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AMERICAN AIRLINES LEASE AND COMMUTER FACILITY IMPROVEMENT PROJECT  
AT LOS ANGELES INTERNATIONAL AIRPORT

**Project Description**

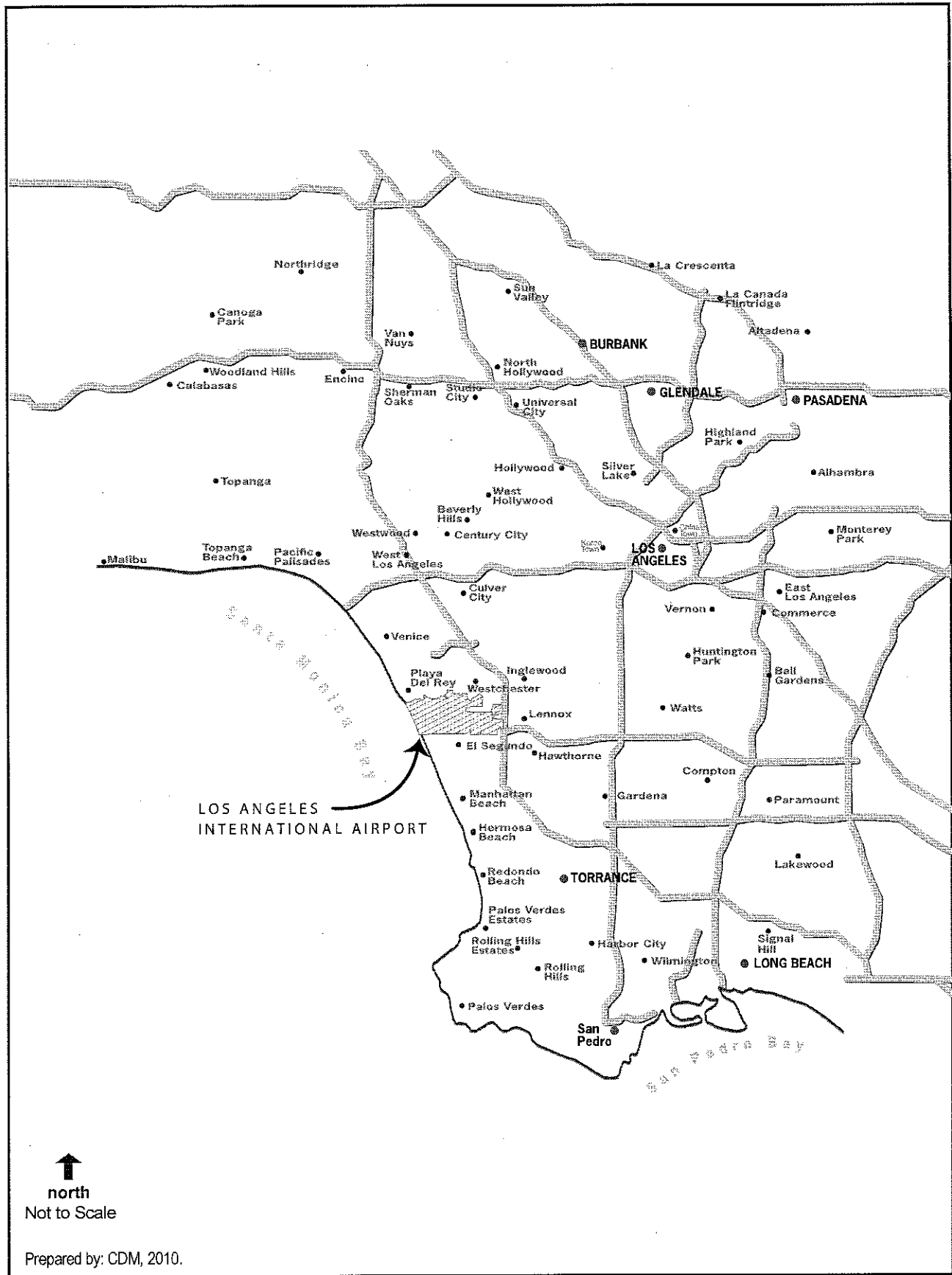
1.0 INTRODUCTION

The project being proposed is a new lease with American Airlines concerning operation of an existing remote passenger holdroom facility (passenger terminal), associated gates and related support structures for regional aircraft operations (commuter facility) at Los Angeles International Airport (LAX). Among other things, the lease includes provisions relating to the improvement of existing facilities at the project site by American Airlines. These improvements consist of an addition to the existing passenger terminal to provide additional passenger holdroom space, related customer service improvements and replacement of the existing administrative building, a new baggage handling/operational support building, a new bus canopy, improvements to three existing contact gates, and the conversion of one non-contact gate to a contact gate. The project site was previously improved for, and formerly operated by, United Airlines, to serve its regional airline, United Express, as a commuter facility. The subject site is now occupied and operated by American Airlines' regional airline, American Eagle. Modification of the project site with the aforementioned improvements would enable American Eagle to more efficiently accommodate the regional aircraft operations that previously occurred at its former facility, which was demolished in 2010 in conjunction with the Bradley West Project. In short, the project involves /modifications to an existing commuter facility at LAX to accommodate the relocation of an existing regional aircraft operation.

2.0 PROJECT LOCATION AND SURROUNDING USES

The project site is located in the eastern portion of LAX. LAX encompasses approximately 3,640 acres and is situated at the western edge of the City of Los Angeles, as shown in Figure 1, Regional Location Map, and is operated by Los Angeles World Airports (LAWA). To the north of LAX is the community of Westchester, to the south is the City of El Segundo, to the east is the City of Inglewood, and to the west is the Pacific Ocean. The predominant land uses surrounding LAX to the north and south are residential and commercial and to the east primarily commercial and industrial. Regional access to LAX is provided by the San Diego Freeway (Interstate 405), a north-south freeway located to the east of the airport, and the Century Freeway (Interstate 105), an east-west freeway located south of the airport. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway and Lincoln Boulevard.

