

## **EXHIBIT C**

### **Draft LAX Sign District Design Standards and Guidelines**

# **LAX Sign District Design Standards and Guidelines Draft**

January 9, 2026

DCP Comments: February 2, 2026

Responses: February 12, 2026

DCP Comments: February 17, 2026

Responses: February 20, 2026

## **SECTION 1: INTRODUCTION**

This document, the LAX Sign District Design Standards and Guidelines, contains provisions that direct change to public lands within the boundaries of the LAX Sign District (Ordinance No. XXXX, effective XX, 2026). This document includes criteria regarding location, illumination, size, and placement of signs located within the boundary of the LAX Sign District. The LAX Sign District Design Standards and Guidelines were initially adopted by the Executive Director of the Los Angeles World Airports (LAWA) and may be amended subject to the LAX Sign District Ordinance (Ordinance).

Applicants seeking to obtain Executive Director approval under the Ordinance for a new sign, a sign structure, sign illumination, or alteration of an existing sign, must demonstrate to the satisfaction of the Executive Director of LAWA, or the Executive Director's designee, that the provisions of the Design Standards and Guidelines have been met as well as the provisions of the LAX Sign District Ordinance.

These LAX Sign District Design Standards and Guidelines may contain both "Development Standards" and "Design Guidelines." Development Standards are legal requirements that address aspects of site development and sign design for which physical specifications can be described. Design Guidelines are strong recommendations that provide direction for more subjective considerations. All requirements in Sections 2 and 3 of the document are currently Development Standards. Design Guidelines, if needed, may be implemented at a later date.

Requests for deviations, modifications and interpretations of the Development Standards must follow the procedures in Section 6E of the Ordinance. Deviations from Design Guidelines must be justified or explained to the Executive Director or his/her representative during the Executive Director Sign-Off process.

Illustrative examples and other graphics are provided to demonstrate application of the LAX Sign District Design Standards and Guidelines. This document is not a substitute for the services of professional architects, engineers, and building contractors in new construction and renovation. All development will adhere to the City's Building and Safety Code, the LAX Sign District Ordinance, and to State and Federal laws.

## **SECTION 2: OVERVIEW OF LAX SIGN DISTRICT DESIGN STANDARDS AND GUIDELINES**

### **A. The LAX Sign District**

Exterior non-commercial and on-site advertising as well as off-site signage at LAX are authorized by the LAX Specific Plan Ordinance (Ordinance No. 185,164). Per the Specific Plan, off-site signs are more specifically governed by the LAX Sign District. As required by the LAX Sign District Ordinance, additional, more detailed requirements for off-site signs are contained in the LAX Sign District Design Standards and Guidelines, which are approved by the Executive Director of LAWA.

The geographic boundaries of the LAX Sign District are identified in the Ordinance (Map 1 – Sign District Boundary and Subarea Map) and are divided into the Airside Subarea and Landside Subarea. Within the Airside Subarea, “Off-Site Signs are on Passenger Boarding Bridges”. Within the Landside Subarea, Off-Site Signs are allowed on multiple locations, but prohibited on the Theme Building and the Clifton A. Moore Administration building (excluding the former 1961 Airport Traffic Control Tower). Also, within the Landside Subarea are special provisions for digital displays on the 1961 Airport Traffic Control Tower.

The Ordinance addresses prohibited, exempt, and allowable sign types, as well as the general parameters for the size, location, and illumination. The LAX Sign District Design Standards and Guidelines provide additional detail, regulations, and guidelines for the design and placement of signage. These Development Standards and Design Guidelines within this document are a companion document to the LAX Tenant Signage Standards and LAWA Terminal Wayfinding Standards which apply to exterior signage not covered by the Ordinance, including signage inside and outside of the LAX Sign District boundaries. The LAX Sign District Ordinance also includes standards governing illumination levels and refresh rates for Digital Display signs. The CEQA analysis for the Ordinance was based on these standards.

### **B. General**

The purpose of the LAX Sign District Design Standards and Guidelines is to ensure that new Off-Site Signs are responsive to and integrated with the aesthetic character of the structures on which they are located and are positioned in a manner that is compatible with both the surrounding architecture and other signage at the airport. As such, the Design Standards and Guidelines create parameters for a sign program that responds to the complex and fluid nature of the airport environment by:

- Allowing wayfinding signage to take priority
- Structuring the approach to size and placement of Off-Site Signs to minimize distractions to drivers and pedestrians
- Giving LAWA discretion to allow flexibility in the sign program as changes to the built environment occur

### **C. Locations**

As indicated above, within the Airside Subarea, Off-Site Signs are only permitted on passenger boarding bridges. Within the Landside Subarea, Off-Site Signs are allowed on Terminals, Parking Structures, Sky Bridges, Arrivals Level Roadway Columns, and Departures Roadway Poles. Also, within the Landside Subarea are special provisions for digital signage on the 1961 Airport Traffic Control Tower. These locations are shown on the Sign Type and Location Table in Section 2.E below.

