



LOS ANGELES INTERNATIONAL AIRPORT

Los Angeles, California

Landside Access Modernization Program

Los Angeles World Airports | 2019 – 2020

The LAX Landside Access Modernization Program (LAMP) includes a new Consolidated Rental Car Facility (ConRAC) and a new Intermodal Transfer Facility (ITF West). BNP was tasked with developing and evaluating a series of design concepts to allow for the implementation of remote baggage check-in and remote baggage claim at each of these remote facilities.

BNP surveyed remote check-in and claim operations at airport worldwide to develop an operational baseline for concept development. Concepts surveyed included manual operations, hotel/casino check-ins, baggage delivery services, transit connections, city center operations, and airport off-terminal sites. These surveys included the operations of each of these sites including airline participation, vendor selection, customer fees, and check-in cutoff times.

BNP fully analyzed the inbound and outbound LAX flight schedules for 2018, 2023, and 2028 to develop inbound and outbound baggage demands by airline and terminal, and then further down by domestic and international operations. These demand numbers were then factored by the projected proportion of passengers who would be arriving at the airport at either of the two remote facilities. This allowed the team to develop demands based on time of day for sizing the remote check-in facilities at both the ConRAC and the ITF West.

BNP's design concepts ranged from simple manual vehicle-based systems to fully automated above- and below-grade options to transport baggage from these remote facilities to the Central Terminal Area (CTA) with little human interaction. The simpler, short-term concepts included vehicle transport to each terminal, vehicle transport to a central remote baggage screening pod in the cargo facility, use of the APM for baggage transport, and suspending a BHS infrastructure from the APM guideway. More intensive longer-term concepts included below-grade options involving bored tunnels to the CTA, bored tunnels to a remote baggage screening facility, and the possible use of cut and cover tunnels. Other long-term solutions included above-grade options included a suspended BHS guideway from the ConRAC and the ITF West to the CTA, the use of cargo drones for delivery to the roof of each terminal, and a cable tramway from the remote facilities to the CTA.

With close coordination with LAWA, both short-term (2023), and long-term (2028) concepts were identified. Each of the concepts were fully evaluated based on schedule, capital & operational cost, constructability, and throughput.



ASSOCIATES, INC.

BNP PROJECT TEAM

David Mecartney, Principal
Asher David, Project Director

REFERENCE

Bernardo Gogna
Los Angeles International
Airport
7333 World Way W
855-463-5252
bgogna@lawa.org

SCOPE OF SERVICES

Conceptual Design