As shown in Figure 2, Project Location Map, the project site is located east of the Central Terminal Area and north of the South Airfield complex in an area used by tenants for maintenance and other activities. Specifically, the site is approximately 500 feet east of Sepulveda Boulevard and 1,500 feet south of Century Boulevard. The project site is currently in use by American Eagle Airlines as a commuter facility. The Los Angeles International Airport Plan (LAX Plan), the City of Los Angeles General Plan Land Use Element that governs uses on LAX, designates the project site and surrounding area as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX A Zone: Airport Airside Sub-Area.



**LAX American Eagle Commuter  
Facility Improvement Project**

**Regional Location Map**

Figure  
**1**



Figure

Project Location Map

LAX American Eagle Commuter Facility Improvement Project

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### 3.0 PROJECT BACKGROUND AND PURPOSE

American Airlines has conducted regional aircraft operations at LAX for many years. These operations are currently operated by American Eagle Airlines (aka, American Eagle). Historically, regional aircraft operations occurred at Terminal 4. Subsequently, American Airlines constructed a commuter facility on the west side of the airport, west of the Tom Bradley International Terminal, with a 16,500-square-foot facility providing passenger holdrooms, operational support space, and 12 contact gates. In conjunction with the expiration of American Airlines' lease covering the commuter facility, and the planned improvements to the Tom Bradley International Terminal by LAWA, American Eagle's operations were relocated to the current project site in January 2010. The Environmental Impact Report for the LAX Bradley West Project<sup>1</sup> anticipated the establishment of a new lease for the relocated operations as well as physical improvements to the facilities then existing at the project site.

The project site was the historical location of the United Airlines commuter facility. The United Airlines facility included 18 gate positions in the general area of the proposed American Airlines leasehold. When American Eagle moved to the project site in January 2010, operations included use of the existing passenger holdroom facility and support structures as well as six contact gates. Subsequently, American Airlines made improvements to the site under their existing Uniform Terms and Conditions Letter. These improvements included the development of three contact gates and one remote gate, all to the north of the original six contact gates, and the use of two trailers for additional passenger hold room facilities. The purpose of the proposed project is to improve the level of customer service and overall travel experience for passengers traveling through the existing commuter facility by improving three of the gates and converting the remote gate position to a contact gate position, adding passenger holdroom facilities as well as administrative and operational support space, and building a new bus canopy.