Signs may be located within the areas shown as Opportunity Zones on Figure 1 included in the LAX Sign District Design Standards and Guidelines. The drawings are intended to illustrate the general location on building facades and Sky Bridges that signs may be placed, but not to limit the number of signs within each Opportunity Zone. Signs regulated by the Ordinance may not be placed outside of the Opportunity Zones.

### **D. LAWA Approval and City Permits**

The LAX Sign District Ordinance and these Design Standards and Guidelines describe what is allowed within the context of the LAX Sign District. Approvals given by LAWA ensure that the provisions of the Ordinance and the Design Standards and Guidelines are followed appropriately and consistently. LAWA approval is a necessary first step before obtaining clearances and permits from the Los Angeles Fire Department and Department of Building and Safety, etc. Documentation of signage materials, methods of attachment, structural analysis and electrical engineering etc. will need to be completed as part of the permit process. No sign authorized by the LAX Sign District Ordinance will be installed without the necessary approvals and permits.

Table 1 below summarizes the types of signs allowed at different locations within the LAX Sign District. The specific Design Standards and Guidelines for the different sign types and locations are described in the sections that follow.

**E. Table 1 - LAX Sign District Type and Location**

Sign Type	Landside Subarea						Airside Subarea
	Arrivals and Departures Level Roadway Poles	Arrivals Level Roadway Columns	Terminal Building Façades	APM and Terminal Sky Bridges <sup>1</sup>	CTA Parking Structures	1961 ATCT	Passenger Boarding Bridges
Column Wrap		•					
Digital Displays			•	•	•	•	
Pole Signs	•						
Supergraphic Signs			•	•	•		•
Wall Signs			•	•	•		•

Notes:

APM = Automated People Mover; ATCT = Airport Traffic Control Tower; CTA = Central Terminal Area

<sup>1</sup> Terminal sky bridges are bridges from the parking structures and the terminals at Terminals 1 and 7. APM Terminal sky bridges are bridges from the APM stations within the CTA to the terminals.

**F. Sign Types**

**I. Column Wrap Signs**

Column Wrap Signs shall comply with the following regulations:

**a. General**

A Column Wrap Sign shall not be a Digital Display.

**b. Illumination**

Signs may be externally illuminated and shall not be internally illuminated.

**c. Location**

Column Wrap Signs are allowed per Figure 1 and may be attached to columns on the lower (Arrivals) level roadway that have no information or wayfinding signs.

**d. Size, Placement, and Consistency**

**1. Size**

Height - The top of a Column Wrap Sign shall be at least 3 feet below the top of the column, and a minimum of 2 feet above the finished grade.

Width – The sign may cover the full surface of the column within the height constraints or only cover a part of the column.

## **2. Placement and Consistency**

All Column Wrap Signs displayed at a given time must be of the same size and placed with a consistent orientation with respect to the roadway traffic. The height above the finished grade and dimension from the top of the column must all be approximately the same, with the goal of establishing a consistent datum.

## **II. Digital Displays**

Digital Display shall comply with the following regulations:

### **a. General**

Digital Displays on the 1961 Airport Traffic Control Tower are subject to additional requirements, in Section 3.E.

Digital Displays shall be free of any visible bracing, angle iron, guy wires, cable, and/or similar supporting elements. All exposed portions of electronic displays, including backs, sides, structural support members and support poles, shall be screened to the satisfaction of the Executive Director.

### **b. Illumination**

The lighting of Digital Displays shall be subject to the regulations of the Ordinance.

### **c. Location**

Digital Displays are allowed within the Opportunity Zones at the locations identified on Figure 1 in the Landside Subarea on Parking Structures, Sky Bridges, certain Terminal Facades, and 1961 Airport Traffic Control Tower.

For Terminal Facades, Digital Displays are permitted on the Concourse 0 east-facing facade and south-facing facade, when that facility is constructed. The location opportunities for digital display signage on Concourse 0 would depend on the final design of that facility. Prior to the construction of Concourse 0, Digital Displays are permitted on the Terminal 1 east-facing facade. Digital Displays are not permitted on any other terminal facades.

Digital Displays shall be attached to or erected against the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall. Digital Displays shall not cover distinct architectural features of a building's facade, with the exception of the 1961 Airport Traffic Control Tower.

