

# LAX — Past, Present and Future

LAX first began commercial operations in 1946, and had already served over a million passengers by the following year. Over the years, air traffic has rapidly grown. Yet, the last modernization of LAX took place in the early 1980s when a new international terminal, second level roadway, and several parking structures were built. These changes occurred, in part, to prepare LAX for visitors to the 1984 Olympics, but they were also made to help ready the airport for a steady rise in annual passenger demand.

The 1980s' additions to LAX were designed so that the airport could comfortably handle up to 40 million annual passengers (40 MAP). LAX does not have the legal authority to stop growth at the airport. Today, LAX is severely challenged as it struggles to accommodate 64 MAP, a number expected to increase by 40% within the next 15 years. Freeways and roads to LAX are jammed as are the terminals, parking structures and baggage areas.

Because it has the legal responsibility to plan for the future, Los Angeles World Airports (LAWA) — the City department which owns and operates LAX, Ontario, Palmdale and Van Nuys airports — is now engaged in a crucial Master Plan process. This comprehensive planning process addresses the need for LAX to grow intelligently, so that it can effectively manage the rising demand for its services. It also emphasizes LAX's unique role in a five-county region in which all airports must assume responsibility for meeting their share of growing air traffic needs.



*LAX in mid 1920's*



*LAX today*