### 4.0 DESCRIPTION OF THE PROPOSED PROJECT

#### 4.1 Existing Operations and Facilities

Since January 2010, American Eagle has been operating at the current project site under a Uniform Terms and Conditions Letter from LAWA. This letter allows use of the premises for the purpose of conducting regional aircraft operations. The existing leasehold consists of the following facilities:

- 16,336-square-foot passenger terminal
- Two trailers, totaling 2,880 square feet, providing additional hold room space
- 6,510-square foot modular administrative building
- 6,375-square foot sprung structure housing a baggage carousel
- 3,226-square foot metal building, used for cabin services and meals storage
- 6 contact gates with covered walkways extending from the existing passenger terminal
- 3 contact gates with covered walkways extending from two existing trailers

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<sup>1</sup> City of Los Angeles, Los Angeles World Airports, LAX Bradley West Project Draft EIR, May 2009.

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- 1 unimproved (i.e., remote) gate
  - Bus drop off area

## **4.2 Project Description**

Under the proposed project, American Airlines would conduct regional aircraft operations under a new 10-year lease. Approval of the new lease is a discretionary action by the Board of Airport Commissioners. The new lease requires American Airlines to make improvements to the project site. These improvements are described below.

Under the terms of the new lease, the existing passenger terminal would remain in operation and be improved with the construction of a 16,829-square-foot passenger terminal/administrative building north of the existing building. This addition would add space for passenger holdrooms and related customer service areas (i.e. restrooms and concessions), and would replace the two existing trailer units and an existing modular administration building. The sprung structure currently used for baggage handling would be replaced by a 9,963-square-foot prefabricated metal building in generally the same location. In addition to providing an area for baggage handling, the new building would provide office space and storage associated with aircraft maintenance activities and cabin services. A bus canopy would be built to improve the experience of passengers, who are bused to the facility from Terminal 4 in the Central Terminal Area, by protecting them from inclement weather. The existing nine contact gates would remain in operation. The three contact gates that are currently connected to the trailer units would be connected to the new passenger terminal. The existing remote gate would be converted to a contact gate with the addition of a covered walkway from the new terminal building to the gate. The new improvements are illustrated in Figure 3, Site Plan. The project would require the demolition or removal of the existing administrative building, sprung structure, metal building and two trailers. A summary of the existing and proposed improvements is provided in Table 1.

The project will not result in an increase in employment at the facility. Employees currently park at the American Airlines parking lot on the western side of the airport and are bused to the commuter facility using airside roads. There will be no change to this process as result of the implementation of this project.



**Table 1**

**Existing and Proposed Facilities**

<b>Improvement</b>	<b>Existing Conditions</b>	<b>Future Condition with Project</b>				<b>Total</b>
		<b>To Remain</b>	<b>To be Removed</b>	<b>New</b>	<b>Net New</b>	
<b>Structures (conditions in square feet)</b>						
Existing Commuter Terminal Building	16,336	16,336				16,336
Existing Administrative Building	6,510		6,510			0
Existing Sprung Structure	6,375		6,375			0
Existing Metal Building	3,226		3,226			0
Existing Terminal Trailers	2,880		2,880			0
New Terminal/Administrative Building				16,829		16,829
New Prefabricated Metal Building				9,963		9,963
<b>Total</b>	<b>35,327</b>	<b>16,336</b>	<b>18,991</b>	<b>26,792</b>	<b>7,801</b>	<b>43,128</b>
<b>Other</b>						
Bus Canopy (square feet of canopy)				2,492	2,492	2,492
<b>Gates</b>						
Contact Gates	9	9		1		10
Remote Gates	1		1			0
<b>Total</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>

Source: Rivers & Christian, 2011.