



Airports Development

Executive Management

Program Status Report



October 31, 2013



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ELEMENT OVERVIEW

Purpose

This report is a tool to provide status of the Capital Projects for the Airports Development Group. The report presents status per project followed by the Master Program Schedule, a Financial section with Budget, Cash Flow and Change Orders, OCIP, MWBE/DBE, and a section listing Projects in Definition.

Airside Element

The Airside Element consists of multiple projects necessary for accommodating the movement of large aircraft between the north and south runways; reconfiguring traffic movement to accommodate the Tom Bradley International Terminal (TBIT) expansion and modernization program; and provide airfield improvements as required by Airfield Operations, the Federal Aviation Administration and other Federal and State regulatory agencies.

Bradley West Element

The Bradley West Element provides for certain improvements identified in the approved LAX Master Plan, specifically related to development of new aircraft gates at the Tom Bradley International Terminal. The new gates will support the airport's ability to effectively and efficiently accommodate new large aircraft, such as the Airbus A380, Boeing 747 and Boeing 747-8. In addition, the project calls for substantial improvements related to the concourses and central core area of the Tom Bradley International Terminal, including:

- construction of new north and south concourses at the terminal, west of the existing concourses, which would be removed;
- construction of eight aircraft gates and associated loading bridges and apron areas, along the west side of the new terminal concourses;
- relocation and consolidation of existing aircraft gates along the east side of the Tom Bradley Terminal;
- renovation and enlargement of the existing U.S. Customs and Border Protection areas within the central core of the terminal; and
- construction of the secure passenger corridors between Terminals 3 and 4, and the Bradley Terminal.

ELEMENT OVERVIEW - Continued

Central Utility Plant (CUP) Replacement Element

The CUP Replacement Element includes replacing the existing CUP, constructed in 1961, and the co-generation facility, brought into service in 1985, which are considered obsolete and inefficient relative to present-day technology, the distribution network between the CUP and the terminals, and various mechanical/electrical infrastructure improvements within the terminals.

Utilities and Infrastructure Element

These capital improvement projects implement critical utility and infrastructure that support the Terminal and Airport operations within the Central Terminal Area (CTA).

Landside Element

The Landside Element undertakes capital projects designed to provide for the efficient and effective movement of people through the airport; and to provide convenient parking for individuals using the airport. Landside projects are typically related to parking lots, public transportation, train stations, tank farms, warehouse and cargo areas and access roads and perimeter fencing.

Residential / Soundproofing Element

LAWA has implemented a voluntary Airport Residential Soundproofing Program (RSP) for aircraft noise impacted areas in the City of Los Angeles. This program is for impacted homes adjacent to the Los Angeles International Airport (LAX) and Van Nuys (VNY). Funds under this program do not include Grant funding provided to other jurisdictions for residential soundproofing projects.

ELEMENT OVERVIEW - Continued

Terminals Element

Most of LAX's Terminals have been serving their purpose without major renovations or modernization efforts over the years. As needs change, the Terminal spaces and structures need repairs, upgrades, modernization, and standardization to satisfy these changing demands. From modernizing elevators and escalators with standardized devices to updating fire/life safety systems, the Terminals Element is focused on implementing these necessary improvements. The Project Status Section for the Terminal Element is revised to report on three types of projects:

- o Terminal-wide Improvements that typically consist of similar types of work implemented across two or more terminals, such as the Elevator and Escalator Program, the IT/MPOE Room Project, and ADA Enhancements;
- o Terminal-specific Improvements which typically address the enhancement and/or renovation of one or more parts of a specific terminal, such as the Terminal 2 Improvement, Terminal 3 Improvement, etc.; and
- o Tenant Improvement Projects that are typically a complex series of interrelated efforts, managed directly by the Tenant with close collaboration of LAWA, the Airlines and Concessions staff.

Work in Progress

This section lists the projects that are in various stages of pre-development. Typically, these projects represent efforts for which LAWA has committed funding for the design; not the construction. A project in this category will experience variability as the design is refined. If approved, projects in Work in Progress will be moved into the appropriate execution element. If not approved, projects will be dropped from this report.

AIRSIDE ELEMENT - Taxilane 'S' (M204A)

Project Description

This project undertakes the relocation of certain ancillary and support facilities and constructs a 3,785-foot long Taxilane to connect Taxiway 'B' on the south and Taxiway 'E' on the north. Taxilane 'S' will be constructed as part of a 400-foot wide Portland Cement Concrete (PCC) paved strip which will be the first part of the future Dual Taxilane / Taxiway System between the proposed Midfield Satellite Concourse and the Tom Bradley International Terminal. The centerline is located 242 feet west of the existing Taxiway 'Q' centerline. A 169-foot-Object Free Area (OFA) will be provided on the east side of the Taxilane 'S' centerline in accordance with the FAA approved Airport Layout Plan (ALP). This construction also includes the relocation of fuel lines and other utilities, all grading, airfield signage and lighting, construction of LADWP power and communication ductbanks; and the LAWA power and communication ductbanks. Additionally, Taxiway D will be extended approximately 1,000 feet west from Taxiway Q.

The project also includes the construction of approximately 60,000 square yards of pavement and associated drainage covering the aprons on the west side of the north and south Concourses as well as the apron west of the Bradley Core. This apron construction includes all grading, utilities and airfield signage; construction of LADWP power and ductbanks; and the LAWA power and communications ductbanks.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

All work is complete and all taxiways are open and in operation.

Budget Status

The contractor has submitted a group of large potential overall project impact claims. ADG is evaluating these claims for merit and it appears this project will complete over budget.

Schedule Status

Substantial completion occurred June 30, 2012.



AIRSIDE ELEMENT - Taxilane 'S' (M204A) - Continued

Issues

The contractor has submitted a group of large potential overall project impact claims. ADG is evaluating these claims for merit and it appears this project may complete over budget.

This project has received a Grant Amendment increasing AIP Grants #62 and #63 by 15% based upon ADG request and submitted change order documentation. This resulted in unanticipated recovery of approximately \$6.05M in federal funding. Final Outlay has been transmitted to FAA for reimbursement and Final drawdown and closeout of these Grants is proceeding.

AIRSIDE ELEMENT - Taxilane 'T' (M306A)

Project Description

The enabling project for the Taxilane T Program is the Demolition of Low Bay Hangar and Sky Chef Building and Deluge System Modifications Project. This consists of the demolishing the Low Bay Hangar and Sky Chef building floor slabs and foundation within the footprint of the hangar and building. Additionally, the Deluge System Modifications includes demolition of three (3) storage tanks, the entire fire pump structure and supply system, and construction of a new deluge system consisting of fire water storage tank, pump building, deluge system pumps, and associated utility services.

The Taxiway T - Phase 1 project is the southern segment of Taxiway T, which will ultimately construct a 3,166 foot long taxiway to connect Taxiway 'C' on the south and Taxiway 'D' on the north. The Taxiway T - Phase 1 work includes the southern 200 foot long portion of the taxiway construction consisting of approximately 75,000 square yards of Portland Cement Concrete (PCC), associated lighting, utilities and service road at Los Angeles International (LAX). This project also includes approximately 36,000 square yards of RON apron PCC, associated improvements and Taxilane R-1 and Taxilane C-12 connector ramps onto the American Airlines (AAL) leasehold. Also includes hauling and placement of fill at Continental City Drive site.

The final component is the Taxiway T - Phase 2. The work includes demolition of the existing American Airlines/Qantas maintenance hangar and completion of the remaining pavement Northern taxiway portion and utility work to achieve continuous alignment of the new taxilane between Taxiways C to the south and D to the north.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is complete.

Construction Progress

Demolition of Low Bay Hangar and Sky Chef Building and Deluge Systems Modifications Project:
Evans Brothers Inc. substantially completed the construction of this enabling project on March 15, 2013; and LAWA's Final Acceptance of the contract was filed at the County Recorder's Office on June 3, 2013.

Taxiway T – Phase 1 Project:

The Board awarded the construction contract to Coffman Specialties on April 2, 2013; and NTP for mobilization was issued on May 13, 2013. The NTP for field construction of Taxiway T and apron work was issued on September 9, 2013; and pavement demolition is underway.



AIRSIDE ELEMENT - Taxilane 'T' (M306A) - Continued

Budget Status

The project is tracking on budget.

This project is eligible for 75% FAA reimbursement under the existing MOA/LOI.

Schedule Status

Project is tracking on schedule.

Issues

Demolition of Low Bay Hangar and Sky Chef Building and Deluge Systems Modifications Project:
A subcontractor for the construction contractor Evans Brothers Inc. has submitted a formal claim for damages. The matter is with Legal for final determination.

AIRSIDE ELEMENT - Runway 25R & Taxiway B East End Rehabilitation & Taxiway C Extension (A012A)

Project Description

The purpose of the project is to rehabilitate the deteriorating concrete pavement at the east end of Runway 25R/7L and Taxiway B. The project will include full reconstruction of the Runway 25R from the east end of the runway to Taxiway F. The 50-foot wide main wheel gear section of Runway 25R will be reconstructed from Taxiway F to Taxiway N. The project will also reconstruct the east end of Taxiway B from Taxiway F to the eastern end of Runway 25R. In May 2013, LAWA Management revised the project scope, which deleted the TWY C extension, Air Freight 8 demolition, and extended grading operations 1000 feet beyond the end of Runway 7L.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The Design is 100% complete.

Construction Progress

The Board approved the Authorization to Advertise for construction bids during the September 17, 2013 meeting; and the Advertisement for Bids is anticipated in November 2013. FAA Reimbursable Agreement for construction services was approved at the October 15, 2013 Board meeting.

Budget Status

The project is trending on budget.

Schedule Status

The schedule is being revised to reflect the revised implementation scenario described in the Issues (below).

Issues

This project was planned to be bid and constructed in conjunction with the Southside Runway 25R/7L RSA project. LAWA Management has directed ADG to revise the plans to potentially de-couple the Runway 25R/7L and Taxiway B Rehabilitation work from the west end Runway 25R/7L RSA work. This is due to concerns that the existing Runway 25L pavement may not be able to take the increased aircraft traffic loads during the full Runway 25R/7L closure necessary to perform the rehabilitation work. ADG is revising the design drawing to potentially bid the west end Runway 25R/7L RSA work at this time and deferring the east end Rehabilitation work until a later date when the condition of the Runway 25L pavement can be evaluated and remediated.

AIRSIDE ELEMENT - Runway Safety Area Improvements Project - South Side (A014A)

Project Description

This project will make improvements to the Runway Safety Area (RSA) on the west end of Runway 7L/25R, to meet FAA Standards and meet Federal mandated improvements by end of 2015. The project will extend the west end of Runway 7L/25R by approximately 850 feet to provide the full 1,000 feet clearance requirement for the RSA. This project will also require demolition of existing taxiway connector B16, grading, construction of new runway and taxiway pavement, associated storm drains and electrical utilities, pavement markings and striping, airfield lighting modifications, installation of new airfield lights, Navaids relocation, barricades, blast fence and other specialty items.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The Design is 100% complete.

Construction Progress

The Board approved the Authorization to Advertise for construction bids during the September 17, 2013 meeting; and the Advertisement for Bids is anticipated in November 2013. FAA Reimbursable Agreement for construction services was approved at the October 15, 2013 Board meeting.

Budget Status

The project is trending on budget.

Schedule Status

The schedule is being revised to reflect the revised implementation scenario described in the Issues (below).

Issues

This project was planned to be bid and constructed in conjunction with the Southside Runway 25R/7L RSA project. LAWA Management has directed ADG to revise the plans to potentially de-couple the Runway 25R/7L and Taxiway B Rehabilitation work from the west end Runway 25R/7L RSA work. This is due to concerns that the existing Runway 25L pavement may not be able to take the increased aircraft traffic loads during the full Runway 25R/7L closure necessary to perform the rehabilitation work. ADG is revising the design drawing to potentially bid the west end Runway 25R/7L RSA work at this time and deferring the east end Rehabilitation work until a later date when the condition of the Runway 25L pavement can be evaluated and remediated.

AIRSIDE ELEMENT - ONT Runway 8L RSA Improvement (A019A)

Project Description

The project will provide a FAA standard Runway Safety Area (RSA). The improvements consist of: Regrading portions of the RSA, relocating portions of the service roads at perimeter service area gates, and extending the concrete cover on top of the West Cucamonga Channel. Additionally, portions of impacted areas will require perimeter fencing realignment.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

The bids were received on October 24, 2013 and have been reviewed. It is anticipated the recommendation to award the construction contract will be presented to the Board in December 2013.

Budget Status

LAWA received an FAA AIP grant for 80% of the construction cost for this project in September 17, 2013.

The project is tracking on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

BRADLEY WEST ELEMENT - Bradley West Gates (M201A)

Project Description

The project consists of the construction of new double-loaded North and South Concourses at Tom Bradley International Terminal (TBIT) and IWBT. The configuration of the concourses will be based upon the approved aircraft parking layout consisting of nine (9) A380 gates and five (5) Airplane Design Group (ADG) V gates and three (3) narrow-body gates. In addition, the work will consist of constructing approximately 540,000-sq. ft. of space for passenger services (concessions, toilets etc.), building systems (mech/elect/plumbing), building maintenance, airline operations, retail/food service concessions, concessions storage areas, back of house secured circulation space and airline lounges. The project will also include Building Systems (pedestrian transportation systems, HVAC, electrical and plumbing, drainage, lighting), Telephone System, Life Safety Systems (PA and smoke/fire detection, alarm and sprinkler) and Terminal Systems such as Electronic Visual Information Display System (EVIDS), baggage conveyance, building management systems, access control, intrusion alarm, etc.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

The Bradley West Terminal became operational on September 18, 2013; and a Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project.

Budget Status

With the project now approaching final acceptance, a concentrated effort is underway to close out outstanding issues and to negotiate them to bring the final project cost within budget. LAWA has received a significant number of change orders, which are progressing through the merit review and negotiation phases.

BRADLEY WEST ELEMENT - Bradley West Gates (M201A) - Continued

Schedule Status

Early Operation of Gate 134

Target Date: 08/01/12 Actual Date: 8/26/12

Operation of North Concourse (West Gates):

Target Date: 01/03/13 Actual Date: 02/25/13

West Gates Substantial Completion

Target Date: May-2013 Actual Date: 9/18/13

Issues

The Bradley West Terminal became operational on September 18, 2013; and a Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project.

BRADLEY WEST ELEMENT - Bradley West Core Improvements (M203A)

Project Description

This project will provide improvements to the Federal Inspection Service (FIS) facilities in Tom Bradley International Terminal (TBIT) and allow for the development of new 693,000-sq. ft. improved departure level (post security) passenger amenities, including new restrooms, concessions, airline lounges, and administrative offices within TBIT's existing north and south concourses; renovates TBIT Phase 0, and included is the Integrated Environmental Media System (IEMS) which employs cutting edge technology to create an iconic passenger experience.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

The Bradley West Terminal became operational on September 18, 2013; and a Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project.

Budget Status

With the project now approaching final acceptance, a concentrated effort is underway to close out outstanding issues and to negotiate them to bring the final project cost within budget. LAWA has received a significant number of change orders, which are progressing through the merit review and negotiation phases.

Schedule Status

Milestone #3 – New Core Construction Complete
Target Date: May-2013 Actual Date: 9/18/13

Issues

The Bradley West Terminal became operational on September 18, 2013; and a Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project.

BRADLEY WEST ELEMENT - Bradley West Traffic Mitigations -World Way South/Center Way (M203C)

Project Description

This project will allow for the mitigation measure related to the Bradley West Project EIR to be implemented at this intersection, specifically widening World Way South at the approach at Center Way to provide an additional right turn lane. In addition, this project will address additional opportunities for improvements to the intersection, including adjustments to curb radii to allow for better and safer turning of vehicles, upgrades to the ADA access ramps to bring them to current standards and other miscellaneous and related improvements.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

This project has been combined with the Second Level Roadway (SLR) and the New Face of the CTA (NFCTA) Phase 2 Construction Management At Risk (CMAR) Procurement. The CMAR RFP was released on July 24, 2013. The pre-proposal meeting was held on August 9, 2013; and the proposals were received on September 19, 2013 and interviews were conducted on October 17, 2013. Potential bidders have been invited to submit their pricing proposals; which are due in November 2013.

Budget Status

The project is trending on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

BRADLEY WEST ELEMENT - Art In Public Places (M308A)

Project Description

The program, part of the City of Los Angeles commitment to the community, commissions local artists to produce original artwork for public places. The City passed a law in 1989 allocating one percent of all capital improvement costs to commission art in public places. The Department of Cultural Affairs administers this program through its Public Art Division, aiming to utilize this one percent to contribute enduring, contemporary art experiences to public facilities in the City.

Planning and Programming Status

The Art Oversight Committee (AOC) reviewed six applications in response to their invitation and selected three finalists: Ball-Nogues Design Studio; Mark Bradford; and Pae White Studio. The Department of Cultural Affairs has initiated contracts with the selected finalists for \$1 million each; and is monitoring the artists' progress with established payment milestones. Ball-Nogues' artwork will be located in the North Light Well; Mark Bradford's artwork will be located in the existing TBIT building, Ticketing Lobby (Mezzanine Level); and Pae White's artwork will be located in the Sterile Corridor.

Design Progress

Ball-Nogues Studio: Lighting related to the artwork is still on hold as the artists' proposed lighting scheme did not meet LAWA's standards and requirements; ADG requested the artists revisit a lighting scheme after the artwork is installed. ADG requested light level readings from Fentress for the existing lighting in the North Light Well. ADG requested the artists hold budget and contingency for a future lighting design, permit, and installation.

Pae White: The artist's team has surveyed all the beams to ensure the brackets fit, with the exception of the beams at the east gates in both the North and South Corridors due to the drywall that is in place until the east gates are operational. ADG inquired with CBP about the possibility of trimming the top portion of the drywall to allow the artist finish surveying the beams.

Mark Bradford: The artist is still working with LADBS and ADG regarding the fire rating issues and is seeking a modification in terms of the fire retardant material. The paneling material will not maintain a Class A fire rating over time, but will depend on environmental variables. LADBS will accept a Class B material. If the fire retardant material does not come into contact with the public or is not exposed to the elements, life expectancy of the coating will last up to 10 years. UV exposure could affect the fire retardant panels; LAWA may need to re-apply flame retardant coating after 7 years.

BRADLEY WEST ELEMENT - Art In Public Places (M308A) - Continued

Construction Progress

Ball-Nogues Studio: The artists are in fabrication mode and committed to delivering the artwork to LAX on September 30. Bi-weekly studio visits to monitor the fabrication progress were conducted through mid-September. The artists completed fabrication by September 12.

Pae White Studio: Due to flight schedules and a limited installation window, the artist's fabricator, Carlson, will pre-string the majority of the brackets off-site. The fabricator will install 5 days/week and pick up days on the weekend as necessary. The fabricator is finalizing the LADBS permit and engineering calculations. The Art Program will conduct a studio visit to monitor the fabrication process in late fall.

Mark Bradford: The artist is conducting fire tests to obtain a LADBS modification for a Class B material rating. The artist expects to apply for a permit by late September or early October. The artist's fabricator, Lexington, expects to begin shop drawings in November. Artwork fabrication is expected to start in January 2014.

Budget Status

Ball-Nogues has received their fourth milestone for completion of artwork fabrication. Pae White and Mark Bradford have received their third milestone payments. This project is tracking to the budget.

Schedule Status

Ball Nogues: Logistics are in place for artwork installation to start October 1, including the approved permit plans, a barricade around the artwork installation site, an approved ASR, equipment rentals, and badging for the artists and their subcontractors. Installation is expected to take two to four weeks.

Pae White: The team held a coordination meeting in early August to review schedule, site constraints, badging, and insurance. Due to flight schedules and a limited installation window, the artist's fabricator, Carlson, will pre-string the majority of the brackets off-site. The fabricator will install 5 days/week and pick up days on the weekend as necessary. The artist's team is in the process of receiving badges.

Mark Bradford: Depending on the TBIT construction process, the Artist's project is anticipated to complete on schedule with an installation occurring in May 2014.



