

**2.1 PROJECT DESCRIPTION**

The Korean Air Cargo Terminal Improvement Project proposes to construct additional warehouse and office space, and create a more efficient truck loading and docking area at the existing Korean Air facility at Los Angeles International Airport (LAX), 6101 West Imperial Highway (see **Figure 2-1** and **Figure 2-2** for the project location). Specifically, the improvements include:

- a) The addition of 16,350 square feet of warehouse space, the addition of 8,800 square feet of office space, and the conversion of 6,657 square feet of existing office space to warehouse space on the south side of the existing 126,123 square foot facility (see **Table 2.1-1**). After construction the office would encompass 34,376 square feet (a net increase of 2,143) and the warehouse 149,130 square feet (a net increase of 23,007). The entire facility would have a square footage of 183,506 (a net increase of 25,150 square feet);
- b) The construction of a new, two-story office and lobby space located in the front, center of the new addition on the south side of the existing facility; and
- c) The remodel of the existing truck docking area to include a total of 30 fully operative docks including two bypass docks, one each at the west and east ends of the building.

The addition would be constructed by expanding the existing structure approximately 50 feet south, onto an area that is mostly paved, but which also contains a small landscaped area. This landscaped area in front of the cargo terminal would be removed, and new landscaping would be installed at the southeast corner of the truck maneuvering area and the east entrance area of the terminal. Security-monitoring systems throughout the cargo terminal building would be upgraded in order to meet Department of Homeland Security requirements.

**TABLE 2.1-1  
SQUARE FOOTAGES**

	Existing Square Footage	Proposed Square Footage	Total Added	Percent Increase
Office	32,233	34,376	2,143	6.6%
Warehouse	126,123	149,130	23,007	18.2%
Total	158,356	183,506	25,150	15.9%

**2.2 PROJECT PURPOSE AND NEED**

The specific goals and objectives of the proposed Korean Air Cargo Terminal Improvement Project are to:

- Facilitate a more efficient handling of cargo;
- Contribute to improved productivity and customer service;
- Create a safer work environment;
- Create a more energy efficient and environmentally friendly building;
- Reduce traffic congestion and emissions associated with truck operations; and
- Improve safety and security of cargo stored at the site and upgrade access control systems to meet aviation security requirements.

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The Korean Air Cargo Terminal was built and opened for business in 1981/1982. Since that time, only minor improvements and security enhancement measures have been done by Korean Air and LAWA.

Korean Air is currently challenged to provide prompt service to its customers which in turn results in extensive truck queues, longer idling times, and inefficient vehicle circulation. The proposed warehouse enhancement includes reconfiguration of the existing truck docks which would increase the number of operating docks and cargo handling space available to accommodate existing truck traffic. The new docks would be equipped with power-operated doors and dock levelers and pavement would be resurfaced for better truck maneuvering. These improvements would facilitate a more efficient movement of trucks and result in reduced idling times and vehicle emissions, and improved vehicular circulation at the site. Additionally, the creation of a customer service oriented office and service booth – one for imports and one for exports – would further improve customer service at the facility.

Inside, the existing warehouse does not provide sufficient space for efficient operation of freight handling services. There is inadequate area for import cargo breakdown and staging for build-ups, the location of conventional storage racks is cramped, and cargo is often commingled. The addition of square footage would provide for a more efficient layout of internal systems. Namely, by extending the existing conventional rack system and adding a third level to the ETV system more work space would be created and cargo could be removed from the floor. Furthermore, the increased space and new safety oriented interior design would provide a safer work environment for employees reducing the likelihood of forklift accidents and worker injuries.

The new facility also includes many environmentally friendly upgrades like modernized energy saving and efficient lighting, a new air-conditioning system for the office area, upgraded ventilation system for the warehouse, and modernized energy saving windows.

Finally, the existing warehouse facility is challenged to control access from landside to secure areas of the airport (also known as the AOA area). The new building space would be designed for maximum security, and upgrades to the existing security system would bring the facility into compliance with current Department of Homeland Security regulations.

Implementation of the Korean Air Cargo Terminal Improvement Project would meet the goals and objectives listed above and provide a state of the art terminal enabling Korean Air Cargo to meet the demands of its customers and the cargo industry.