### **d. Size, Placement, and Consistency**

For specifics on size, placement, and consistency see Parking Structures, Terminal Facades and Sky Bridges below in Sections 3.A, 3.B, and 3.C.

**e. Animation**

Full animation of any Digital Display, defined as images, videos, animation, parts and/or illumination that change, move, stream, scroll, or otherwise incorporate motion to change at an unrestricted rate, is not permitted.

**f. Refresh Rates**

All Digital Displays on a given parking structure that are subject to Controlled Refresh I shall refresh simultaneously. In addition, Digital Displays on Sky Bridges (subject to Controlled Refresh III) connected to a given parking structure shall only refresh when the Digital Displays on that parking structure (subject to Controlled Refresh Rate I) refresh.

Digital Displays with a Controlled Refresh II, except for the digital display on the 1961 Former ATCT, shall refresh at the same time.

**III. Pole Signs**

Pole Signs shall comply with the following regulations:

**a. General**

The Pole Sign shall be oriented so that the message, graphic or symbol on the sign is perpendicular to the adjacent roadway.

**b. Illumination**

Pole Signs may be externally illuminated and shall not be internally illuminated.

**c. Location**

A Pole Sign shall only be within the Landside Subarea.

**d. Size, Placement, and Consistency**

**1. Size**

*Height*- The lowest portion of a suspended portion of the Pole Sign shall be at least 15 feet above the roadway. The highest portion of the sign shall not extend above the top of the sign support.

*Width* – The width of the suspended portion of the Pole Sign must be less than the width of the horizontal support member to which it is attached.

**2. Placement**

The signs must be placed at a consistent rhythm on the installed poles, i.e., on every pole, every other pole, or every third pole, etc. but not less than one on every 10 poles. The signs may be placed on new or existing poles.

**3. Consistency**

Pole Signs on the Departures (upper) or Arrivals (lower) Level Roadways that are displayed at the same time must all be of the same size, attached in the same way and have the same orientation. The signs must be placed with continuous spacing along the roadway.

#### **IV. Supergraphic Signs and Wall Signs**

Supergraphic Signs and Wall Signs shall comply with the following regulations:

##### **a. General**

The exposed face of a Supergraphic Sign or Wall Sign shall be approximately parallel to the plane of the wall upon which it is located.

##### **b. Illumination**

In the Landside Subarea, Supergraphic Signs and Wall Signs may be externally illuminated and shall not be internally illuminated.

##### **c. Location**

In the Landside Subarea, Supergraphic Signs and Wall Signs are allowed only on Parking Structures, Terminal Facades, and Sky Bridges. In the Airside Subarea, they are allowed only on Passenger Boarding Bridges. See Figure 1.

##### **d. Size, Placement and Consistency**

For specifics on size and placement, see Parking Structures, Terminal Facades and Sky Bridges in Sections 3.A, 3.B, and 3.C below.

### **SECTION 3: SIZE, PLACEMENT AND CONSISTENCY FOR SPECIFIC LOCATIONS**

#### **A. Parking Structures**

##### **I. Sign Types**

Digital Displays, Supergraphic Signs and Wall Signs are allowed on Parking Structures as indicated below.

For Parking Garage facades with shear walls, Digital Display, Supergraphic Signs and Wall Signs may be placed on the solid walls which are at least 20 feet in width. For Parking Garage facades without shear walls, these signs may cover the vertical circulation elements that do not have openings facing the roadway or wayfinding graphics and are a minimum of 20 feet in width. Signs are also allowed on Parking Garage facades without shear walls within the Opportunity Zones.

##### **II. Size**

*Height* – The top of a sign shall be located no higher than 2 feet below the top of the structure on which it is placed, and no lower than 10 feet above finished grade.

*Width* – Signs shall be placed a minimum of 2 feet from both sides of the end of a

building or façade on which they are located.

### **III. Placement**

Signs shall be centered in the middle of the facade. Signs are allowed within the Opportunity Zones at the locations identified on Figure 1.

### **IV. Consistency**

On any given parking structure facade, signs displayed at any one time shall be the same size and placed so that the top and bottom edges align with each other.

## **B. Terminal Facades**

### **I. Sign Types**

Supergraphic and Wall Signs are allowed within the Opportunity Zones at the locations identified on Figure 1. Digital Displays would only be permitted on the Concourse 0 east-facing facade and south-facing facade, when that facility is constructed. The location opportunities for digital display signage on Concourse 0 would depend on the final design of that facility. Prior to the construction of Concourse 0, Digital Displays would be permitted on the Terminal 1 east-facing facade. Digital Displays would not be permitted on any other terminal facades.

### **II. Size**

*Height*- Signs on Terminal facades shall be a minimum of 2 feet above the finished grade, with the top of the sign located no higher than the top of the adjacent window/doorframe.