BRADLEY WEST ELEMENT - Art In Public Places (M308A) - Continued

Issues

Once Ball-Nogues' artwork is installed in the North Light Well and we have reviewed how the artwork responds to existing light in the space, we will work towards a resolution on the lighting issue with the artists.

For Pae White, there has been some discussion about the nightly installation window available to Carlson; a four-hour minimum per night is required. Since Carlson is on a fixed budget, they will do as much pre-stringing off site. Our team will need to coordinate closely with Operations on the daily flight schedule and with MSD/Facilities Management on the night cleaning crew.

BRADLEY WEST ELEMENT - Bradley West Core Renovation/East Ramp and Concourse Demo Project (M402A)

Project Description

This project enables the operation and use of the east gates at Bradley West, improves customer service and convenience within the existing Tom Bradley International Terminal (TBIT) core building and improves the terminal's infrastructure to better meet current and future demand. This project represents the last phase of construction associated with the new Bradley West facility where the overall project scope of work includes:

Existing TBIT core renovation, which will include temporary and permanent passenger security screening checkpoints (SSCP);

Apron and concourse demolition and the construction of apron paving; and

Bradley West Connection between the existing TBIT Core to the new Bradley West Core.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

LAWA issued an administrative NTP to the contractor on September 9, 2013. On October 15, 2013 the Board approved the Construction Management at Risk (CMAR) contract; and it is now issued to the contractor. Construction is anticipated to commence in December 2013.

Budget Status

The full value of the CMAR contract with associated allowances was presented to the Board with the recommendation to award the contract; and the budget is updated to reflect the award.

Schedule Status

The project is tracking on schedule.

Issues

None at this time.

BRADLEY WEST ELEMENT - New Face of CTA - Phase 1 (M403A)

Project Description

This portion of the new face of the CTA project takes place at both the Departures and Arrivals level of the Tom Bradley International Terminal (TBIT). Scope at the Departures levels is focused on replacement of existing space frame canopies from over the three terminal entryways and from over the north and south escalator complexes. They will be replaced and augmented with new contemporary canopies along the curbside, at the three main entryways and over the escalators. Work at the Arrivals level will reconfigure and improve the exiting vestibules by demolishing existing planters and paving, raising the general site to street level and installing new lighting, planters and landscaping. The landscaping will include new plant material in planters at the Departures level that overlook Arrivals.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

Construction was completed in June 2013. Punch list and nominal training activities are on-going; and expected to be complete by December 2013.

Budget Status

The project is trending on budget.

Schedule Status

Construction was completed in June 2013. Punch list and nominal training activities are on-going; and expected to be complete by December 2013.

Issues

None at this time.

CUP REPLACEMENT ELEMENT - Central Utility Plant (C001A)

Project Description

The project provides a replacement Central Utility Plant (CUP) to supply heating hot-water and chilled water to the Central Terminal Area (CTA); the required chillers, pumps, generators, boilers and piping to produce and distribute the hot and cold water; and gas turbine driven generators with heat recovery steam generators (co-generation). The project also includes:

Utility Distribution System: This project includes interconnection to existing piping as well as providing completely new services to Bradley West and the existing terminals and the replacement or bypassing of some existing piping.

Demolition: Demolition of the existing CUP, cooling towers, an electrical substation and existing maintenance buildings located at the footprint of the new CUP.

Pump Room upgrades: Pump Rooms in each terminal will be renovated with new chilled and hot water system equipment: Pumps, controls, heat exchangers, variable frequency drives, MCCs, and controls replacing existing equipment of original vintage.

Facility Management and Control System (FMCS): FMCS to be located in the control room and related control equipment to be furnished for installation in the mechanical rooms of the terminals.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Formal training of CUP personnel continues. Classes are typically scheduled on two-days of the week. For some of the systems and equipment, e.g., chillers, the class sessions require a full 40-hour week to complete. The study materials, tests and test grades for the first several weeks of classes have been reviewed and approved; and early test scores indicate a high-degree of knowledge transfer and retainage.

Construction Progress

The team de-commissioned the existing CUP co-generation system in early October 2013, thus allowing the project and LADWP to commence with the removal of electrical equipment from Industrial Station 2299 and the overall renovation of the industrial station building, the mechanical and electrical systems within the building and other upgrades. The renovation of IS-2299 is expected to be completed in approximately 12-months, or November 2014.

CUP REPLACEMENT ELEMENT - Central Utility Plant (C001A) - Continued

Budget Status

This project is tracking to budget.

Schedule Status

The Phase 2 milestone is currently 74-days behind schedule; and mitigation strategies are being developed with the contractor.

Issues

See Schedule Status above.

UTILITIES & INFRASTRUCTURE ELEMENT - Electrical, Communications and Water Utility Ext. - 5th Feeder Project (U020A)

Project Description

This project will construct a new 2x6, 34.5 kV duct bank from the vicinity of the Theme Building, where the new duct bank will tie into the 2x5 power duct bank constructed by the new Central Utility Plant (CUP) Project, to Sepulveda Boulevard to provide the necessary infrastructure to allow LADWP to pull a new 5th Feeder to the airport for increased capacity and a more reliable redundant electrical power source available for Airport use. In addition, this project will install other improvements to include: two short extensions of a LAWA power duct bank and a communications duct bank for future use; a reclaimed water line to Sepulveda; the extension of a 24-inch fire waterline to Sepulveda; and the extension of a 16-inch domestic water line to Sepulveda.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The Board approved funding for design in April 2013. A design kick-off meeting took place in May 2013. Underground site investigations were conducted via Ground Penetrating Radar (GPR) in May and June 2013 and incorporated into the final pothole bid package.

In addition to furthering the 5th Feeder design, the design consultant is developing consolidated layouts for the existing and new utilities between runways as part of the 5th Feeder project scope for engineering and construction services. The design consultant has submitted their in-progress review drawings set for the consolidated utility layouts for the primary utilities between the runways as included in the 5th Feeder project scope for engineering and construction services. This additional scope is scheduled to be ready by the end of November 2013.

Construction Progress

No construction contract awarded.

Budget Status

The project is tracking on budget.

Schedule Status

LAWA is coordinating with the Department of Water and Power (DWP) during the design process to establish a definitive schedule for completion.

Issues

None at this time.

LANDSIDE ELEMENT - Second Level Roadway Expansion Joint and Deck Repairs (L008A)

Project Description

This project provides for the repair and replacement of aging structural expansion joints on the Second-Level Roadway (SLR) in the Central Terminal Area (CTA). An expansion joint is an assembly designed to safely absorb the heat-induced expansion and contraction of adjoining concrete slabs. Specifically, this project will replace and repair joints and deck frames as recommended in the Caltrans bridge inspection report.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is complete. The RTI has been issued by the Department of Building and Safety for this project on October 17, 2013.

Construction Progress

This work is combined with the Traffic Mitigations and New Face of the CTA Phase 2 projects. The Construction Management at Risk (CMAR) RFP was released on July 24, 2013. The pre-proposal meeting was held on August 9, 2013; and the proposals were received on September 19, 2013 and interviews were conducted on October 17, 2013. Potential bidders have been invited to submit their pricing proposals; which are due in November 2013.

Budget Status

The project is tracking on budget.

Schedule Status

The project is tracking on schedule.

Issues

None at this time.

LANDSIDE ELEMENT - Coastal Dunes Improvement Project (L012A)

Project Description

This project proposes to restore the coastal dunes to a more natural state by removing existing pavement from certain abandoned streets and sidewalks and planting and/or seeding of native coastal plants. This project is a requirement of the 2006 LAX Stipulated Settlement Agreement. Item G of the Agreement calls for a project with a budget not exceeding \$3 million to:

- 1) Remove as much existing pavement as possible from abandoned streets and sidewalks, and;
- 2) Plant appropriate native vegetation in that area.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

The Board awarded the construction contract to Griffith Company on August 20, 2013; the pre-construction scheduling meeting was conducted on September 19, 2013; and NTP was issued on October 7, 2013.

The contractor has commenced mobilization activities.

Budget Status

This project is tracking on budget.

Schedule Status

The project is tracking on schedule.

Issues

None at this time.



LANDSIDE ELEMENT - Manchester Square / Belford Demolition Program (L015A)

Project Description

This project will demolish several residential properties, both single and multi-family types, located in the Manchester Square and Belford residential neighborhoods. The project scope includes hazardous material survey and abatement, demolition of structures, legal disposal of demolition debris; all regulatory notifications and permits; temporary and permanent fencing and site security; recycling of salvageable materials; dust and noise control; and site grading, irrigation and landscaping.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% complete.

Construction Progress

On December 17, 2012, the Board awarded the contract to Asbestos Instant Response, Inc.; and Notice to Proceed was issued February 20, 2013.

The contracted work is complete for the initial seventeen (17) properties; and work is nearing completion at the additional two (2) properties which were subsequently included. Overall, construction is 95% complete.

Budget Status

The project is trending on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

LANDSIDE ELEMENT - New Face of the CTA - Phase 2 (T012A)

Project Description

This project implements various improvements that will dramatically enhance the passenger experience. The improvements adeptly capture the vibrant spirit of LAX by creating an inspiring and dynamic pedestrian and vehicular experience. The improvements are focused upon the upper level roadway within the CTA and include custom designed light poles and light bands along the outer edge of the upper level roadway and canopy extension from TBIT to T3 and T4.

Planning and Programming Status

The project definition phase is complete.

Design Progress

Los Angeles Department of Building and Safety (LADBS) Plan Check comments are being incorporated in to the plan set.

The RTI has been issued by the Department of Building and Safety for this project on 10/2/13.

Construction Progress

This work is combined with the Traffic Mitigations and Second-level Roadway projects. The Construction Management at Risk (CMAR) RFP was released on July 24, 2013. The pre-proposal meeting was held on August 9, 2013; and the proposals were received on September 19, 2013 and interviews were conducted on October 17, 2013. Potential bidders have been invited to submit their pricing proposals; which are due in November 2013.

Budget Status

The project is tracking on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

RESIDENTIAL/SOUNDPROOFING ELEMENT - Noise Mitigation/Soundproofing (City of LA) (S002A)

Project Description

This project will provide soundproofing of approximately 9,400 eligible dwelling units making them land use compatible.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

No additional design is ongoing.

Construction Progress

Four construction contracts have been awarded and are in different stages of sound mitigating 317 units.

This component of the Noise Mitigation / Soundproofing Program is 96% complete.

Budget Status

This project is trending to complete on budget.

Schedule Status

Project is trending on schedule with contract group RSP 14.12 starting construction in September 2013 will continue through first quarter 2014.

Issues

None at this time.

TERMINAL ELEMENT - Elevators and Escalators Replacement (T001A)

Project Description

This project will upgrade / replace all aging elevators, escalators and moving walkways at LAX, which have exceeded their useful life expectancy. These units will be upgraded/replaced in staggered Priority Groups.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Priority II-IV Site Mods - Design is 100% complete.
Priority II-IV GC MRL Elevators - Design is 100% complete.
Parking Garage elevators replacements design is complete.

Construction Progress

Priority I Site Mods - The contract has been closed out.
Priority II - Procurement - Fabrication is at 77%. Thirty units in service.
Priority II-IV Site Mods - See Schedule Status below.
Priority II-IV GC MRL Elevators - Combined with the Priority II-IV Site Mods.
Parking Structure MRL Elevators - Bids due on November 12, 2013.

Budget Status

Kone's last remaining item has been resolved and closeout of the construction contract paperwork is complete. Kone's 1 year warranty is complete. The 3 year maintenance contract is underway.

The remaining contracts are tracking on budget.

Schedule Status

Priority II-IV Site Mods contract began June 20, 2012. The first 30 units have been returned to service and 16 units are currently under construction.

Issues

The time extension change order for Schindler to complete their contract work is being finalized.

TERMINAL ELEMENT - Terminal MPOE and IT Room Expansion (T014A)

Project Description

This project implements twenty-five (25) Terminal Main Point of Entry (MPOE) and IT Rooms within the existing terminals. These IT rooms provide an industry-standard, clean and secure, permanent space for the next generation of network switching, application servers and other IT support equipment.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Terminal 2:

The Design Notice to Proceed (NTP) for Terminal 2 scope for 4 new rooms (2105, 2106 both in the western arrival area, 2107 east arrivals and 2108 FIS) was issued on January 25, 2013; and 60% design submittal was received in April 2013. The 90% design development and final specifications were received in July 2013; and the project team review is complete for 90% design package. The designer incorporated comments from all stakeholders and issued the 90% design package on October 25, 2013.

Terminals 3, 4, 5, 6, 7 & 8:

The on-call Architectural/Engineering is designing for Terminals 3, 4, 5, 6, 7 and Terminal 8. The full design Task Order was issued in September 27, 2013 to complete design services of Terminals 3, 4, 5, 6, 7 and 8; and the 60% Design Development is underway.

Construction Progress

The Board approved the Construction Manager at Risk (CMAR) contract on December 17, 2012; and Pre-Construction Services commenced on January 22, 2013.

Terminal 2:

The Terminal 2 Team has developed a detailed phasing plan and implementation schedule that constructs these rooms concurrently with the Terminal 2 Improvements Program.

Terminals 3, 4, 5, 6, 7, 8

The construction packaging for these terminals is being defined so as to ensure the key stakeholder dates are met while maximizing the contractor's efficiency. The design schedule will be revised to reflect the packaging, as necessary.

TERMINAL ELEMENT - Terminal MPOE and IT Room Expansion (T014A) - Continued

Budget Status

Terminal 2:

As the design has progressed to the 90% submittal and the room locations and layouts are defined, the Terminal 2 IT rooms are exceeding the original budget. The contractor is preparing a CGMP package; which Airport Development Group (ADG) anticipates finalizing in November 2013. The budget will be trued up at that time.

Terminal 3, 4, 5, 6, 7 & 8:

Project trending on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

TERMINAL ELEMENT - ADA Accessibility Improvements (T016A)

Project Description

Los Angeles International Airport (LAX), during its continuous periods of remodeling, has always strived to maintain an accessible facility with all new work. Ongoing changes to the airport Central Terminal Area (CTA), which include all nine terminal buildings, eight parking structures, administrative building, Central Utility Plant, Control Tower, the Theme Building, surface parking lots, and all the interconnected roadways and sidewalks have attempted to keep up with the accessibility requirements needed for total access. Due to the complexities of the projects and the changing requirements found in later editions of the access codes, it was found that some CTA elements could be improved. This project implements those improvements.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Phase 1A - Design is 100% complete.

Phase 1B/1C - The designs for Terminals/Parking Structures 2, 6, 1, 3, 4, and 5 are complete. General Services Department provided estimates for Terminals/Parking Structures 1, 3, 4, and 5 on August 7, 2013. ADG will issue the Notice to Proceed for the next terminal/parking structure package after satisfactory progress is made on Terminal 2/Parking Structure 2A/B or Terminal 6/Parking Structure 6.

The design for Terminal 7/Parking Structure 7 and miscellaneous remaining items will be complete in November 2013.

Construction Progress

Phase 1A - Construction was 100% completed on October 24, 2013.

Phase 1B/1C - The recommendation to award was approved on June 18, 2013; and the Notices to Proceed for Terminals/Parking Structures 2 and 6 were issued on July 16, 2013. Construction at Terminal 2 began on August 19, 2013; and is 55% complete. Construction at Terminal 6 began on September 19, 2013 and is 34% complete.

ADG will issue the Notice to Proceed for the next terminal/parking structure package after satisfactory progress is made on Terminal 2/Parking Structure 2A/B or Terminal 6/Parking Structure 6; which is anticipated in late-November 2013.

Budget Status

The project is tracking on budget.



TERMINAL ELEMENT - ADA Accessibility Improvements (T016A) - Continued

Schedule Status

The project is tracking on schedule.

Issues

This project scope includes movement of pedestrian push buttons and pedestrian signals which belong to the City of Los Angeles's Department of Transportation (DoT). Movement of such equipment requires the preparation of signal plans. The New Face of the CTA project also involves signal plans for work on traffic signals in the same areas. There are incredible cost and schedule efficiencies to be gained by combining the two signal plan efforts into one; and that discussion is underway.

TERMINAL ELEMENT - Concessions Enabling Project (T017A)

Project Description

This project undertakes the initial renovation and upgrading of various fire protection components, electrical distribution elements, accessibility issues in Terminals 4, 5, 7 and 8; as a precursor to the Concessions Redevelopment Program.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Design is 100% completed.

Construction Progress

The design revision to stair 70 at Terminal 7 is completed. Stair 61 and installation of enclosure 57 at Terminal 5 is ongoing. Other exit signs and door hardware installation is ongoing.

Budget Status

The project is tracking on budget.

Schedule Status

To minimize duration of Gate shutdown and also reduce impact to ramp operation at Terminal 5, installation of stairs and 2-hour shaft enclosure will be done intermittently to accommodate airport operations; all work is to be completed by November 2014.

Issues

See Schedule Status above.

TERMINAL ELEMENT – Terminal 2 Improvements

Project Description

Terminal 2 is the second largest international terminal at LAX. In 2012, Terminal 2 served approximately 4.6 million international passengers. The terminal is approximately 30-years old and in need of improvements. LAWA has initiated a Terminal 2 Improvement Program designed to significantly improve the Terminal's level of service. This improvement program will provide major upgrades to the ticket lobby, baggage screening, bag claim, and concourse areas, as well as construction of all new concessions and upgrades of all systems (electrical, mechanical, telecom, etc.) that serve the terminal.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Ticketing Area / Bag Claim / Restroom Renovation:

The Notice to Proceed (NTP) for design services was issued on March 19, 2013. The Aesthetic Review Committee (ARC) has selected an option, along with several alternates, for pricing. A design finishes workshop was conducted in September 2013 and design direction was issued. The design team will focus on updating the 60% design to the approved finishes level; and anticipates issuing the 90% deliverable in December 2013.

Systems Upgrades:

The Notice to Proceed (NTP) for design services was issued on March 19, 2013. The 60% design submittal was completed in August 2013; and the 90% design deliverable was submitted on October 25, 2013. The contractor is preparing a CGMP package; which Airport Development Group (ADG) anticipates finalizing in November 2013 for presentation to the Board in December 2013.

Construction Progress

Ticketing Area / Bag Claim / Restroom Renovation:

The Board approved the Construction Manager at Risk (CMAR) contract on December 17, 2012; and Pre-Construction Services commenced on January 22, 2013.

Systems Upgrades:

The Component Guaranteed Maximum Price (CGMP) for the electrical panel field survey and load testing was presented to the Board and approved on August 20, 2012. The subcontractors are proceeding through the contract approval and badging and continue presenting key construction submittals.

TERMINAL ELEMENT – Terminal 2 Improvements - Continued

Budget Status

Ticketing Area / Bag Claim / Restroom Renovation:

The Aesthetic Review Committee (ARC) has selected an option, along with several alternates, for pricing. The project budget will be revised as the design submittal is advanced.

Systems Upgrades:

As part of the electrical upgrade field survey, the Terminal 2 team has identified additional work that will be required for compliance to current Los Angeles Building Code and manufacture operational temperature levels for warranty. The project budget will be revised as the design submittal is advanced; and it is likely the project cost will increase.

Schedule Status

Project is tracking on schedule.

Issues

As described within the Budget Status section above, continued scope refinement within both the aesthetic package and the systems package, is likely to impact the budget.

TERMINAL ELEMENT – Terminal 3 Improvements

Project Description

Terminal 3 is approximately 30-years old; and LAWA has initiated an Improvement Program designed to improve the passenger experience. The improvements consist of aesthetic improvements, such as terrazzo flooring, new ceiling and lighting treatments within the Ticketing Lobby; new gate counters and information technology improvements in the Satellite Area; and public restroom renovations.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Ticketing Area / Bag Claim / Restroom Renovation:

Design for the Ticketing Lobby and the Satellite area is 100% complete. The design task order for the restroom renovation work is prepared and being negotiated with the designer.

Construction Progress

Ticketing Area / Bag Claim / Restroom Renovation:

The Ticketing Lobby and the Satellite area construction was completed in February 2013. The restroom renovation work is planned to occur in 2014.

Budget Status

The Ticketing Lobby and the Satellite area construction was completed within budget in February 2013. The restroom renovation work is being planned in 2014; and the budget will be established as the scope and design details are refined.