### 2.3 EXISTING FACILITIES DESCRIPTION

#### Existing Facilities

Korean Air's current facility houses a 126,123 square foot warehouse, and 32,233 square feet of office space (see **Figure 2-3**). The existing warehouse includes 23 truck docks (16 operational and 7 inoperative), two docks with power operated rollers, a refrigeration storage area, a freezer, a dangerous goods storage area, and a secured storage area for high-value goods. Seven of the existing truck docks are inoperative due to either improper design or lack of truck wells, and one additional dock with power operated rollers located at the west end of the terminal is currently used as a bypass dock (dock 37). Specifically, door 23, the south facing bay between dock 10 and 11, is at ground level and does not have a truck well. In addition, this bay has been barricaded inside the warehouse with steel railing rendering it useless for cargo operations. Docks 17 and 18, which face south, are located toward the east end of the building and are not functional because of insufficient maneuvering space due to the location of a restroom inside the warehouse. The wall of the restroom is perpendicular to docks 17 and 18 and

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is approximately 18 feet from the door openings. The limited amount of space for cargo loading and unloading equipment to operate at these docks leaves them unusable. Door 19, which is located in the same constrained corner of the building as docks 17 and 18, faces east and does not have a truck well. When the building was original built these three doors (17, 18, and 19) were referred to as "Cattle Truck Docks" when Korean Air Cargo routinely transported live animals. Doors 20-22 also do not have truck wells.

### Existing Equipment

Equipment used on the premises includes: two ETV's (electric), one mobile loader (electric), three main deck loaders (diesel), one lower deck loader (diesel), five transporters (diesel), twenty-seven fork lifts (3 diesel, 24 propane), two belt loaders (diesel), three bob tail trucks (gas), one cargo truck (gas), two cargo vans (gas), one pick up truck (gas), two stair truck (diesel), one manual stair truck, one sweeper (propane), one tug car (gas), two G.P.U.'s (diesel), one boom lift (gas/propane).

### Current Operations

Korean Air Cargo's operating hours are as follows:

**TABLE 2.3-1  
OPERATING HOURS**

Import	06:00 – 24:00
Export	06:00 – 02:00
Total	20 hours/day, 7 days/week

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The facility receives a mix of truck and passenger cars seven days per week. A recent survey of vehicles visiting the site, excluding employee cars, resulted in a total of 1,396 vehicles/week (imports and exports). Korean Air Cargo does not maintain a breakdown of trucks and passenger cars visiting the terminal, however, they estimate a ratio of 70% trucks to 30% passenger cars. **Table 2.3-2** shows the vehicle trips broken down by time of day.

**TABLE 2.3-2  
VEHICLE TRIPS (AVERAGE 11/13 -11/19)**

Imports								
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
06:00 – 08:00	6	4	7	6	9	20	2	54
08:00 – 10:00	10	10	17	11	12	4	16	80
10:00 – 12:00	18	19	16	24	19	20	17	133
12:00 – 14:00	15	14	15	17	15	16	10	102
14:00 – 16:00	13	12	14	12	12	20	12	95
16:00 – 18:00	12	8	9	10	13	9	14	75
18:00 – 20:00	11	12	8	6	8	2	14	61
20:00 – 22:00	10	6	7	5	4	2	5	39
22:00 – 24:00	5	11	8	8	8	7	10	57
Total	100	96	101	99	100	100	100	696
Exports								
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
06:00 – 08:00	10	10	10	10	10	15	15	80
08:00 – 10:00	7	5	7	7	7	10	10	53
10:00 – 12:00	5	7	5	5	5	5	5	37
12:00 – 14:00	5	7	5	5	5	5	10	42
14:00 – 16:00	5	5	5	5	5	17	27	69
16:00 – 18:00	20	20	20	20	20	20	15	135
18:00 – 20:00	35	33	35	35	35	15	10	198
20:00 – 22:00	10	10	10	10	10	10	5	65
22:00 – 24:00	3	3	3	3	3	3	3	21
24:00 – 02:00	No customers served during this time.							
Total	100	100	100	100	100	100	100	700

Current Aircraft Operations are as follows:

**TABLE 2.3-3  
AIRCRAFT OPERATIONS**

Freights per week	16
Average ground time per aircraft	2.5 hours
Average weight of cargo shipped (Oct 2006)	Import – 85,764 kg; Export 31,300 kg
Total weight per week based on 16 freights	1,873,024 kg

**2.4 PROPOSED FACILITIES DESCRIPTION**

**Proposed Facilities**

The proposed 25,150 square foot addition to the Korean Air Terminal warehouse would facilitate replacing the two existing Elevating Transfer Vehicles (ETV), replacing an existing mobile loader with a new hydraulic powered mobile loader for cargo loading and unloading through the nose door, and upgrading the existing bi-level ETV racks with tri-level ETV racks. As a result, the current 104 racks in the warehouse would be increased to a total of 156 racks; thereby facilitating a more efficient movement and secure storage of cargo at the site. The project would also provide space for additional conventional racks for loose cargo.

The project proposes demolishing the existing ground level office and lobby area located at the west wing of the building, to install eight truck dock positions. Another four truck docks are proposed for installation in the existing east wing of the warehouse. As result of the remodel, there would be a total of 30 truck docks at the facility, including two bypass docks, and the docks would each be equipped with power-operated doors and dock levelers. A redesigned parking lot for employees and customers is also proposed, consisting of improved space demarcations to better facilitate vehicle maneuvering, upgraded signage, a new security guard post at the terminal entrance for more efficient control of vehicle access and new exterior lighting for night operations.

The Korean Air Cargo Terminal Improvement Project also proposes to create a new office area. A new 8,800 square foot, two-story office area would be constructed in the center of the south (front) side of the facility (see **Figure 2-4**). The existing 6,657 square foot office and lobby area on the ground level at the west end of the facility would be converted to warehouse space. Consequently, the new office space would result in 2,143 square feet of additional office space above what is currently at the facility. The new offices would be incorporated into the proposed 25,150 square foot addition on the south/front of the building.

Several other improvements to the interior of the facility are also proposed. The eleven existing workstations would be replaced, and five new workstations would be installed. An upgraded ventilation system for the warehouse and air-conditioning for the office space would be installed, as well as ADA-compliant restrooms, new customer service booths, an employee lunchroom, a new paging system, and a new fire sprinkler system. Other warehouse improvements include: replacement of the existing power roller deck, replacement of the existing mobile loader, new weighing scales, installation of a new freezer and cooler, and installation of additional storage racks in the existing refrigeration area. Additionally, the security system for the entire facility would be upgraded to be in compliance with all applicable regulations.

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### Proposed Operations

Operations and office hours would remain the same at the upgraded facility - 20-hours per day, from 6:00 a.m. to 2:00 a.m. the following day, seven days a week. Though initially the site would continue to receive 16 freights and approximately 1,400 vehicles per week this number could change.

The exact amount of fluctuation will depend on the Asian Pacific Rim future economy, markets, and Korean Air's flight operation strategy under the approved Master Plan. In 2002, LAX serviced 2 million annual tons (MAT) of cargo and LAWA projects LAX would accommodate approximately 3.1 MAT of cargo by 2015. LAWA's projected tonnage growth rate is based on an annual 5% increase in the total amount of cargo it serviced at LAX. If we apply the 5% increase to Korean Air they would accommodate approximately 143,445 MAT at LAX in 2015.<sup>1</sup>

Korean Air currently has no plan to increase or decrease the number of flights to/from LAX. By operating 16 modernized freighters weekly to/from LAX without stopping at other stations for loading/unloading, Korean Air would more than meet the demands of their projected 2015 MAT. Flight operation plans would be adjusted depending on market demand. Similarly, the amount of trucks and cars traveling to the Korean Air terminal will depend on the types and amount of cargo that is airlifted in the future.

### CONSTRUCTION

Construction would begin in late 2007, upon receipt of approvals, and would occur over an approximately twelve month time period. All construction activities would occur in accordance with the hours set forth in the City of Los Angeles Municipal Code. Construction could occur between the hours of 7:00 a.m. and 9:00 p.m. on Monday through Friday; between the hours of 8:00 a.m. and 6:00 p.m. on Saturday; and no construction would occur on Sunday.

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<sup>1</sup> Based on a recent 5 year average of 95,630 MAT of cargo handled at the Korean Air LAX terminal.