the existing 3,000 airline, concessions, service providers, federal security and customs/immigration, and airport operations employees.

What is the cost of the project? Why did the project cost increase to \$1.9 billion?

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. Additional scope items have been added to the project since the original design was completed, including the Integrated Electronic Media Systems, additional Airline Club Lounge space, and increased Food and Beverage Concession Areas. Also part of the additional scope, the remaining portion of the building will be renovated over the next two years, and will include a new security screening checkpoint, modifications to the Customs and Border Protection facilities, additional ticketing and check-in facilities, and modifications to the existing outbound baggage system. The New TBIT Project now also includes the demolition of the existing North and South Concourses, and rebuilding the aircraft parking aprons and Taxilanes C-10 and D-10. The building renovation and the additional scope – estimated at \$400 million and budgeted separately under the LAX Capital Improvements Program-Phase 1 – are now integrated into the New TBIT budget to ensure timely completion of the overall project. Total budget for New TBIT is \$1.9 billion.

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How long did it take to build?

The first phase of construction completed in Summer 2013. This includes the Great Hall and the westside boarding gates. The second phase is scheduled to be completed by 2015. This includes new eastside gates, renovated immigration/passport control area, new federal security-screening areas to be relocated to the existing facility's current mezzanine food court area, airline lounges, additional ticketing and check-in facilities, and modifications to the existing outbound baggage system.

What were the MBE/WBE goals for this project? Are they being attained?

Walsh Austin Joint Venture, the construction manager, was committed to a 14 percent Minority/Women-Owned Business Enterprise (M/WBE) participation during the construction phase of the terminal. This commitment is currently exceeded.

How many people will work in the New TBIT?

More than 30 air carriers operate at TBIT. Currently, the existing international terminal supports 3,000

airline, concessions, service providers, federal security and customs/immigration, and airport operations employees, who are all expected to eventually transition from the current to the fully completed terminal. The New Tom Bradley International Terminal's food and beverage, retail and duty free concessions located pre-security screening, as well as in the new Great Hall and new boarding gate concourses will support nearly 2,000 new permanent concession jobs.

Why is there public art at LAX?

The public artworks at LAX are funded through the City of Los Angeles' Percent for Public Art Program, managed by the City's Cultural Affairs Department. This program dedicates one percent of construction costs for city capital improvement projects to public art. The artworks are installed at various locations within the Central Terminal Area, and three major new installations by local artists will be installed in the New TBIT and in renovated sections of the existing terminal as part of the overall New TBIT Project scope.