Schedule Status

Project is tracking on schedule.

Issues

As described within the Budget Status section above, the restroom renovation work is being planned in 2014; and the budget will be established as the scope and design details are refined.

TERMINAL ELEMENT - Terminal 4 Connector (T011A)

Project Description

The project consists of the design and construction of a CAL Green certified, multi-use, multi-level facility including a Checked Baggage Inspection System (CBIS), South Matrix Interline Baggage Transfer facility, five lane Passenger Security Screening Check Point (SSCP), South Terminals Passenger Busport, Upper Level World Way Public Plaza, and a Secure Passenger connection between Tom Bradley International Terminal (TBIT) and Terminal 4. This project will also include the installation of a new fire water line in the proximity of the Terminal 4 Connector Building and capped for future utility connections.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The Contractor is advancing the design document development; and anticipates completing the 90% Construction Document by October 2013. Overall design is 40% complete.

Design Package Status:

1. Temporary Interline - 100% complete.
2. Gate 41 Improvements - 90% complete. Review began on September 23, 2013.
3. Building Foundations - 60% complete. 90% planned for October 2013.
4. Structural Steel - 60% complete. 90% planned for November 2013.
5. Site Utilities - 60% complete. 90% planned for October 2013.
6. Primary Building - 20% complete. On-going design review.

Construction Progress

The Temporary Interline effort began September 18, 2013; and current construction activities include airfield striping and barricade layout. Overall construction progress is 8% complete.

Budget Status

The project is tracking on budget.

Schedule Status

LAWA reviewed and approved the Contractor's revised baseline submittal. There were minor edits to be made; and the contractor is anticipated to complete those edits in November 2013.

Issues

None at this time.

TERMINAL ELEMENT – Terminal 6 Improvements

Project Description

Alaska Airlines has recently completed an upgrade of Terminal 6 through multiple projects including: construction of an in-line baggage screening facility project; construction of Alaska’s “airport of the future;” a rework of the ticket lobby; construction of additional lanes for the security screening check point; reconstruction of the FIS corridor in the satellite extension; replacement of the escalators and elevators in the terminal and upgrading the departure area finishes. The concessions program for Terminal 6 is currently in the procurement development stage in coordination with the Terminal Commercial Manager (TCM) program delivery method.

LAWA Airports Development Group (ADG) is managing the Systems Upgrade project, which consists of rebuilding or replacing approximately 204-panels and 22 Electrical Rooms and 43 other terminal locations. The project also involves the addition of panels to provide power to future electrified ground service equipment, but not any of the GSE specific equipment. The existing feeder conductors are expected to remain, however that assumption will be verified through a field investigation and survey.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

Tenant Improvement Program:
Design is 100% complete.

Systems Upgrades:

The designer submitted their revised cost proposal for Design Services and it is being reviewed by LAWA. The task order for full design services is anticipated to be issued in November 2013.

Construction Progress

Tenant Improvement Program:
Construction is complete.

Systems Upgrades:

The Board approved the Construction Manager at Risk (CMAR) contract on December 17, 2012; and Pre-Construction Services commenced on January 22, 2013.

TERMINAL ELEMENT – Terminal 6 Improvements - Continued

Budget Status

The project is tracking to budget, though the Issue outlined below may have an impact.

Schedule Status

Project is tracking on schedule, though the Issue outlined below may have an impact.

Issues

The Terminal 6 team has identified additional work that may be required by this project; and a preliminary Field Survey is underway to refine the scope assumptions and the overall implementation plan. It appears there may be additional work required for compliance to current Los Angeles Building Code. The team is working to mitigate any potential schedule or cost impact.

TERMINAL ELEMENT – Terminal 7/8 Improvements

Project Description

United Airlines is preparing a major renovation program for Terminal 7/8. These renovations include: improvements to the passenger security screening checkpoint; the design and implementation of a new inline Checked Baggage Inspection System (CBIS) and baggage sorting system for Terminals 7 and 8; upgraded holdrooms and associated building infrastructure; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; and constructing a new premium passenger lounge and support office space.

LAWA Airports Development Group (ADG) is managing the design services for the renovation of fifteen (15) restrooms in the terminal. The construction will then be completed by United Airlines as part of their major renovation program.

Planning and Programming Status

The Project Definition phase is complete.

Design Progress

The majority of this program will be designed by the Tenant. LAWA is managing the restroom renovation design; and the 60% submittal is anticipated in November 2013.

Construction Progress

Construction is expected to be implemented by United Airlines, as part of an overall Tenant-sponsored Terminal Renovation and Upgrade Program.

Budget Status

The restroom renovation design is proceeding within budget.

Schedule Status

The restroom renovation design is proceeding within schedule.

Issues

None at this time.



TENANT IMPROVEMENTS ELEMENT - Terminal Commercial Management (TCM) (TI00)

Project Description

The Terminal Commercial Management (TCM) agreements provide for the development, leasing and management of convenience retail, specialty retail, food and beverage and certain other passenger services in Terminals 1, 2, 3, 6, Tom Bradley International Terminal and the Theme Building. In support of the development activities required in the TCM agreements, the TCM and its concession tenants anticipate at least \$160.5 million in initial premise improvements and up to another \$74.5 million in non-premise (public seating, restrooms, common area enhancements, etc.) improvements to the terminal facilities and Theme Building. The details of the investment program, by facility or Area, are developed in the form of a Definitive Improvement Plan (DIP) which requires LAWA review and approval. Each DIP identifies the premises to be incorporated into the respective TCM agreement and the cost of any related non-premises improvements. In accordance with the TCM agreements, the development and investment in non-premises improvements in the terminal facilities and Theme Building are capital assets to be acquired by LAWA subject to Board approval of each DIP.

TENANT IMPROVEMENTS ELEMENT - Terminal 1 (TI01)

Project Description

Southwest Airlines is preparing a major renovation program for Terminal 1. These renovations include: improvements to the passenger security screening checkpoint; the design and implementation of a new inline Checked Baggage Inspection System (CBIS) and baggage sorting system; upgraded holdrooms and associated building infrastructure; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; and the replacement of aircraft paving sections and associated fuel hydrant pit locations.

TENANT IMPROVEMENTS ELEMENT - Terminal 5 (TI05)

Project Description

Delta Airlines is renovating Terminal 5 through a series of projects including: upgrade to the Terminal 5 customs and border protection and federal inspection station (CBP/FIS) processing area, construction of an in-line baggage screening facility, upgrade of the Terminal 5 security screening check point (SSCP) by reworking the queuing area, adding escalators and adding additional lanes for passenger screening, upgrade of the ticket lobby and baggage claim, upgrade the signage and wayfinding, and improvements in the gate and departure levels in Terminal 5. In addition to Delta's renovation, a phased implementation of a new concessions program in the terminal began in the fall of 2011.

Overall, work in Terminal 5 includes the scope, both airline and LAWA-related, being done by Delta Airlines, Elevator and Escalator Replacement and Concessions.



WORK IN PROGRESS OVERVIEW

User's Guide - Work in Progress

This section lists the projects that are in various stages of pre-development. Typically, these projects represent efforts for which LAWA has committed funding for the design; not the construction. A project in this category will experience variability as the design is refined, until it is deemed operationally and economically viable and moved into an execution element.

WORK IN PROGRESS - West Maintenance Area (A017A)

Project Description

This project entails the construction of approximately 180,000 sq. yards (37 acres of aircraft apron) that will be between the west side of Taxiway AA and the east side of Pershing road; south of World Way West Road toward Taxiway B, and 100,000 sq. yards (21 acres) of area rough grading for proposed hangar and parking improvements, that may be developed by a third party. Associated ancillary improvements include: demolition of existing facilities, apron pavement, edge lighting, signage, flood lighting, wash rack and recycling system, Remain Overnight Parking (RON) kits (ground power, potable water, pre conditioned air), vehicle charging stations, storm drainage, etc.

Issues

The Project Definition phase is nearing completion.

WORK IN PROGRESS – Orange Line FlyAway Bus Lane

Project Description

This project provides the site improvements needed to establish a new FlyAway site near the Woodley Avenue/Victory Boulevard transit stop along the Orange Line busway. The project primarily consists of the construction of a bus turnout lane (“bus bay”) on the south side of Victory Boulevard east of Woodley Avenue. The length of the new lane is approximately 100’ and 16’wide. The project also includes the construction of a sidewalk, relocation of the existing bike path and installation of a FlyAway bus shelter.

Issues / Status

The Project Definition phase is complete.



WORK IN PROGRESS - Bradley West Outbound Baggage Handling System (M404A)

Project Description

This project enhances and modifies the existing TBIT In-line Baggage Handling System (BHS) to provide better processing and increased throughput of baggage to accommodate future predicted growth. This will be accomplished primarily by revamping the existing layout to provide more BHS Checked Baggage Inspection room.

Issues

The project definition phase is nearing completion. The design documents are submitted to LAWA and the TSA for review.

The TBIT EDS is an enabling project for the Bradley West Outbound BHS project. The work involves installing 2 EDS machines into the existing oversized baggage lines located at the Apron Level of TBIT. This project will add additional baggage screening capacity and will help alleviate problems during the main Bradley West Outbound BHS work in the future.

WORK IN PROGRESS - Terminal 2 Signage Replacement Project (T013A)

Project Description

This project consists of replacing the current way finding and room identification signs, which have dated designs that do not work well with the current passenger environment, with newer signs. These newer signs will utilize larger graphics to attract passenger attention; will be easier to identify and read from a distance; and utilize international symbols and icons for a quick read.

Issues

The project definition phase is complete; and pre-design activities are underway.

WORK IN PROGRESS - Midfield Satellite Concourse (North Gates) (T026A)

Project Description

The new Midfield Satellite Concourse, west of the Tom Bradley International Terminal (TBIT), is expected to provide up to 11 new aircraft gates for Group V and VI aircraft, such as the Airbus A380 and the Boeing 747-8. The project may also include taxiway/taxilane improvements, utility improvements, and other work as described in the Notice of Preparation of an Environmental Impact Report (released February 8, 2013).

Issues

The Project Definition phase is underway.

WORK IN PROGRESS - Passenger Boarding Bridge Relocation (T028A)

Project Description

The Bradley West project provides an opportunity for LAWA to salvage fifteen (15) Passenger Boarding Bridges (PBBs) and associated equipment manufactured between 2006 and 2009; and relocate them to select location at Terminals 2, 3 and 6, where the existing equipment is in poor condition. Staff also identified there (3) additional bridges in these terminals that could be modified to extend their useful life and three (3) bridges that require demolition due to the age and condition of the equipment. In total, the PBB Relocation work will address twenty-one (21) PBBs at LAX.

Issues

The Component Guaranteed Maximum Price (CGMP) for the first phase of this project was approved by the Board in August 2013. The first phase of the work will secure design and construction services to salvage, renovate, transport and eventually install fifteen (15) PBBs from Bradley West to Terminals 2, 3 and 6. Six additional bridges in Terminals 2, 3 and 6 will either be modified in place or demolished. Removal of the bridges is scheduled for the fourth quarter of 2013; and installation of the renovated PBBs will occur after the foundation and other site work is completed as Phase 2 of this project.

Turner CMAR is submitting the subcontractor's C-Letters for Phase 1 for approval and mobilization is anticipated to complete in November 2013.

The second phase of this project will address site utility and infrastructure changes required to support the PBBs at their new locations. Design development is underway for this phase of the work, which includes all other needed structural changes related to new PBB pedestals, electrical changes to support pre-conditioned air, 400 Hz power and potable water on the PBBs.

WORK IN PROGRESS - Terminal 3 Restroom Enhancements (T029A)

Project Description

The restroom enhancement project involves renovating all the existing finishes in the restrooms (floors, walls, ceilings) and the replacement of all the existing fixtures (toilet, sinks and urinals) in the twelve (12) public restrooms in the terminal. New doors, lighting, mirrors, toilet partitions, paper towel dispensers and soap dispensers will also be installed. There will be new HVAC distribution back to the nearest main trunk line, new electrical distribution and new plumbing within the restroom, among other associated work.

Issues

The project definition phase is complete; and pre-design activities are underway.



WORK IN PROGRESS – TERMINAL 2 STANDBY POWER PROJECT

Project Description

This project provides 100% standby emergency power for Terminal 2 in the event of a power outage, allowing the power to remain fully operational.

Issues / Status

The Project Definition phase is nearing completion.



PROGRAM MASTER SCHEDULE OVERVIEW

User's Guide - Schedule

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Program Construction Schedule Report with greater knowledge and a better understanding of the composition of the various components of the schedule report.

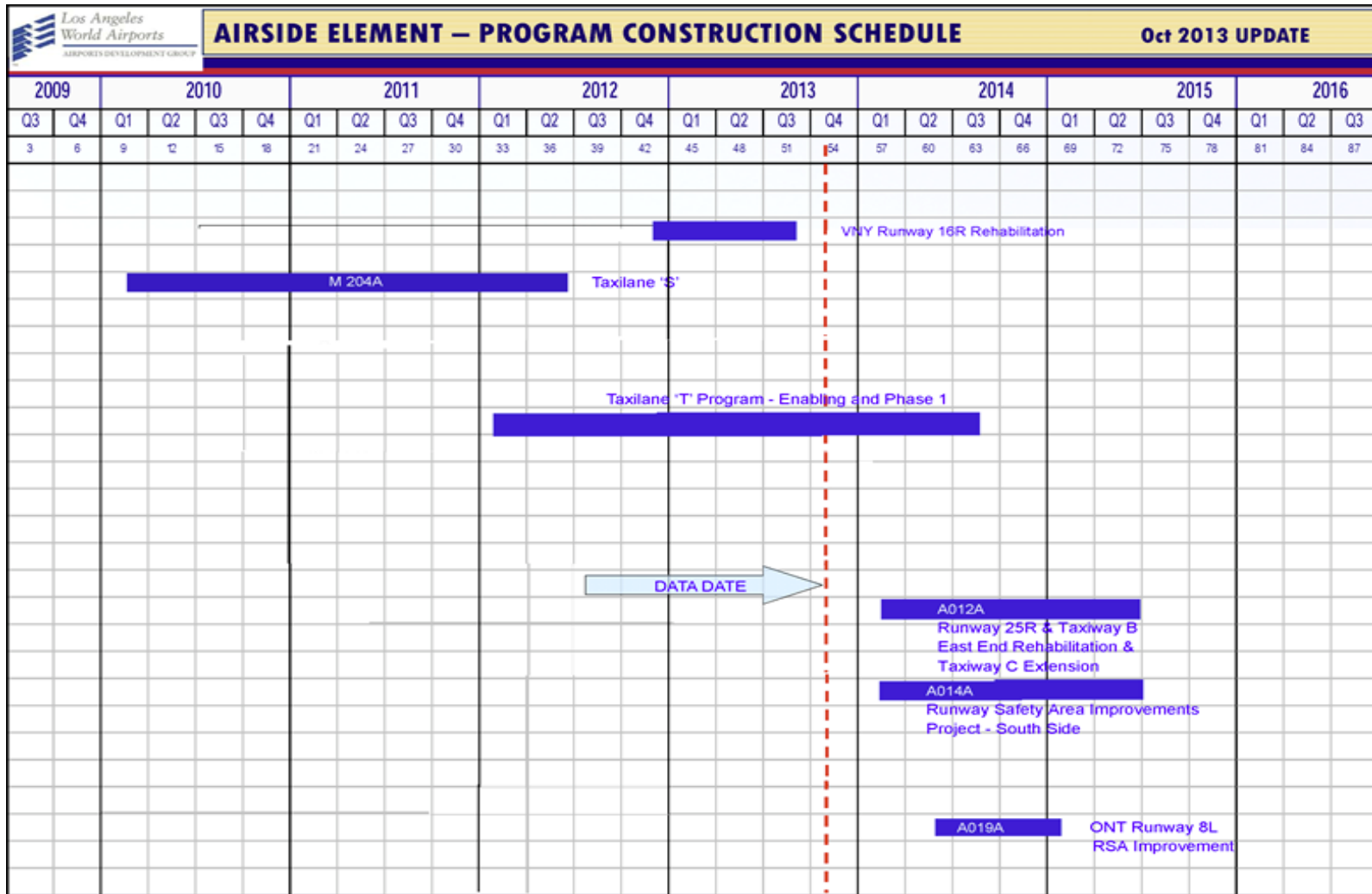
Data Date - Is a vertical line showing the current date of the report. Dates to the left side of the data date are known. Dates to the right side of the data date are projected.

Project Schedule Bar - Is the blue bar which represents the construction phase for each project; with the exception of the Residential / Soundproofing projects which contains planning, design and construction phases.

Project Number - Is a unique identifier for each project that enables the reader to easily correlate scope, schedule and budget.

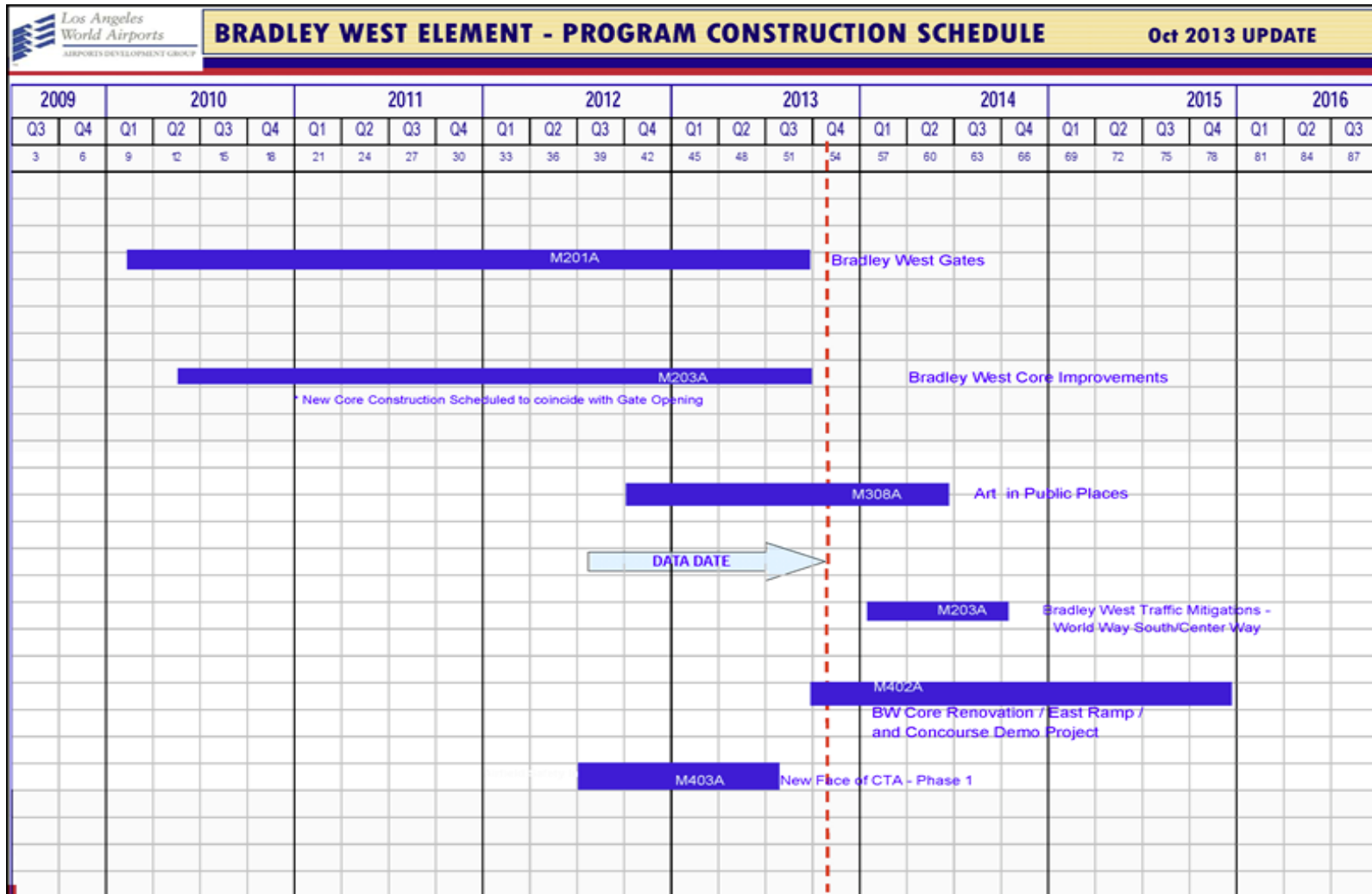


PROGRAM MASTER SCHEDULE - Continued



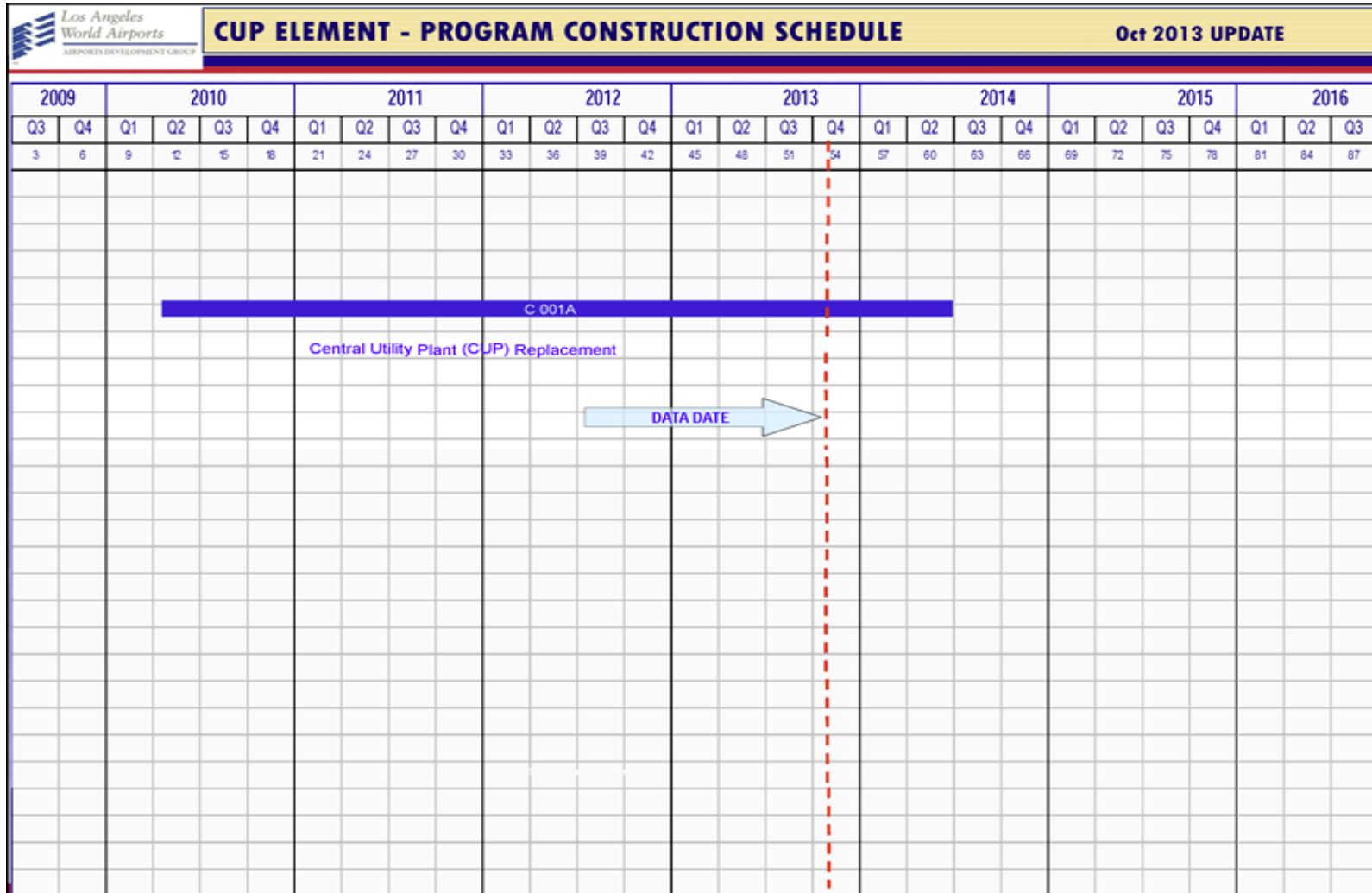


PROGRAM MASTER SCHEDULE - Continued





PROGRAM MASTER SCHEDULE - Continued



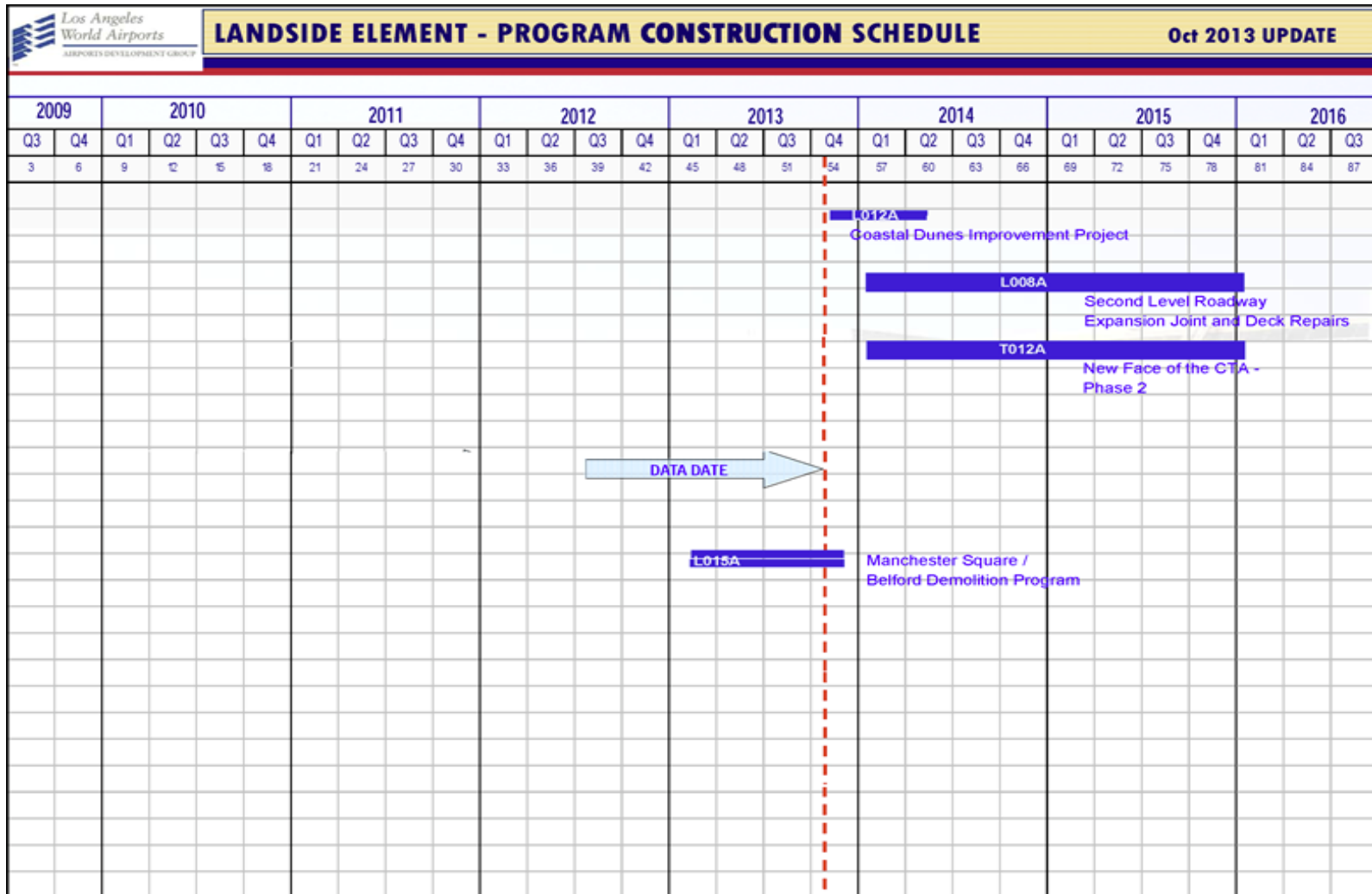


PROGRAM MASTER SCHEDULE - Continued

UTILITIES & INFRASTRUCTURE ELEMENT - PROGRAM CONSTRUCTION SCHEDULE Oct 2013 UPDATE																												
2009		2010				2011				2012				2013				2014				2015				2016		
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87
																		 U020A Electrical, Communications and Water Utility Ext. - 5th Feeder Project										
 DATA DATE																												



PROGRAM MASTER SCHEDULE - Continued



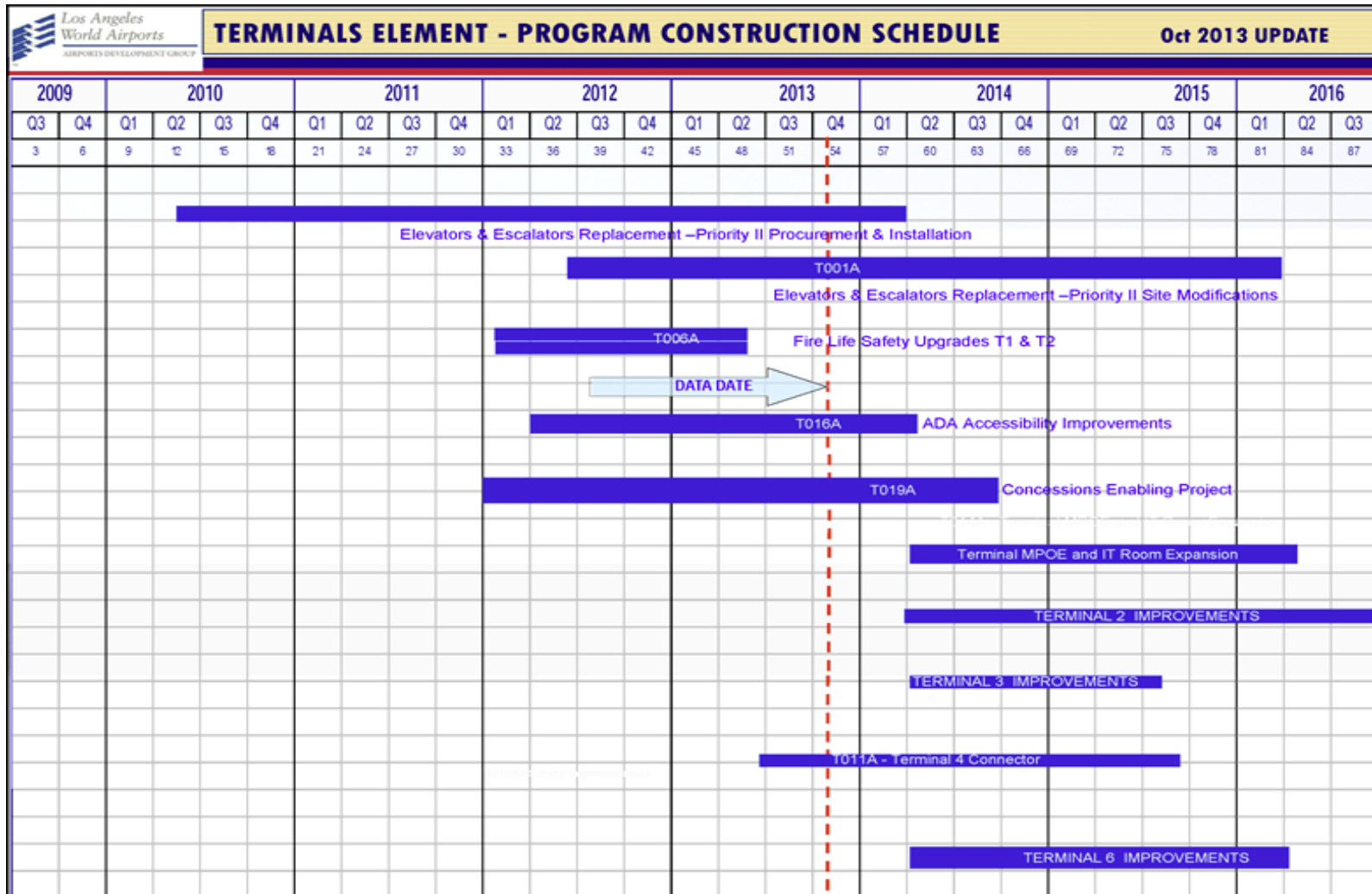


PROGRAM MASTER SCHEDULE - Continued

RESIDENTIAL/ SOUNDPROOFING ELEMENT- PROGRAM SCHEDULE Oct 2013 UPDATE																												
2009		2010				2011				2012				2013				2014				2015				2016		
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87
<div style="border: 1px solid blue; padding: 2px; display: inline-block;">S002A</div> Noise Mitigation / Soundproofing (City of LA)																												



PROGRAM MASTER SCHEDULE - Continued





BUDGET OVERVIEW

User's Guide - Budget Reports

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Budget Reports with greater knowledge and a better understanding of the composition of the various components of the budget report. The "Incurred to Date" information is based upon data derived from ADG's Project Management System which may reflect amounts different from LAWA's accounting systems due to the timing of expense recognition or other accounting practices.

Note that Closed Projects are now reported within the individual Elements.

Baseline Budget - Is the estimated cost of the project as it was reported in the November 2009 report with the exception of the Crossfield Taxiway project which is from the February 2009 Operating Statement (OS) budget report.

Current Budget - Is the estimated cost of the project as it was planned plus or minus any processed revisions.

Committed to Date - Is the total contractual obligation to date for the project, e.g. awarded design contracts, awarded construction contracts, authorized task orders, etc.

Incurred to Date - Is the total of invoices received to date for the project.

Estimate at Completion (EAC) - Is the latest estimate of the total cost of the project.

Variance - Is the difference between Budget minus Estimate at Completion (EAC).

Percent (%) Incurred - Calculated as Incurred to Date divided by Estimate at Completion, this column provides a financial-oriented progress indicator.

Percent (%) Contingency Used: Calculated as the change in Contingency divided by Original Contingency, this column provides an indicator for project contingency-usage.

PROGRAM COST SUMMARY REPORT

as of 10/31/2013

(dollars in thousands)								
Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
Capital Budget 1								
Airside Element	506,810	492,110	414,224	367,287	476,157	15,953	77%	73%
Bradley West Element	2,040,915	2,075,776	1,658,100	1,532,080	2,017,486	58,290	76%	50%
CUP Replacement Element	423,835	416,406	375,485	307,811	406,545	9,861	76%	44%
Utilities & Infrastructure Element	8,175	13,994	13,723	13,723	13,723	271	100%	100%
Residential/Soundproofing Element	180,000	160,000	155,139	151,863	160,000	0	95%	0%
Terminal Element	270,000	240,035	195,233	105,607	233,696	6,339	45%	15%
CB1-Unallocated Contingency	N/A	33,543	N/A	N/A	N/A	N/A	N/A	N/A
		3,431,865	2,811,905	2,478,370	3,307,606		N/A	N/A
Capital Budget 2								
Airside Element	167,864	164,959	48,388	43,515	149,298	15,661	29%	5%
Utilities & Infrastructure Element	12,544	12,544	554	92	11,314	1,230	1%	0%
Landside Element	101,642	116,878	15,886	12,157	102,267	14,611	12%	5%
Residential/Soundproofing Element	1,317	1,124	1,124	1,124	1,124	0	100%	100%
Terminal Element	247,723	244,360	105,826	21,563	251,645	(7,285)	9%	5%
CB2-Unallocated Contingency	N/A	10,875	N/A	N/A	N/A	N/A	0%	0%
		550,740	171,778	78,451	515,648		N/A	N/A
Subtotal		3,982,604	2,983,683	2,556,821	3,823,254		N/A	N/A
Work in Progress								
	N/A	0	29,853	20,288	N/A	N/A	N/A	N/A
	N/A	0	29,853	20,288	N/A	N/A	N/A	N/A
Program Total	N/A	3,982,604	3,013,536	2,577,109	N/A	N/A	N/A	N/A

Notes: 1. The current budget and estimate at completion excludes escalation

2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts of multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems due to the timing of expense recognition or other accounting practices and should not be relied upon for investment purposes.

AIRSIDE ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	AIRSIDE								
	Capital Budget 1								
M204A	Taxilane 'S'	174,980	162,041	158,507	151,685	161,985	56	94%	49%
M306A	Taxilane 'T'	96,500	145,284	74,143	34,791	132,618	12,667	26%	22%
Close-out	M000A-Associated Projects	1,340	1,607	1,605	1,476	1,607	0	92%	97%
Close-out	M101A-Crossfield Taxiway Project	177,760	137,245	136,276	136,276	136,276	969	100%	100%
Close-out	M107A-LAX Aircraft Rescue and Fire Fighting Facility	14,190	14,216	14,148	14,148	14,148	68	100%	100%
Close-out	M209A-Construction Support Facilities	14,790	9,475	8,096	7,484	8,096	1,379	92%	57%
Close-out	M309A-American Airlines Settlement	27,250	22,241	21,428	21,428	21,428	813	100%	100%
	Capital Budget 1 Total	506,810	492,110	414,224	367,287	476,157	15,953	77%	73%
	Capital Budget 2								
A012A	Runway 25R & Taxiway B East End Rehabilitation & Taxiway C Extension	73,206	73,206	196	196	67,802	5,404	0%	0%
A014A	Runway Safety Area Improvements Project - South Side	43,238	43,238	8,417	7,955	40,142	3,095	20%	0%
A019A	ONT Runway 8L RSA Improvement	4,467	4,467	573	353	4,170	297	8%	0%
Close-out	A010A-Pavement Management Program - VNY Taxilane A2 Rehabilitation and RSA Improvements	7,970	5,065	5,065	5,065	5,065	0	100%	100%
Close-out	A010B-Pavement Management Program - VNY Taxilane A2 Rehabilitation - Phase 2	2,933	2,933	2,598	2,521	2,521	413	100%	18%
Close-out	A016A-VNY Runway 16R Rehabilitation	20,483	20,483	17,910	15,599	17,324	3,159	90%	0%



AIRSIDE ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	Capital Budget 2								
Close-out	A018A-Taxilane D-10 Reconstruction	9,062	9,062	7,714	7,451	7,459	1,603	100%	0%
Close-out	L014A-AOA Perimeter Fence - Phase 4	6,506	6,506	5,916	4,374	4,816	1,690	91%	3%
	Capital Budget 2 Total	167,864	164,959	48,388	43,515	149,298	15,661	29%	5%
	Airside Total	674,674	657,070	462,613	410,802	625,456	31,614		

Notes: 1. The current budget and estimate at completion excludes escalation



BRADLEY WEST ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	BRADLEY WEST								
	Capital Budget 1								
M201A	Bradley West Gates	906,474	872,931	821,112	775,301	847,797	25,134	91%	65%
M203A	Bradley West Core Improvements	808,364	782,389	730,478	690,544	784,010	(1,621)	88%	54%
M203C	Bradley West Traffic Mitigations -World Way South/Center Way	735	1,186	238	220	1,055	132	21%	0%
M308A	Art In Public Places	5,360	5,360	5,360	3,111	5,360	0	58%	0%
M402A	Bradley West Core Renovation/East Ramp and Concourse Demo Project	273,170	355,498	51,263	23,282	326,673	28,825	7%	0%
M403A	New Face of CTA - Phase 1	43,270	56,261	47,590	37,563	50,533	5,728	74%	0%
Close-out	M203B-Construction Traffic Mitigations	3,542	2,151	2,059	2,059	2,059	92	100%	100%
	Capital Budget 1 Total	2,040,915	2,075,776	1,658,100	1,532,080	2,017,486	58,290	76%	50%
	Bradley West Total	2,040,915	2,075,776	1,658,100	1,532,080	2,017,486	58,290		

Notes: 1. The current budget and estimate at completion excludes escalation



CUP REPLACEMENT ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	CUP REPLACEMENT								
	Capital Budget 1								
C001A	Central Utility Plant	423,835	416,406	375,485	307,811	406,545	9,861	76%	44%
	Capital Budget 1 Total	423,835	416,406	375,485	307,811	406,545	9,861	76%	44%
	CUP Replacement Total	423,835	416,406	375,485	307,811	406,545	9,861		

Notes: 1. The current budget and estimate at completion excludes escalation



UTILITIES & INFRASTRUCTURE ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
UTILITIES & INFRASTRUCTURE									
Capital Budget 1									
Close-out	U009A-Airport Response Coordination Center (ARCC)	8,175	13,994	13,723	13,723	13,723	271	100%	100%
Capital Budget 1 Total		8,175	13,994	13,723	13,723	13,723	271	100%	100%
Capital Budget 2									
U020A	Electrical, Communications and Water Utility Ext. - 5th Feeder Project	12,544	12,544	554	92	11,314	1,230	1%	0%
Capital Budget 2 Total		12,544	12,544	554	92	11,314	1,230	1%	0%
Utilities & Infrastructure Total		20,719	26,538	14,277	13,815	25,036	1,501		

Notes: 1. The current budget and estimate at completion excludes escalation

LANDSIDE ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
LANDSIDE									
Capital Budget 2									
L008A	Second Level Roadway Expansion Joint and Deck Repairs	18,900	34,811	3,320	2,406	32,533	2,278	7%	0%
L012A	Coastal Dunes Improvement Project	3,000	3,000	1,876	438	2,818	182	16%	0%
L015A	Manchester Square / Belford Demolition Program	1,981	1,305	1,164	851	1,182	123	72%	68%
T012A	New Face of the CTA - Phase 2	70,528	70,528	2,780	2,098	58,928	11,600	4%	0%
Close-out	L016A-Jenny Lot Site Modifications	7,233	7,233	6,746	6,366	6,805	429	94%	100%
Capital Budget 2 Total		101,642	116,878	15,886	12,157	102,267	14,611	12%	5%
Landside Total		101,642	116,878	15,886	12,157	102,267	14,611		

Notes: 1. The current budget and estimate at completion excludes escalation



RESIDENTIAL/SOUNDPROOFING ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	RESIDENTIAL/SOUNDPROOFIN								
	Capital Budget 1								
S002A	Noise Mitigation/Soundproofing (City of LA)	180,000	160,000	155,139	151,863	160,000	0	95%	0%
	Capital Budget 1 Total	180,000	160,000	155,139	151,863	160,000	0	95%	0%
	Capital Budget 2								
Close-out	S008A-VNY Soundproofing	1,317	1,124	1,124	1,124	1,124	0	100%	100%
	Capital Budget 2 Total	1,317	1,124	1,124	1,124	1,124	0	100%	100%
	Residential/Soundproofing Total	181,317	161,124	156,263	152,987	161,124	0		

Notes: 1. The current budget and estimate at completion excludes escalation



TERMINAL ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	TERMINAL								
	Capital Budget 1								
T001A	Elevators and Escalators Replacement	270,000	240,035	195,233	105,607	233,696	6,339	45%	15%
	Capital Budget 1 Total	270,000	240,035	195,233	105,607	233,696	6,339	45%	15%
	Capital Budget 2								
	Terminal-wide Improvements								
T014A	Terminal MPOE and IT Room Expansion	19,653	19,653	1,545	488	18,786	867	3%	0%
T016A	ADA Accessibility Improvements	2,000	4,540	1,484	511	4,179	361	12%	0%
T017A	Concessions Enabling Project	3,445	3,445	1,397	1,392	2,441	1,004	57%	0%
Close-out	T006A-Fire Life Safety System Upgrades T1 & T2	5,300	3,912	3,301	2,972	3,334	578	89%	15%
	Terminal-wide: Subtotal	30,398	31,550	7,727	5,363	28,740	2,810		
	Terminal 2 Improvements								
T018A	Terminal 2 400-Hz Power System Upgrade	1,676	1,676	451	376	3,843	(2,167)	10%	0%
T019A	Terminal 2 EDS Behind the Wall Project	14,246	14,246	960	775	20,942	(6,696)	4%	0%
T020A	Terminal 2 Restroom Enhancements	3,112	3,112	575	371	2,503	609	15%	0%
T021A	Terminal 2 Domestic Bag Claim and Ticketing Area Refresh	13,386	13,386	741	318	11,345	2,041	3%	0%
T023A	Terminal 2 Electrical Upgrade	39,009	39,009	2,276	1,065	56,431	(17,423)	2%	0%
	Terminal 2: Subtotal	71,429	71,429	5,003	2,905	95,064	(23,636)		
	Terminal 3 Improvements								
Close-out	T015A-Terminal 3 Backfill Project	5,846	6,598	6,510	6,496	6,576	22	99%	98%
	Terminal 3: Subtotal	5,846	6,598	6,510	6,496	6,576	22		



TERMINAL ELEMENT BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	Terminal 4 Improvements								
T011A	Terminal 4 Connector	114,318	114,496	85,578	6,003	103,810	10,686	6%	0%
	Terminal 4: Subtotal	114,318	114,496	85,578	6,003	103,810	10,686		
	Terminal 6 Improvements								
T025A	Terminal 6 Electrical Upgrades Project	19,574	19,574	391	372	16,741	2,833	2%	0%
	Terminal 6: Subtotal	19,574	19,574	391	372	16,741	2,833		
	Terminal 7 Improvements								
T022A	Terminal 7 Restroom Enhancements	6,159	714	617	422	714	0	59%	0%
	Terminal 7: Subtotal	6,159	714	617	422	714	0		
	Capital Budget 2 Total	247,723	244,361	105,826	21,561	251,645	(7,285)		
	Terminal Total	517,723	484,396	301,059	127,168	485,341	(946)		

Notes: 1. The current budget and estimate at completion excludes escalation



WORK IN PROGRESS BUDGET REPORT as of 10/31/2013

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
WORK IN PROGRESS									
Capital Budget 2									
A017A	West Maintenance Area	N/A	0	10,221	9,628	N/A	N/A	N/A	N/A
L017A	Orange Line Busway (FlyAway Site)	N/A	0	0	0	N/A	N/A	N/A	N/A
L018A	CTA - Landside Accessibility Improvements - Phase 2	N/A	0	0	0	N/A	N/A	N/A	N/A
M404A	Bradley West Outbound Baggage Handling System	N/A	0	5,803	4,405	N/A	N/A	N/A	N/A
T013A	Terminal 2 Signage Replacement Project	N/A	0	0	0	N/A	N/A	N/A	N/A
T026A	Midfield Satellite Concourse (North Gates)	N/A	0	6,142	6,142	N/A	N/A	N/A	N/A
T028A	Passenger Boarding Bridge Relocation	N/A	0	7,687	113	N/A	N/A	N/A	N/A
T029A	Terminal 3 Restroom Enhancements	N/A	0	0	0	N/A	N/A	N/A	N/A
Capital Budget 2 Total		N/A	0	29,853	20,288	N/A	N/A	N/A	N/A
Work in Progress Total		N/A	0	29,853	20,288	N/A	N/A		

Notes: 1. The current budget and estimate at completion excludes escalation



PROGRAM CASH FLOW OVERVIEW

User's Guide - Cash Flow

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Cash Flow Reports with greater knowledge and a better understanding of the cash flow report.

Monthly Plan - Is the estimated cost of the work anticipated for a given month.

Monthly Incurred - Is the cost of the work actually completed and invoiced for a given month.

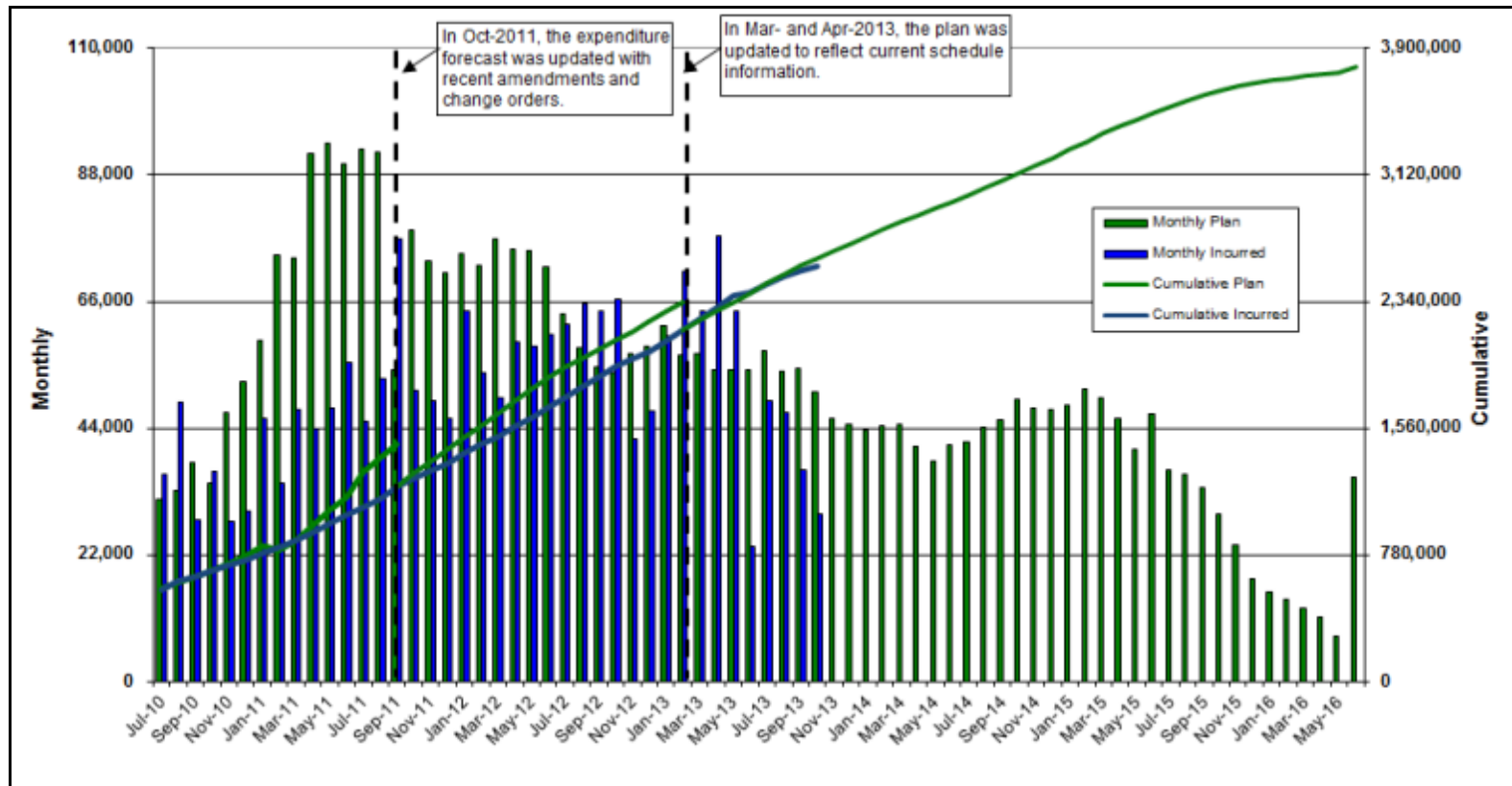
Cumulative Plan - Represents the summation of the Monthly Plan amounts, to a given point in time, and provides the user with an overall forecast.

Cumulative Incurred - Represents the summation of the Monthly Incurred amounts, to a given point in time, and provides the user with the total amount invoiced.



PROGRAM CASH FLOW

as of 10/31/2013

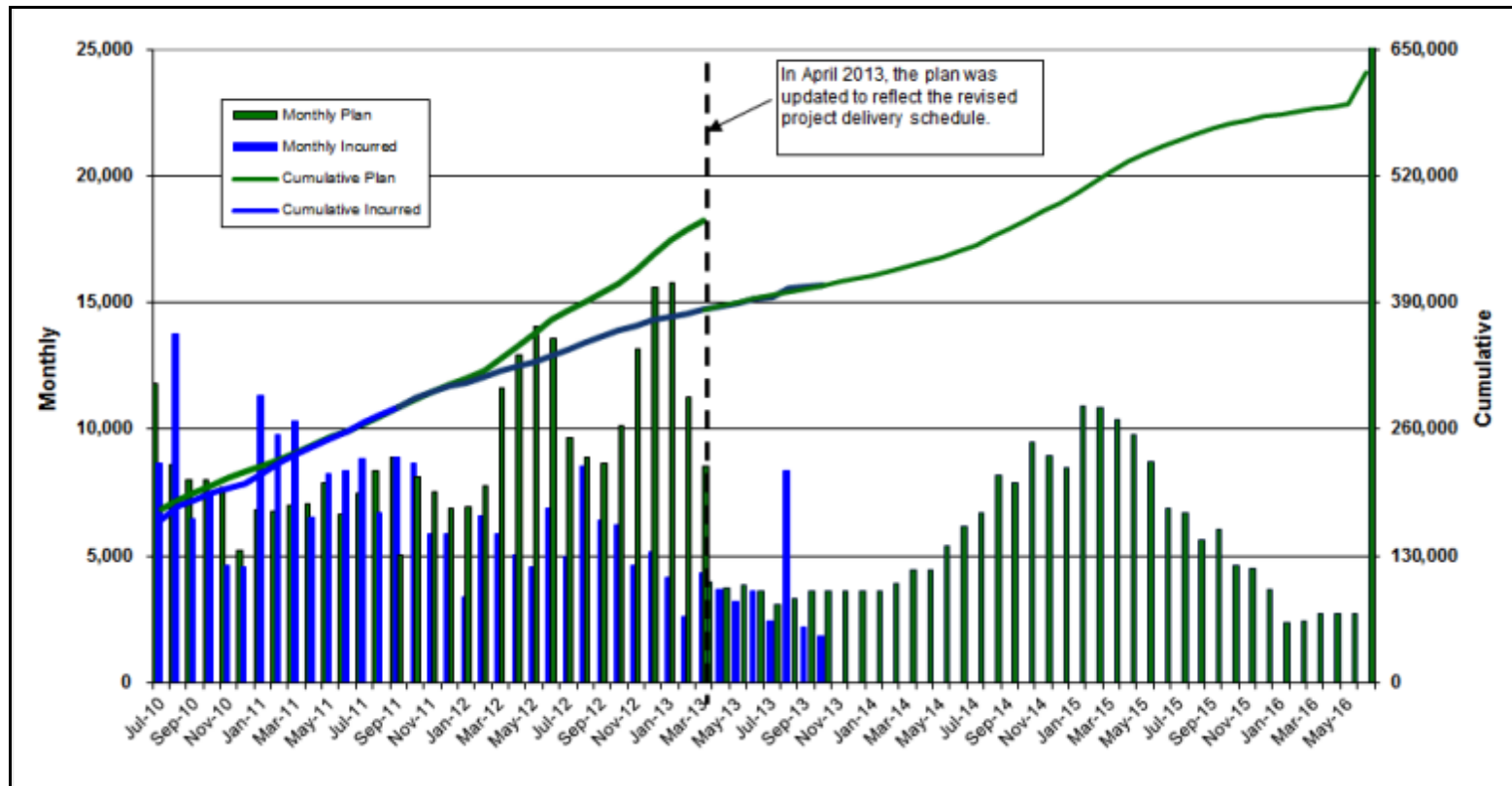


- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.



AIRSIDE ELEMENT CASH FLOW

as of 10/31/2013

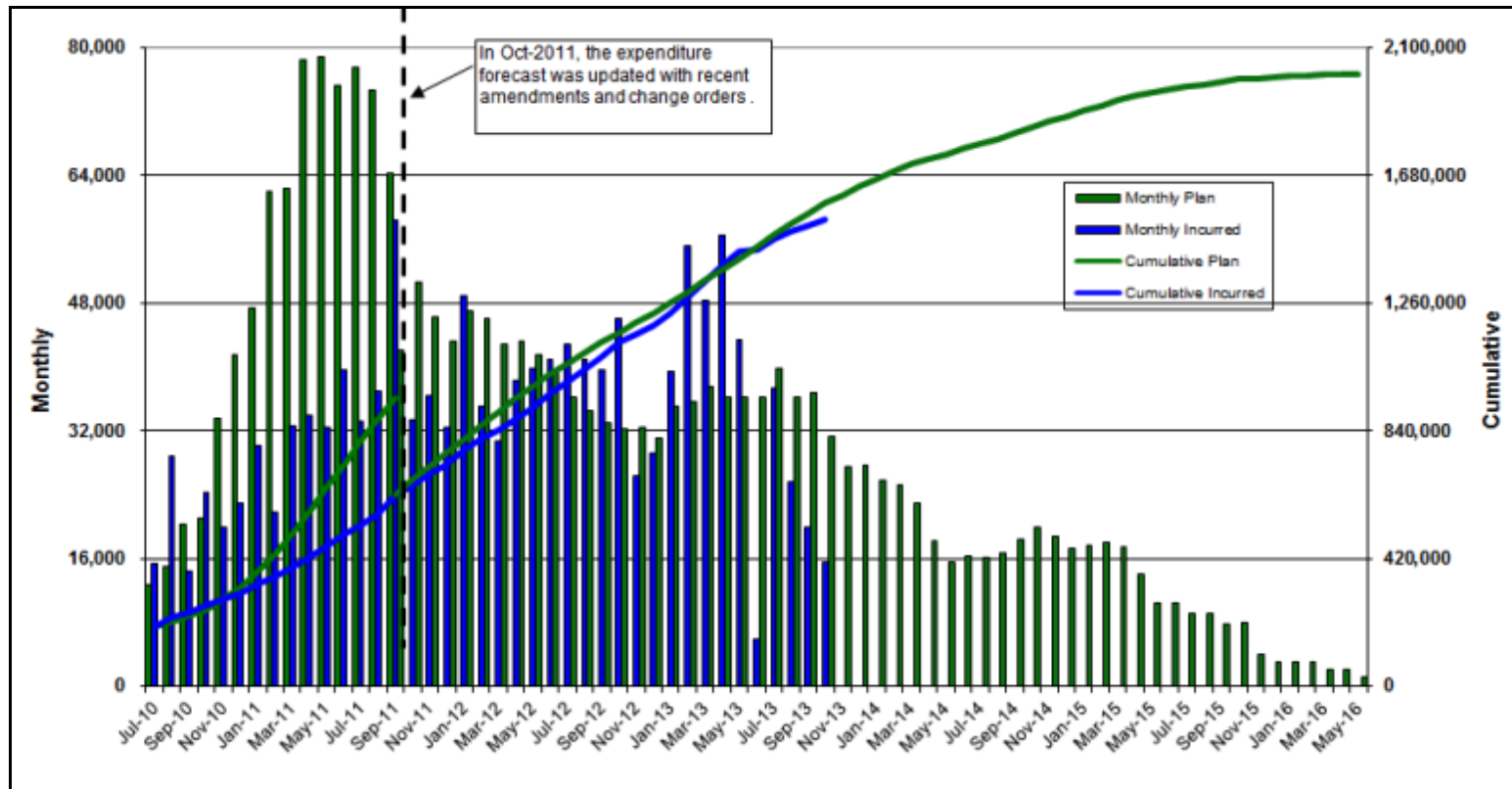


- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.



BRADLEY WEST ELEMENT CASH FLOW

as of 10/31/2013

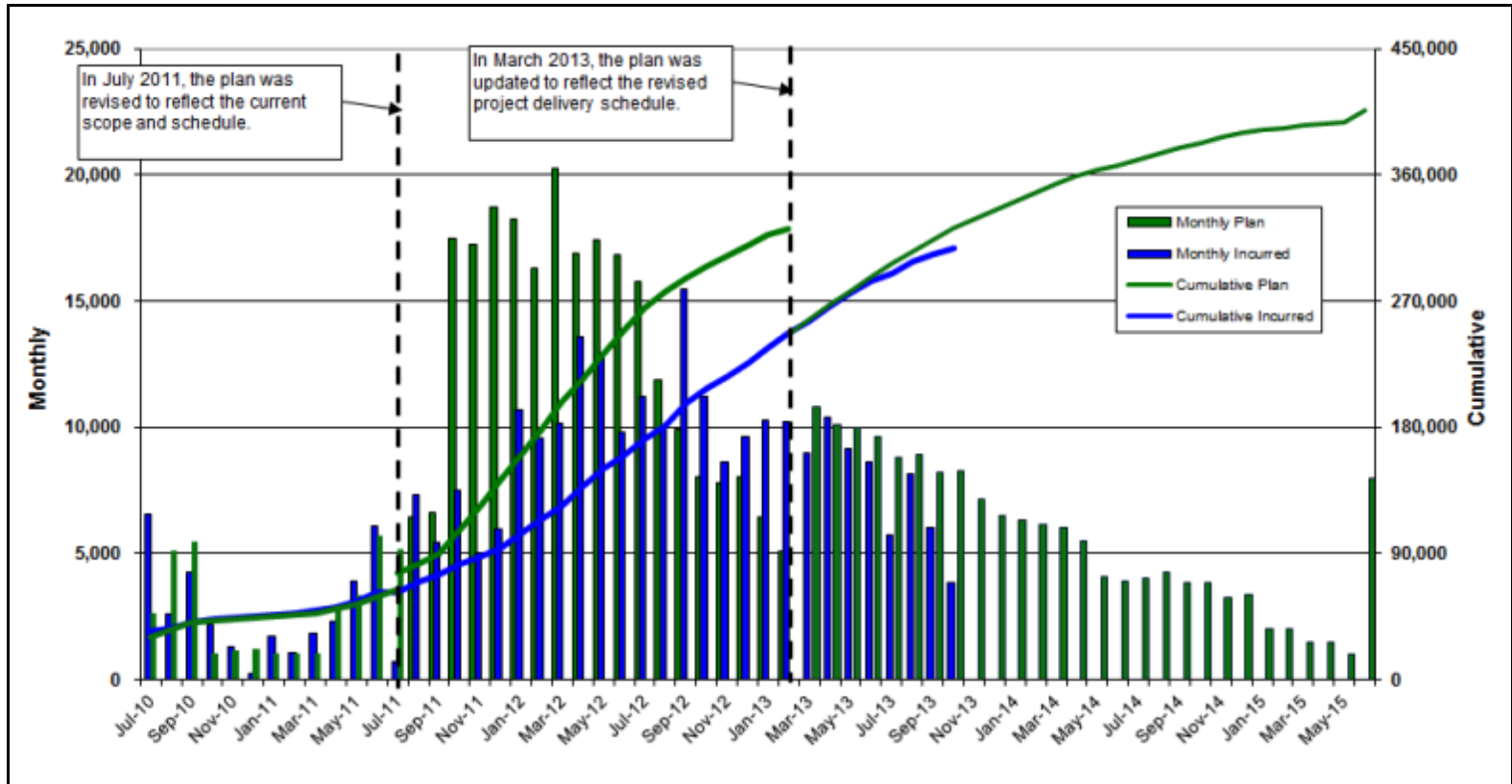


- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.



CUP REPLACEMENT CASH FLOW

as of 10/31/2013

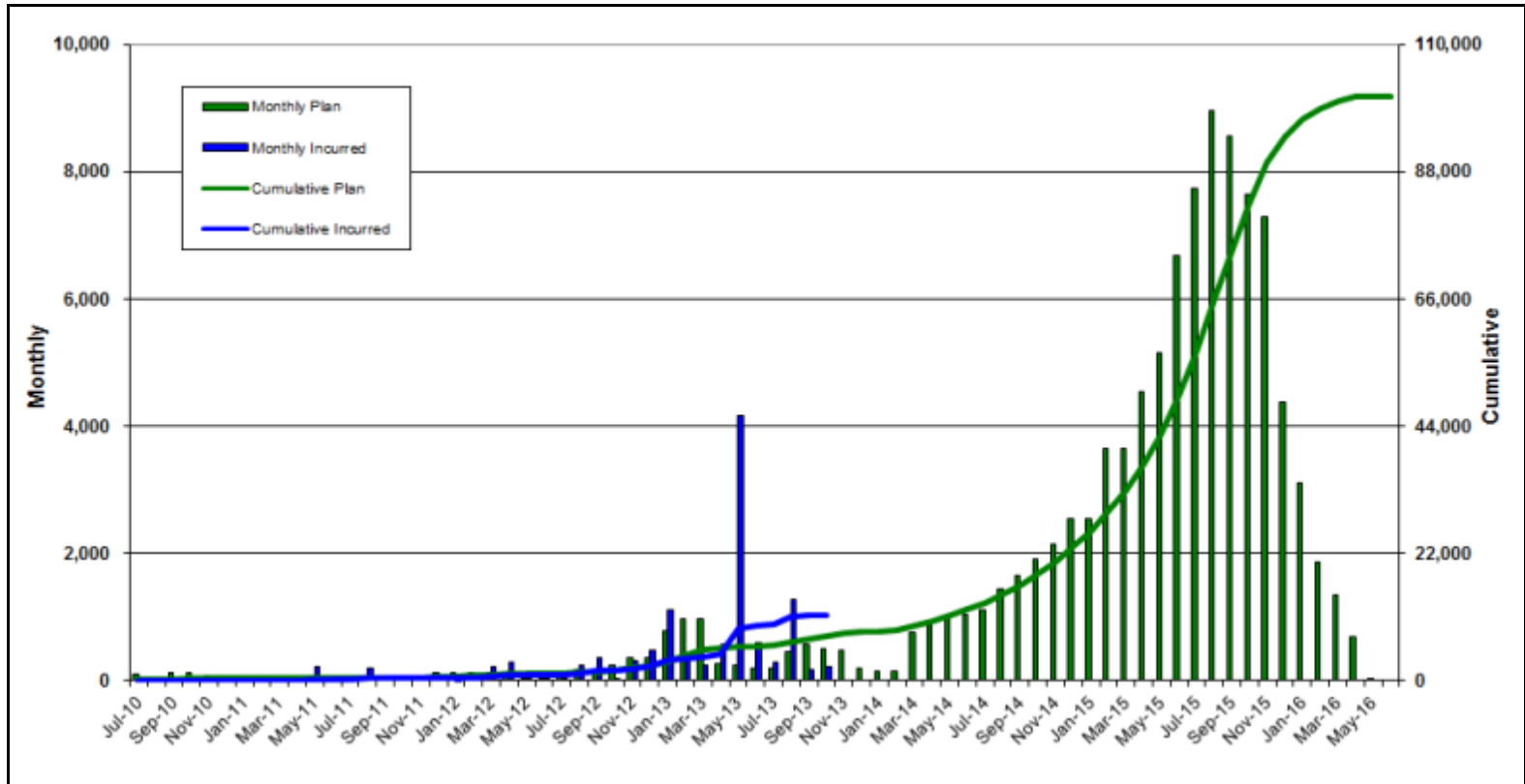


- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.



LANDSIDE ELEMENT CASH FLOW

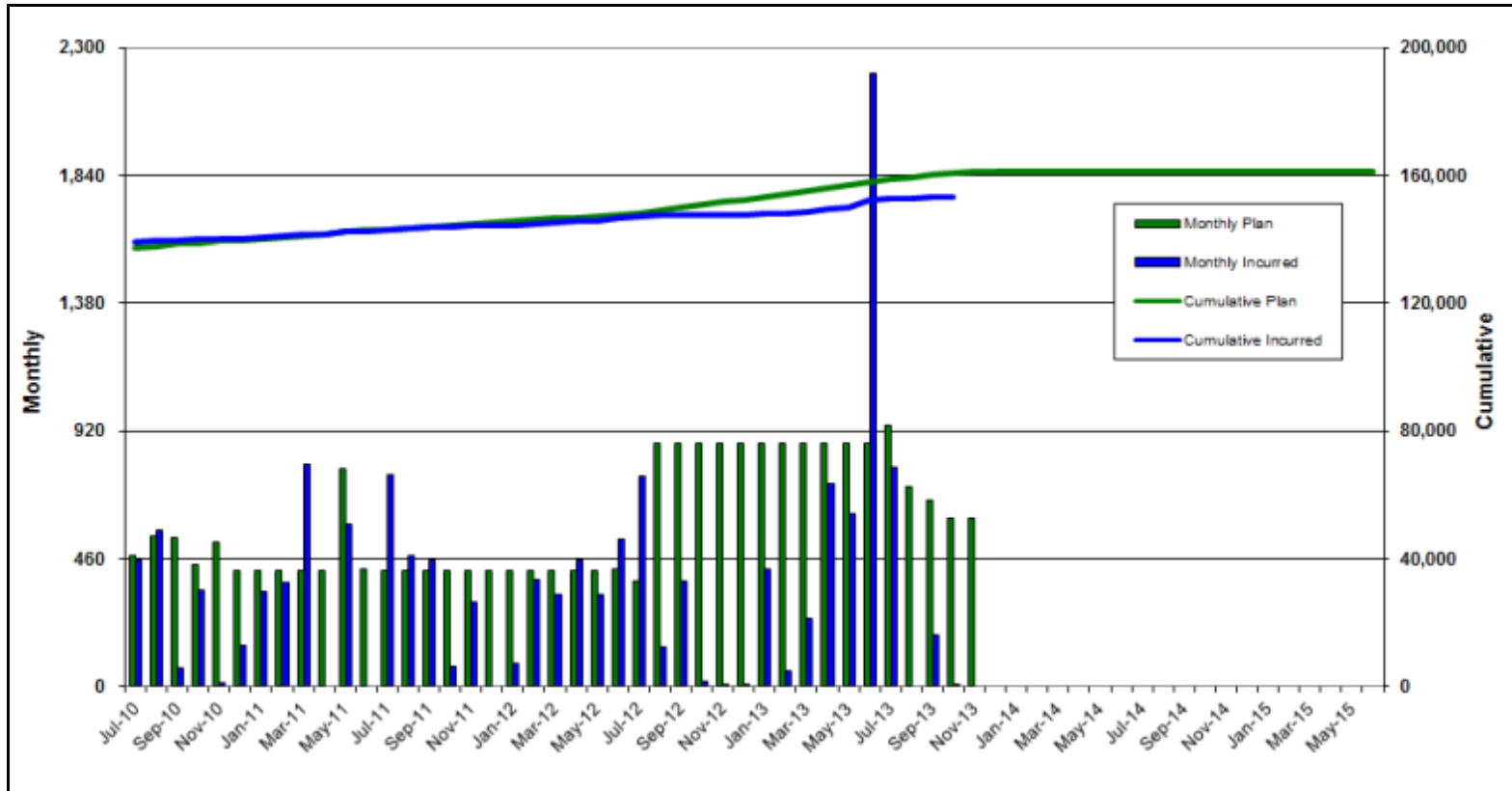
as of 10/31/2013



- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.



RESIDENTIAL/SOUNDPROOFING ELEMENT CASH FLOW as of 10/31/2013

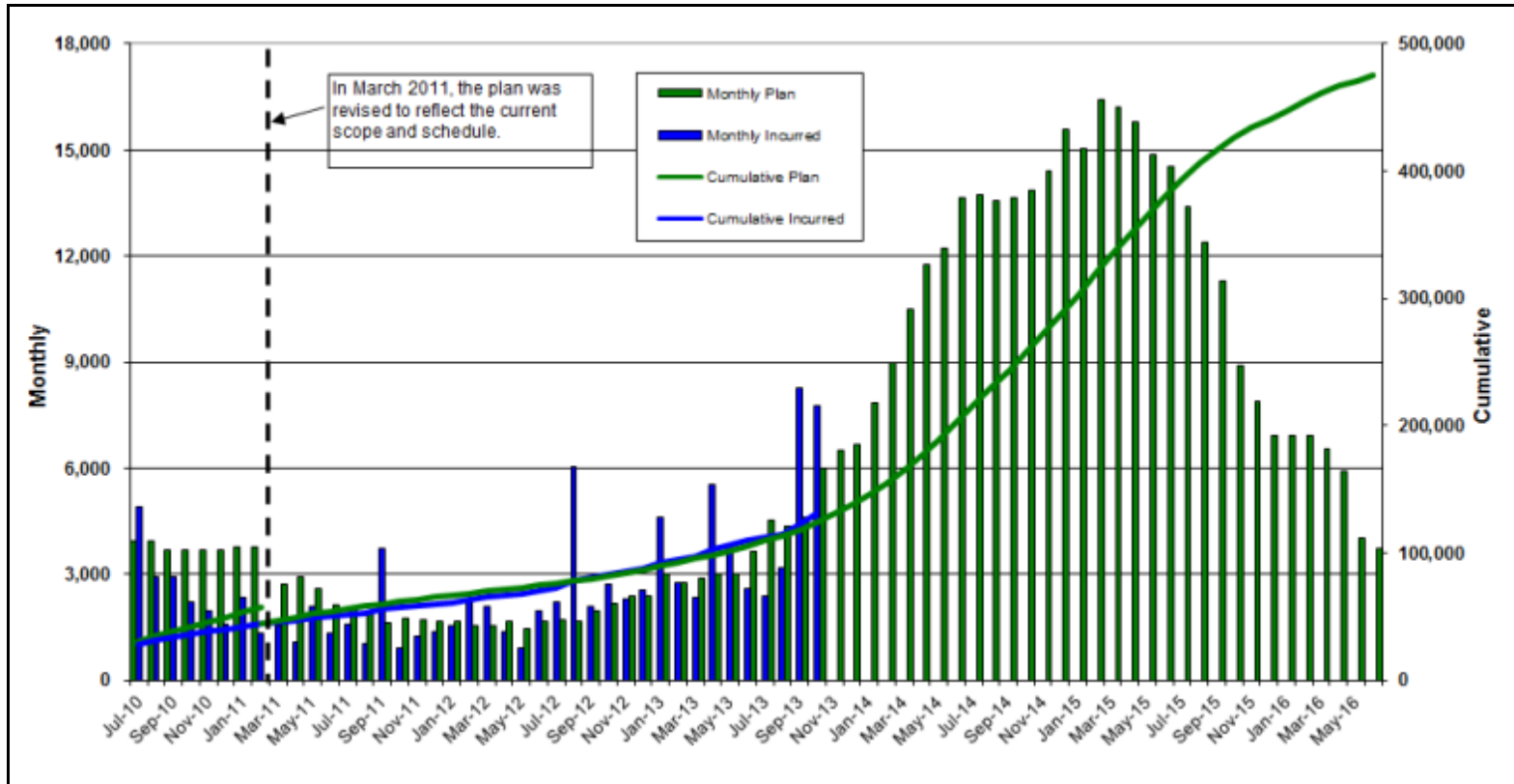


- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.



TERMINALS ELEMENT CASH FLOW

as of 10/31/2013



- Notes:
1. Unallocated Contingency is not included.
 2. Escalation is not included.



CHANGE ORDER OVERVIEW

User's Guide - Change Order

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Change Order Reports with greater knowledge and a better understanding of the composition of the various components of the change order report.

Change Orders - Process by which an adjustment is made to the total contract capacity.

CGMP Revision - Process by which the value of a CGMP is adjusted within the original total contract capacity. This process is employed by the Bradley West Element - Gates and Core projects in the administration of the Construction Management at Risk (CMAR) contracts.



CHANGE ORDERS
as of 10/31/2013

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Airside Element							



CHANGE ORDERS - Continued as of 10/31/2013

Element

Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Bradley West Element						
DA-4337 - BRADLEY WEST GATES (DA-4337)						
	DA-4337/CGMP01	0100	\$4,240			BWG - Sewage Ejector Pit, Sump Pit and Backwater Valve Pit Covers
	DA-4337/CGMP01	0101	\$11,203			BWG - Addition of Slab on Grade and Corbels at Level 03 Grade Beam for CMU
	DA-4337/CGMP01	0102	\$58,741			BWG - Request to Replenish Field Services
	DA-4337/CGMP01	0103		\$321,987		BWG - Request to Replenish Field Services
	DA-4337/CGMP01	0104	\$93,745			BWG - Flaggers at Lateral Access Roads
	DA-4337/CGMP01	0105	\$1,508			1BWG - ADG Temporary Fire Extinguisher Cabinet Identification Signs
	DA-4337/CGMP05	0184	\$604			PBB - Stand-By Personnel During Gate 134 Flight Arrivals 9/7/12 through
	DA-4337/CGMP05	0185	\$1,107			Type D9 Bang Bar Sign(s) in South Tug Pass
	DA-4337/CGMP05	0186	\$6,886			BWG - Addition of Slab on Grade and Corbels at Level 03 Grade Beam for CMU
	DA-4337/CGMP05	0187	\$(86,020)			BWG - Delete Access Ladder at CFSD's in Pier Mechanical Shafts
	DA-4337/CGMP07	0208	\$4,612			BWG - Gas Valves in Ceiling Space, Level 3
	DA-4337/CGMP08	0422	\$8,036			BWG - AED Cabinet Change
	DA-4337/CGMP08	0423	\$23,962			BWG - Elect - Light Fixtures on Concessions 4C5-11 Roof
	DA-4337/CGMP08	0424	\$47,013			BWG - Fire Alarm Workstation at Existing CUP
	DA-4337/CGMP08	0425	\$5,062			BWG - Support for Video Surveillance System (VSS) During Network System
	DA-4337/CGMP08	0426	\$8,599			BWG Defibrillator Cabinet Power And Communication Receptacle Locations
	DA-4337/CGMP08	0427	\$3,975			BWG - Emergency Phone G152 Level 5 Stair 2
	DA-4337/CGMP09	0127	\$2,289			BWG - Type D9 Bang Bar Sign(s) in South Tug Pass
	DA-4337/CGMP10	0271	\$1,305			BWG - 150 & 152 5th level Mechanical Shaft Door Location
	DA-4337/CGMP10	0272	\$3,623			BWG - Framing Tie Into Exterior at 4th Level Bus Connection - Interior
	DA-4337/CGMP13	0131	\$59,889			BWG - AED Cabinet Change
	DA-4337/CGMP13	0132	\$588			BWG - Framing Tie Into Exterior at 4th Level Bus Connection - Painting)
	DA-4337/CGMP14	0060	\$19,494			PBB - Stand-By Personnel During Gate 134 Flight Arrivals 9/7/12 through
	DA-4337/CGMP15	0026	\$1,128			BWG - Type D9 Bang Bar Sign(s) in South Tug Pass
DA-4382 - BRADLEY WEST CORE (DA-4382)						
	DA-4382/CGMP01	0123	\$26,458			BWC - Telecom Vault at Gridline C19 and CC (TR 3C4-03 Pit)
	DA-4382/CGMP01	0124	\$5,186			BWC - Nuclear Exit Sign for Temporary Conditional Occupancy (TCO)
	DA-4382/CGMP01	0125	\$(5,875)			BWC - NFA - Cancels CGMP Rev 1.106
	DA-4382/CGMP01	0126	\$(2,938)			BWC - NFA - Cancels CGMP Rev 1.108
	DA-4382/CGMP01	0127	\$8,813			BWC - NFA - Blue Chip Patching at Smart Cart North Area Ramp (Field
	DA-4382/CGMP01	0128	\$2,620			BWC - Relocation of FX1ap Light Pole at Area C3



Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

DA-4382/CGMP01	0129				BWC - WAJV Field Supervision for Second Shift Acceleration Operations at the
DA-4382/CGMP01	0130	\$1,069			BWC - Temporary A7 Signage Monitor Supports (Field Services)
DA-4382/CGMP01	0131	\$2,592			BWC - IEMS Time Tower Feature and Infrastructure (Scaffolding)
DA-4382/CGMP01	0132	\$2,737			BWC - Los Angeles Fire Department (LAFD) Signage for One Way Gates at
DA-4382/CGMP01	0133		\$317,994		BWC - Request to Replenish Field Services
DA-4382/CGMP01	0134		\$544,640		BWC - Request to Replenish Field Services
DA-4382/CGMP01	0135	\$96,771			BWC - Request to Replenish Field Services
DA-4382/CGMP01	0136	\$144,668			BWC - Request to Replenish Field Services
DA-4382/CGMP01	0137	\$23,483			BWC - PBB - Gate 148 Electrical Conduits and Glycol Routed Underground (Site
DA-4382/CGMP02	0048	\$25,959			BWC - Temporary Earthwork, Bent Plate & Shoring at R1-Line Scope Excluded
DA-4382/CGMP02	0049	\$20,377			BWC - PBB - Gate 148 Electrical Conduits and Glycol Routed Underground
DA-4382/CGMP04	0169	\$79,525			BWC - Temporary Earthwork, Bent Plate & Shoring at R1-Line Scope Excluded
DA-4382/CGMP04	0170	\$6,941			BWC - Nuclear Exit Sign for Temporary Conditional Occupancy (TCO)
DA-4382/CGMP04	0172	\$120,201			BWC - Time Tower Elevator Structure (Conveyances)
DA-4382/CGMP04	0173	\$2,245			BWC - IEMS Time Tower Feature and Infrastructure (Conveyance)
DA-4382/CGMP04	0174	\$2,398			BWC - 4C3-20 Door Opening Conflict (Interior Framing and Drywall)
DA-4382/CGMP04	0175	\$2,406			BWC - CON: Add Level 2 Keyswitch to Elevators C6EL03 & 04 (Conveyances)
DA-4382/CGMP05	0111	\$4,057			BWC - Metal Stud Infill at Elevator Penthouse (PVC Roofing)
DA-4382/CGMP06	0398	\$433			BWC - Metal Stud Infill at Elevator Penthouse (Demo)
DA-4382/CGMP06	0399	\$2,287			BWC - Addition of Concrete Footings for Stair C2ST06 and Revisions to Site
DA-4382/CGMP06	0400	\$95,128			BWC - Level 7 Structural Upgrades with Lightweight Concrete Floor Slab
DA-4382/CGMP06	0401	\$2,742			BWC - Core New South Elevator Pit Finishes and Systems
DA-4382/CGMP06	0402	\$13,820			BWC - Temporary Earthwork, Bent Plate & Shoring at R1-Line Scope Excluded
DA-4382/CGMP06	0403	\$58,235			BWC - Core Descoping for Phased Construction (Concrete)
DA-4382/CGMP06	0404	\$27,359			BWC - Signage Revisions (Interstitial Steel)
DA-4382/CGMP06	0405	\$1,164			BWC - Field Modified Design and Install of the 15" Storm Drain Line at the
DA-4382/CGMP06	0406	\$7,652			BWC - Room 1C1-06 Plumbing Equipment Pads
DA-4382/CGMP06	0407	\$2,016			BWC - Revised Elevator C4EL01 Machine Beam Attachment to Building
DA-4382/CGMP06	0408	\$1,342			BWC - Float Floor on Level 7 at Time Tower C3EL01-02 Elevator
DA-4382/CGMP06	0409	\$4,017			BWC - Roof Drain Type Change at Level 7 Premier Lounge
DA-4382/CGMP06	0410				BWC - Elect - Fx1ap Fixture Foundation Modifications
DA-4382/CGMP06	0411	\$963			BWC - Field Modify Steel Framing for Tug Lane Display Support
DA-4382/CGMP06	0412	\$2,346			BWC - BWC Int - Glass Support at North Architecturally Exposed Structural Steel
DA-4382/CGMP06	0413	\$27,766			BWC - Time Tower Elevator Structure
DA-4382/CGMP06	0414	\$3,086			BWC - Revised Attachment Detail for B5 and B18 Signs
DA-4382/CGMP06	0415	\$462			BWC - Level 03 Slab Edge Clarification at Gridline 56/R2



Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

DA-4382/CGMP06	0416	\$41,277		BWC - IEMS Time Tower Feature and Infrastructure
DA-4382/CGMP06	0417	\$10,742		BWC - ADG BWC Time Tower Elevator Structure
DA-4382/CGMP06	0418	\$5,203		BWC - Level 4 Pylon Block Outs BB Line X18 - C18
DA-4382/CGMP08	0579	\$58,499		BWC - Telecom Vault at Gridline C19 and CC (TR 3C4-03 Pit)
DA-4382/CGMP08	0580	\$2,190		BWC Int - Ceiling Soffit Detail at 3C2ST04
DA-4382/CGMP08	0581	\$2,906		BWC - Wall Rating and CFSD Between 3C1-50A and 3C1-50B
DA-4382/CGMP08	0582	\$1,104		BWC - Elect - LA Department of Building and Safety Correction ice - Automatic
DA-4382/CGMP08	0583	\$6,334		BWC - Elect - Type C Fixture Quantity in Room 5C1-O5
DA-4382/CGMP08	0584	\$13,899		BWC - Core New South Elevator Pit Finishes and Systems
DA-4382/CGMP08	0585	\$10,347		BWC - Dynamic Display Issues and Redesign per
DA-4382/CGMP08	0586	\$3,229		BWC - Elect - Occupancy Sensors in Elevator Control Rooms
DA-4382/CGMP08	0587	\$18,169		BWC - Stairs 1C7ST01, 1C6ST03, 5C4ST06, 4C1ST01 and ST06
DA-4382/CGMP08	0588	\$56,354		BWC - Emergency Power Circuitry for Pre-Action Panels
DA-4382/CGMP08	0589	\$5,423		BWC - Elect - VAV C14.10 Power Room 5C8-25
DA-4382/CGMP08	0590	\$7,317		BWC - Data Requirements for Customs and Border Patrol Chief's and perversors
DA-4382/CGMP08	0591	\$11,228		BWC - Comm-Provide Drip Pans for Mechanical Lines over Communications
DA-4382/CGMP08	0592	\$8,464		Access Hatches for Pre-Action Smoke Detector at Walkable Grates Above IEMS
DA-4382/CGMP08	0593	\$91,156		Field Modified Design and Install of the 15" Storm Drain Line at the Northeast
DA-4382/CGMP08	0594	\$3,026		BWC - A1 Sign Conflict on Level 4 Outside Gate 148 (Electrical)
DA-4382/CGMP08	0595	\$(2,380)		BWC - Telecommunication Credit for Data Drop Not Installed in 6th Floor
DA-4382/CGMP08	0596	\$1,911		BWC - Exhaust Fan C6.3 Not Achieving 2200 Cubic Feet per Minute (CFM),
DA-4382/CGMP08	0597	\$7,717		BWC - Add Fans to Customs Border Patrol (CBP) Millwork at CPU Cabinets
DA-4382/CGMP08	0598	\$2,245		BWC - Limit Switches for WON Doors (horizontal sliding fire doors)
DA-4382/CGMP08	0599	\$5,376		BWC - Elect - 3C5-10J Power and Controls
DA-4382/CGMP08	0600	\$4,086		BWC-Comm-N Light Server Rework Required for Gala Event
DA-4382/CGMP08	0601	\$1,491		BWC - Roof Drain Type Change at Level 7 Premier Lounge
DA-4382/CGMP08	0602	\$7,351		BWC Int - Phase B Miscellaneous Condition @ L1, C5; L2,C7; L5,C1 & C5
DA-4382/CGMP08	0603	\$7,452		BWC - Install Spare Cisco 3750X Switch in New MPOE (3C4-03)
DA-4382/CGMP08	0604	\$12,467		BWC - Relocate Security Junction Boxes for Door 6C4-30B
DA-4382/CGMP08	0605	\$44,737		BWC - Customs Border Patrol Telecommunication Room Layout Changes to
DA-4382/CGMP08	0606	\$3,470		BWC - FX1b Approved Product No Longer Available
DA-4382/CGMP08	0607	\$25,616		BWC - SSI - Communications - Level 7 Security Requirements
DA-4382/CGMP08	0608	\$6,900		BWC - Additional Changes Due to Field Conditions Not Anticipated
DA-4382/CGMP08	0609	\$28,563		BWC - Level 1 Ceiling Speaker Mounting Location (Electrical)
DA-4382/CGMP08	0610	\$38,229		BWC - Type U Blacklight Fixture UL Listing
DA-4382/CGMP08	0611		\$259,401	BWC - IEMS Time Tower Feature and Infrastructure



Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

DA-4382/CGMP08	0612	\$13,165		BWC - Security Systems Training for Customs Border Patrol (CBP)
DA-4382/CGMP08	0613	\$8,620		BWC - MER Server Room CRAC Liebert "Teamwork"
DA-4382/CGMP08	0614	\$131,109		BWC - PBB - Gate 148 Electrical Conduits and Glycol Routed Underground
DA-4382/CGMP08	0615	\$6,687		BWC - Fixture FC18c Quantity in Vestibule 2C7-20
DA-4382/CGMP09	0238	\$3,979		BWC - Metal Stud Infill at Elevator Penthouse (Exterior Framing and Sheathing)
DA-4382/CGMP09	0239	\$31,824		BWC - Level 7 Structural Upgrades with Lightweight Concrete Floor Slab
DA-4382/CGMP09	0240	\$21,312		BWC - Temporary Earthwork, Bent Plate & Shoring at R1-Line Scope Excluded
DA-4382/CGMP09	0241	\$9,393		Access Hatches for Pre-Action Smoke Detector at Walkable Grates Above IEMS
DA-4382/CGMP09	0242	\$17,244		Added Curb and Modifications to Stair C2ST06
DA-4382/CGMP09	0243	\$5,860		BWC - Revised Attachment Detail for B5 and B18 Signs
DA-4382/CGMP09	0244	\$4,008		BWC - Temporary A7 Signage Monitor Supports (Miscellaneous Steel)
DA-4382/CGMP09	0245	\$7,532		BWC - PBB - Gate 148 Electrical Conduits and Glycol Routed Underground
DA-4382/CGMP10	0075	\$1,980		BWC - Level 6 Storefront Support Framing (Applied Fireproofing)
DA-4382/CGMP10	0076	\$716		BWC - Box Beam at Gridlines X1-Y2 High Ceiling (Applied Fireproofing)
DA-4382/CGMP10	0077	\$3,373		BWC - Wall Rating and CFSD Between 3C1-50A and 3C1-50B pplied
DA-4382/CGMP10	0078	\$(624)		BWC - Fireproofing at Level 3 Elevator Shaft (Applied Fireproofing)
DA-4382/CGMP10	0079	\$(3,620)		BWC - Cancels CGMP Revision 10.65
DA-4382/CGMP10	0080	\$3,440		BWC - Condensing Unit C3.1 and Outside Air Main Back Draft Dampers
DA-4382/CGMP10	0082	\$21,655		BWC Int - Cafco 400 in Lieu of Intumescent for Time Tower Structure
DA-4382/CGMP10	0083	\$1,150		BWC - Roof Drain Type Change at Level 7 Premier Lounge
DA-4382/CGMP10	0084	\$15,726		BWC - Time Tower Elevator Structure (Applied Fireproofing)
DA-4382/CGMP10	0085	\$7,874		BWC - IEMS Time Tower Feature and Infrastructure Fire Proofing)
DA-4382/CGMP11	0015	\$4,416		BWC - BHS ACAMS Signal Change from Security Doors to Fire Doors
DA-4382/CGMP11	0016	\$11,735		BWC - Bradley West - Day One Incident Command Post Logistical Support
DA-4382/CGMP12	0315	\$3,407		BWC - Metal Stud Infill at Elevator Penthouse Gypsum Board/Framing/GFRP)
DA-4382/CGMP12	0316	\$1,358		BWC - Level 6 Storefront Support Framing (Gypsum Board/ Framing/ RP)
DA-4382/CGMP12	0317	\$12,159		BWC - Box Beam at Gridlines X1-Y2 High Ceiling (Gypsum Board/ Framing/
DA-4382/CGMP12	0318	\$5,244		BWC - Interior Details for Side of Doorways (Gypsum Board/ Framing/ GFRP)
DA-4382/CGMP12	0319	\$4,196		BWC Int - Ceiling Soffit Detail at 3C2ST04
DA-4382/CGMP12	0320	\$826		BWC - Wall Rating and CFSD Between 3C1-50A and 3C1-50B Gypsum Board/
DA-4382/CGMP12	0321	\$8,518		BWC - Fireproofing at Level 3 Elevator Shaft (Gypsum Board/ raming/ GFRP)
DA-4382/CGMP12	0322	\$2,188		BWC - Core New South Elevator Pit Finishes and Systems
DA-4382/CGMP12	0323	\$799		BWC - Level 6 Storefront Along Y7
DA-4382/CGMP12	0324	\$4,125		BWC - Stairs 1C7ST01, 1C6ST03, 5C4ST06, 4C1ST01 and 4C4ST06 Fire
DA-4382/CGMP12	0325	\$8,499		BWC Int - Cafco 400 in Lieu of Intumescent for Time Tower Structure
DA-4382/CGMP12	0326	\$577		BWC - Data Requirements for Customs and Border Patrol Chief's and



Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

DA-4382/CGMP12	0327	\$3,761		BWC - Signange Revisions (Gypsum Board/ Framing/ GFRP)
DA-4382/CGMP12	0328	\$2,039		BWC - IEMS (3) 18x18 and (1) 24x24 Access Panels for Storyboard
DA-4382/CGMP12	0329	\$16,036		BWC Int - Phase B Miscellaneous Condition @ L1, C5; L2,C7; L5,C1 & C5
DA-4382/CGMP12	0330	\$23,315		BWC - Phasing: Phase B Temp Provision
DA-4382/CGMP12	0331	\$11,021		BWC - Additional Changes Due to Field Conditions Not Anticipated
DA-4382/CGMP12	0332	\$13,156		BWC - IEMS Time Tower Feature and Infrastructure (Interior Framing
DA-4382/CGMP12	0333	\$1,517		BWC Int - Spandrel Glass Column Level 6
DA-4382/CGMP12	0334	\$986		BWC - Keyswitch for (2) WON Doors: 4C6-10B & 5C8-08
DA-4382/CGMP12	0335	\$1,794		BWC Headings 336 and 337 Changes
DA-4382/CGMP12	0336	\$1,951		BWC - 4C3-20 Door Opening Conflict (Doors, Frames and Hardware)
DA-4382/CGMP12	0337	\$654		BWC - Structural Steel Miscellaneous Revisions Section M (Interior Framing and
DA-4382/CGMP13	0150	\$23,353		BWC - Customs Border Patrol Level 3 Gap Closure Between Storefront and
DA-4382/CGMP13	0151	\$7,508		BWC Box Beam at Gridlines X1-Y2 High Ceiling (Decorative Metal)
DA-4382/CGMP13	0152	\$3,225		BWC - Interior Details for Side of Doorways (Decorative Metals)
DA-4382/CGMP13	0153	\$5,498		BWC Int - Ceiling Soffit Detail at 3C2ST04
DA-4382/CGMP13	0154	\$33,619		BWC - Core New South Elevator Pit Finishes and Systems
DA-4382/CGMP13	0156	\$941		BWC Stairs 1C7ST01, 1C6ST03, 5C4ST06, 4C1ST01 and 4C4ST06 Fire Alarm
DA-4382/CGMP13	0157	\$1,331		BWC - A1 Sign Conflict on Level 4 Outside Gate 148 (Decorative Metals)
DA-4382/CGMP13	0158	\$39,749		BWC Int - Level 1 Speakers at Face of Soffits
DA-4382/CGMP13	0159	\$9,767		BWC - Level 1 Ceiling Speaker Mounting Location (Decorative Metals)
DA-4382/CGMP13	0160	\$15,192		BWC-Comm-Electronic Visusal Information Display System (EVIDS) Mounting at
DA-4382/CGMP13	0161	\$37,037		BWC - Revisions to FC39 Handrail per Responses
DA-4382/CGMP13	0162	\$124,319		BWC - IEMS Time Tower Feature and Infrastructure
DA-4382/CGMP13	0163	\$9,279		BWC - Structural Steel Miscellaneous Revisions Section M (Decorative Metals)
DA-4382/CGMP13	0164	\$899		BWC - Level 1 B20 Sign Conflict (Decorative Metals)
DA-4382/CGMP14	0186	\$2,805		BWC - Customs Border Patrol Level 3 Gap Closure Between Storefront and ling
DA-4382/CGMP14	0187	\$1,617		BWC - Box Beam at Gridlines X1-Y2 High Ceiling (Painting)
DA-4382/CGMP14	0188	\$4,475		BWC - Interior Details for Side of Doorways (Painting)
DA-4382/CGMP14	0189	\$979		BWC Int - Ceiling Soffit Detail at 3C2ST04
DA-4382/CGMP14	0190	\$911		BWC - Wall Rating and CFSD Between 3C1-50A and 3C1-50B ainting)
DA-4382/CGMP14	0191	\$728		BWC - Data Requirements for Customs and Border Patrol Chief's and perversors
DA-4382/CGMP14	0192	\$323		BWC - Signange Revisions (Painting)
DA-4382/CGMP14	0193	\$13,320		BWC - Limit Switches for WON Doors (horizontal sliding fire doors)
DA-4382/CGMP14	0194	\$2,602		BWC Int - Phase B Miscellaneous Condition @ L1, C5; L2,C7; L5,C1 & C5
DA-4382/CGMP14	0195	\$923		BWC - Customs Border Patrol Telecommunication Room Layout Changes to
DA-4382/CGMP14	0196	\$3,864		BWC - 6.414 BWC - Revised Attachment Detail for B5 and B18 Signs



Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

DA-4382/CGMP14	0197	\$1,032		BWC - Locations for Additional D3 Stairwell Signs per LAFD (Painting)
DA-4382/CGMP14	0198	\$(575)		BWC - Additional Changes Field Condition Not Anticipated in Design (Painting)
DA-4382/CGMP14	0199	\$3,954		BWC-Comm-Electronic Visusal Information Display System (EVIDS) Mounting at
DA-4382/CGMP14	0200	\$9,030		BWC - IEMS Time Tower Feature and Infrastructure (Painting)
DA-4382/CGMP14	0201	\$618		BWC Int - Spandrel Glass Column Level 6
DA-4382/CGMP14	0202	\$2,328		BWC - PBB - Gate 148 Electrical Conduits and Glycol Routed Underground
DA-4382/CGMP14	0203	\$815		BWC - 4C3-20 Door Opening Conflict (Painting)
DA-4382/CGMP14	0204	\$760		BWC - Structural Steel Miscellaneous Revisions Section M (Painting)
DA-4382/CGMP15	0045	\$1,529		BWC - Add Fans to Customs Border Patrol (CBP) Millwork at CPU Cabinets
DA-4382/CGMP15	0046	\$3,716		BWC - Customs Border Patrol Telecommunication Room Layout Changes to
DA-4382/CGMP15	0047	\$1,345		BWC - Relocate Gate 148 PBB Control Stations
DA-4382/CGMP16	0026	\$420		BWC - Core New South Elevator Pit Finishes and Systems
DA-4382/CGMP16	0027	\$(31,216)		BWC - Signange Revisions (Signage and Graphics)
DA-4382/CGMP16	0028	\$10,381		BWC - Locations for Additional D3 Stairwell Signs per LAFD (Signage and
DA-4382/CGMP16	0029	\$12,857		BWC - Temporary A7 Signage Monitor Supports (Signage and Graphics)
DA-4382/CGMP16	0030	\$3,073		BWC - IEMS Time Tower Feature and Infrastructure (Signage and aphics)
DA-4382/CGMP16	0031	\$4,391		BWC - Level 1 B20 Sign Conflict (Signage and Graphics)
DA-4382/CGMP17	0009	\$3,767		BWC - Welcome Wall Closure
DA-4382/CGMP17	0010	\$23,902		BWC - IEMS Story Board Mesh Removal
DA-4382/CGMP17	0011		\$277,582	BWC - IEMS Time Tower Feature and Infrastructure (IEMS System)
DA-4382/CGMP18	0134	\$55,760		NFA - Entry Canopies Light Layout Changes, Additional Lights, Ceiling Removal,
DA-4382/CGMP18	0135	\$10,545		NFA Remove Lamps from Entrance Canopies, Replace from Lutron
DA-4382/CGMP18	0136	\$5,889		BWC - NFA Remove Damaged Arrivals Level Airline ID Sign and Re-Install
DA-4382/CGMP18	0137	\$5,528		BWC - NFA Caulk Joint at Concrete Wall and Stainless Steel Cladding at
DA-4382/CGMP18	0138	\$4,531		BWC - NFA Caulk Joint Around base of Side Walk Columns - 27qty
DA-4382/CGMP18	0139	\$38,423		BWC - Core Level 7 Window Washing Drive and Structure
DA-4382/CGMP18	0140	\$121,017		BWC - NFA - Penwal Pole Eyebrows (Light Shields) Design Change
DA-4382/CGMP18	0141	\$11,402		BWC - NFA - Irrigation Controller Power Feed
DA-4382/CGMP18	0142	\$(53,919)		BWC - NFA - Cancels CGMP Rev 18.78
DA-4382/CGMP18	0143	\$(26,959)		BWC - NFA - Cancels CGMP Rev 18.89
DA-4382/CGMP18	0144	\$80,878		BWC - NFA - Blue Chip Patching at Smart Cart North Area Ramp (Concrete)
DA-4382/CGMP18	0145	\$2,301		BWC - NFA - Caulk (2) Expansion Joints at K-Rail
DA-4382/CGMP18	0146	\$41,066		BWC - NFA - Notching of Entrance Canopies Ceiling Panels to Steel Conflicts
DA-4382/CGMP18	0147	\$583		BWC - NFA - Add 1-Gallon Philodendrons at Area C Planter
DA-4382/CGMP18	0148	\$3,553		BWC - NFA - Adjust Speaker Tap Values
DA-4382/CGMP18	0149	\$5,522		BWC - NFA Pump Oil from Elevator Reservoir and Piston



Bradley West Element

DA-4382 - BRADLEY WEST CORE (DA-4382)

DA-4382/CGMP19	0006	\$22,752		BWC - IEMS Story Board Crane Removal Scaffolding
DA-4382/CGMP20	0084	\$24,872		RENO - Phase '0' - Level 4 VIP Corridor North Interface Stair/ Ramp with LAX
DA-4382/CGMP20	0085	\$35,212		RENO - Phase 0 - DWP Station Added Storm Drainage System and Connection
DA-4382/CGMP20	0086	\$1,542		BWC - RENO - Phase 0 - DWP/BHS Yard - Missing Ground Busses in Existing
DA-4382/CGMP20	0087	\$6,346		BWC - RENO - Phase 0 - CBP North/East Offices - Wall/Soffit/Ceiling Framing
DA-4382/CGMP20	0088	\$12,600		BWC - RENO - Phase '0' - Customs and Border Patrol North
DA-4382/CGMP20	0089	\$8,845		BWC - RENO - Phase 0 - East Offices West Wall Framing at Gridline H.5
DA-4382/CGMP20	0090	\$(517)		RENO Phase 0 4" Sanitary Line at Baggage Hall
DA-4382/CGMP20	0091	\$1,499		BWC - RENO - CBP North Offices - Investigation for Mold in Existing Utility Shaft
DA-4382/CGMP20	0092	\$699		BWC - RENO - Phase '0' - DWP/BHS Yard - Control Equipment Revision for
DA-4382/CGMP20	0093	\$3,139		BWC - Renovation Phase"0" - CBP North/East Offices - Door Hardware Revision
DA-4382/CGMP20	0094	\$2,319		BWC - RENO - Phase '0' - Customs Border Patrol (CBP) Added Emergency
DA-4382/CGMP20	0095	\$1,307		BWC - RENO Phase 0 - Occupancy Sensor Requirement at Baggage Handling
DA-4382/CGMP20	0096	\$24,168		BWC - RENO - Phase 0 - DWP/BHS Yard - Busway Support Revisions at
DA-4382/CGMP20	0097	\$4,493		BWC - RENO - UPS Room - Separate Grounding Electrode Connection for
DA-4382/CGMP20	0098	\$4,162		BWC - RENO - Phase 0 - UPS Room - In Line Butt Splice for 4UPSS Distribution



CHANGE ORDERS - Continued as of 10/31/2013

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
CUP Replacement Element							
C001A - CENTRAL UTILITY PLANT							
		DA-4554/0000	0166		\$273,546		Heat Exchanger, Controls and Piping Assembly for System Load Testing
		DA-4554/0000	0176	\$132,415			Firework System Redundancy
		DA-4554/0000	0178		\$205,177		CUP Network Switch Procurement
		DA-4554/0000	0179	\$6,404			CHW Pipe Flush Extended
		DA-4554/0000	0180	\$1,393			Area D7 - Added Curb along edge existing sidewalks
		DA-4554/0000	0181		\$429,624		Supplement Potholing and Utility Investigation
		DA-4554/0000	0182		\$193,181		S Center WAy Relocation of Unforeseen Ductbank
Landside Element							
Residential/Soundproofing Element							
Terminal Element							

Bradley West- Gates

CHANGE TYPE	EXECUTED CHANGES (CUMULATIVE)	APPROVED CHANGES (CUMULATIVE)	SUBTOTAL	% OF CONTRACT VALUE *
DESIGN EVOLUTION	\$30,385,326	\$0	\$30,385,326	4.89%
DOCUMENT CORRECTION	\$51,580,721	\$714,346	\$52,295,067	8.41%
FIELD CONDITIONS	\$16,430,951	\$616,125	\$17,047,076	2.74%
OWNER BETTERMENT	\$27,938,921	(\$2,049,694)	\$25,889,227	4.17%
CODE REQUIREMENT	\$4,445,369	\$430,077	\$4,875,446	0.78%
TOTAL	\$130,781,288	(\$289,146)	\$130,492,142	20.99%

*Base Contract Value = \$621,550,000

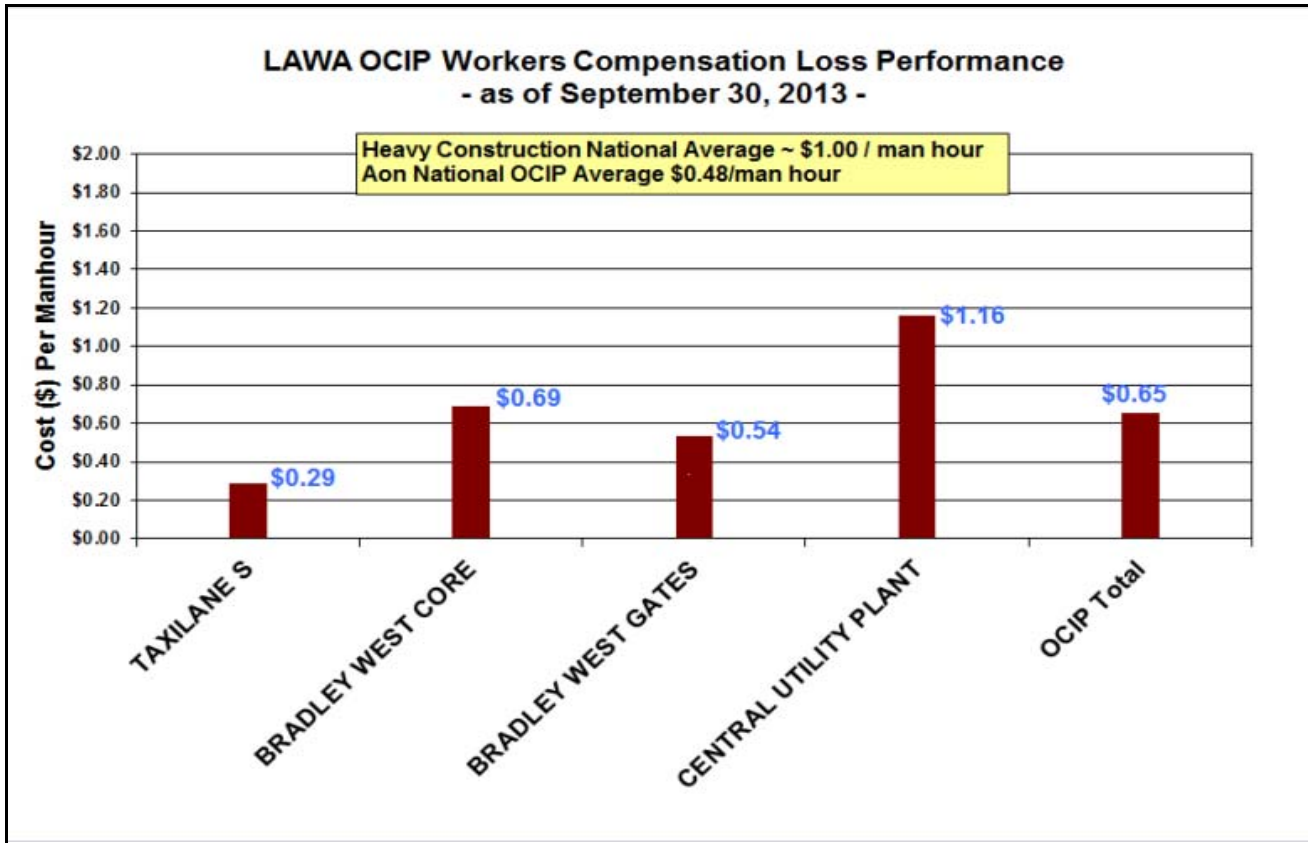
Note:

1) The Walsh/Austin Joint Venture purchased Passenger Boarding Bridges for installation on the east gates of the new Bradley Terminal. Installation of these bridges will now be performed by the contractor selected to perform the Core Renovation Project.

Bradley West- CORE

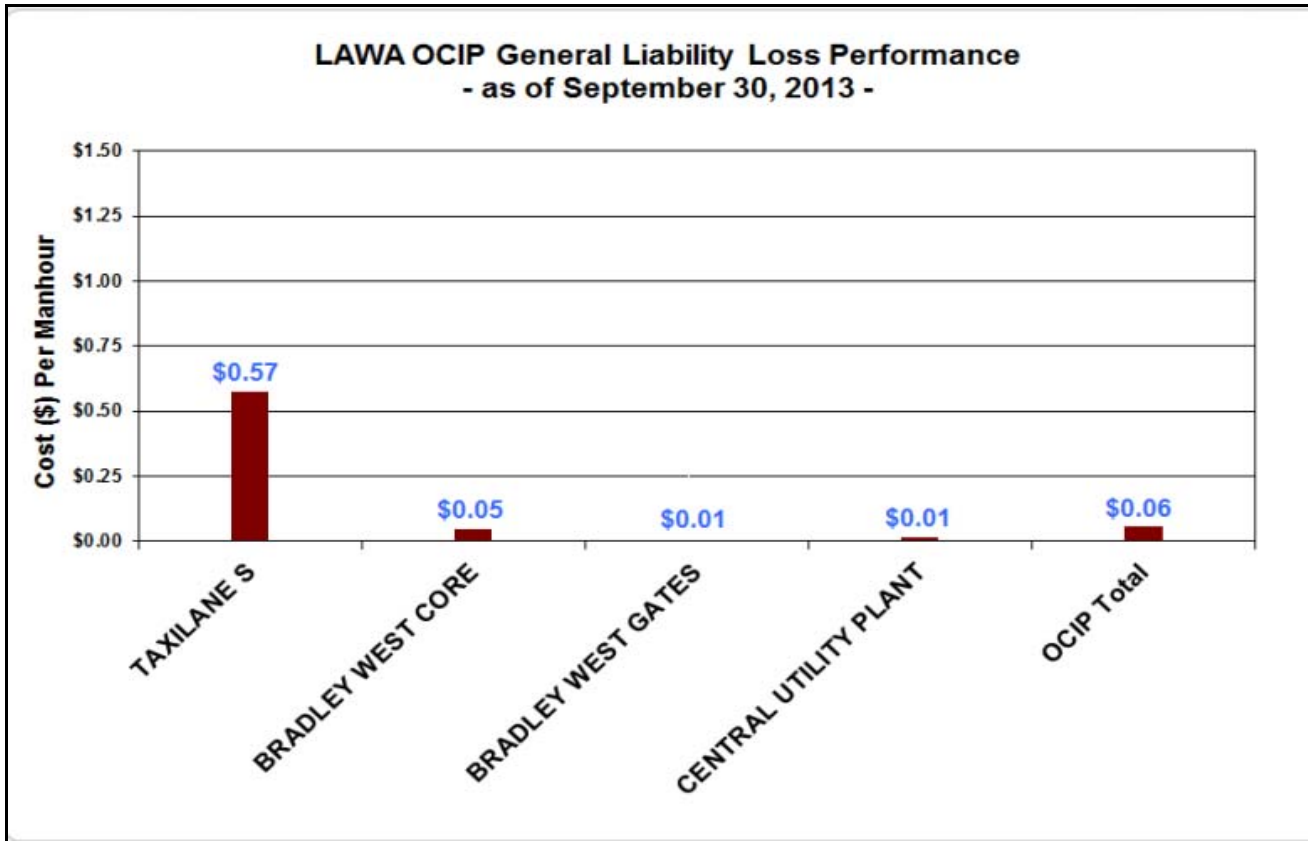
CHANGE TYPE	EXECUTED CHANGES (CUMULATIVE)	APPROVED CHANGES (CUMULATIVE)	SUBTOTAL	% OF CONTRACT VALUE*
DESIGN EVOLUTION	\$30,093,188	\$0	\$30,093,188	4.83%
DOCUMENT CORRECTION	\$35,961,492	\$1,783,377	\$37,744,869	6.06%
FIELD CONDITIONS	\$13,699,150	\$1,683,176	\$15,382,326	2.47%
OWNER BETTERMENT	\$76,264,130	\$2,810,776	\$79,074,906	12.70%
CODE REQUIREMENT	\$7,549,000	\$325,384	\$7,874,384	1.26%
TOTAL	\$163,566,960	\$6,602,713	\$170,169,673	27.33%

*Base Contract Value = \$622,600,000



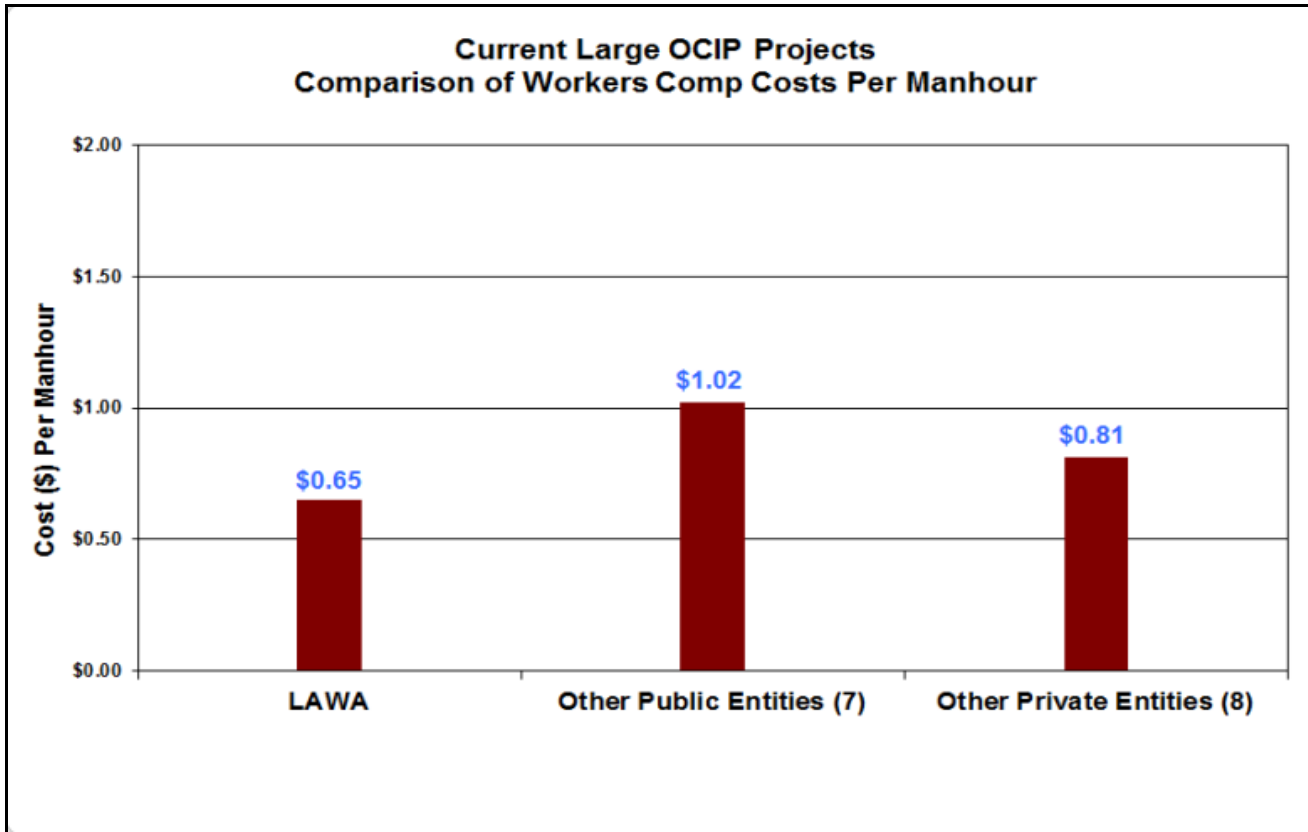


OCIP - Continued
as of 10/31/2013





OCIP - Continued
as of 10/31/2013





MWBE/DBE

Subcontractor Utilization Summary Report
as of 10/31/2013

Firm	Contract No.	DBE or MWBE Contract	Proposed Level of Participation	Achieved Participation to Date*		Remarks
				M/WBE	DBE	
AECOM Technical Services, Inc.	DA-4260	DBE	12.00 %	N/A %	21.59 %	
Arcadis	DA-4413	M/WBE	20.00 %	21.60 %	N/A %	Limited scope of work authorized to date.
Atkins	DA-4515	DBE	24.00 %	N/A %	27.08 %	
Atkins	DA-4679	M/WBE	11.50 %	13.72 %	N/A %	
Base Architecture	DA-4713	M/WBE	20.00 %	21.28 %	N/A %	
Clark/McCarthy Joint Venture - Design	DA-4554	M/WBE	20.10 %	7.20 %	N/A %	
Clark/McCarthy Joint Venture - Construction	DA-4554	M/WBE	16.00 %	11.68 %	N/A %	
Fentress Architects	DA-4274	DBE	9.30 %	13.10 %	6.10 %	
Gin Wong	DA-4750	M/WBE	20.00 %	57.74 %	N/A %	
Gruen Associates	DA-4761	M/WBE	25.00 %	27.39 %	N/A %	
Hatch Mott MacDonald, LLC	DA-4275	DBE	19.56 %	N/A %	19.54 %	
HNTB Corporation	DA-4709	DBE	10.80 %	N/A %	11.03 %	
HNTB Corporation	DA-4748	M/WBE	20.00 %	12.24 %	N/A %	
Jacobs Project Management Co.	DA-4417	M/WBE	25.00 %	25.24 %	N/A %	
KDG Dev + Construction Consulting	DA-4418	M/WBE	20.00 %	23.50 %	N/A %	
Kimley-Horn and Associates	DA-4555	DBE	20.00 %	N/A %	8.50 %	Limited Scope.
Parsons Transportation Group, Inc.	DA-4415	M/WBE	23.00 %	50.47 %	N/A %	
Paslay Management Group	DA-4324	M/WBE	10.00 %	19.29 %	N/A %	
Praxis Integrated Communications	DA-4541	M/WBE	10.00 %	0.00 %	N/A %	MBE subcontractor approval in process.
Rivers & Christian	DA-4762	M/WBE	26.00 %	35.47 %	N/A %	
URS Corporation, Inc.	DA-4763	M/WBE	20.00 %	17.34 %	N/A %	
Vanir Construction Management, Inc.	DA-4416	M/WBE	20.00 %	20.63 %	N/A %	
W. E. O'Neil Construction Co. of California	DA-4712	M/WBE	9.60 %	2.21 %	N/A %	
Walsh Austin Joint Venture - Pre-Construction (Gates)	DA-4337	M/WBE	20.00 %	29.43 %	N/A %	
Walsh Austin Joint Venture - Construction (Gates)	DA-4337	M/WBE	14.00 %	21.53 %	N/A %	
Walsh Austin Joint Venture - Pre-Construction (Core)	DA-4382	M/WBE	20.00 %	24.02 %	N/A %	
Walsh Austin Joint Venture - Construction (Core)	DA-4382	M/WBE	14.00 %	15.25 %	N/A %	
Total Participation:				17.58%	15.20%	

*Achieved Participation to Date includes progress in the pledged program and progress outside of the pledge.