*Width* - Signs shall be placed a minimum of 2 feet from both sides of the wall surface on which they are located.

### **III. Placement**

Signs shall not be applied to windows or doors, and shall only be located on walls that do not have glass and have contiguous surfaces without protrusions, indentations or equipment. Signs shall be centered on the wall.

### **IV. Consistency**

On any given terminal facade, signs displayed at any one time shall be the same size and placed so that the top and bottom edges align with each other.

## **C. Sky Bridges**

### **I. Terminal Pedestrian Bridges**

Terminal Pedestrian Bridges are the existing bridges between the terminal and parking structures on Terminals 1, 4, and 7 that pre-date the construction of the Automated People Mover (APM), but may be removed or replaced by an APM Terminal Pedestrian Bridge at a later date.

**a. Sign Types**

Digital Displays, Supergraphic Signs, and Wall Signs are permitted to be placed on Terminal Pedestrian Bridges.

**b. Size**

*Height* – The maximum size of the sign shall not exceed the span from the top edge of the bridge to the bottom edge of the bridge.

*Width* – The maximum size of the sign shall not exceed the full width of the straight section of the bridge.

**c. Placement**

The sign shall be located on one side of the bridge, facing the dominant flow of traffic. The sign shall be centered on the bridge along the horizontal dimension. Signs are only allowed within the Opportunity Zones at the locations identified on Figure 1.

**d. Consistency**

Signs displayed at any one time on more than one Terminal Pedestrian Bridge must be of the same type, size and placement.

**II. APM Terminal Pedestrian Bridges**

APM Terminal Pedestrian Bridges are the new bridges between the terminal and parking structures or the APM stations on Terminals 2, 3, 4, 5, and 6 that were constructed as part of the APM Project. A future APM Terminal Pedestrian Bridge may be constructed on Terminal 1 replacing the existing Terminal Pedestrian Bridge.

**a. Sign Types**

Digital Displays, Supergraphic Signs, and Wall Signs may be placed on APM Terminal Pedestrian Bridges.

**b. Size**

*Height* – Signs may span from 1 foot below the top edge of the bridge to 1 foot above the bottom edge of the bridge.

*Width* – Signs may span a maximum of 2 structural modules (approximately 20 feet) and be a minimum of 1 foot from the vertical bridge element of the module.

**c. Placement**

Signs must be facing the dominant flow of traffic. Signs shall not be located within the area above the Arrivals Level Roadway. Signs shall only be above the Departures Level Roadway. Signs shall not be suspended below the bridges.

Signs are allowed within the Opportunity Zones at the locations identified on Figure 1, subject to the restrictions in this section.

**d. Consistency**

Signs displayed at any one time on more than one APM Terminal Pedestrian Bridge must all be of the same type, size and placement.

**D. Passenger Boarding Bridges**

**I. General**

Signs shall be Supergraphic Signs or Wall Signs.

**II. Illumination**

Signs may not be internally or externally illuminated.

**III. Location**

Signs shall only be located on Passenger Boarding Bridges in the Airside Subarea.

**IV. Size**

Signs may span from the top edge to the bottom edge of the telescoping section(s) and shall not exceed 1,040 square feet of sign area per sign, per side.

**V. Placement**

A single Passenger Boarding Bridge may have one sign on each of its two sides. A sign that is narrower than the full width of the telescoping section must be centered on that section.

**VI. Consistency**

All Signs displayed at any one time on more than one Passenger Boarding Bridge must be of the same type, size and placement within the Airside Subarea.

**E. 1961 Airport Traffic Control Tower**

Signs on the 1961 Airport Traffic Control Tower shall comply with the following regulations:

**I. General**

Prior to issuance of any permit for signage on this structure, an application for nomination of the 1961 Airport Traffic Control Tower to be a City of Los Angeles Historic-Cultural Monument (HCM) must be submitted. As such, any proposed signs must comply with the Secretary of Interior Standards.

Digital Displays may be placed on the 1961 Airport Traffic Control Tower.

## **II. Illumination**

The lighting of a Digital Display at the 1961 Airport Traffic Control Tower shall be subject to the illumination regulations of the Ordinance.

## **III. Location**

Digital Displays shall cover all of the four sides of the 1961 Airport Traffic Control Tower.

## **IV. Size**

*Area* - Signs on the 1961 Airport Traffic Control Tower are limited to a total sign area of approximately 25,725 square feet.

*Height* - Signs must span between the bottom of the second floor to the top of the twelfth floor.

*Width* - Signs must span the entire width of each facade.

## **V. Placement**

No sign shall cover the tower cab at the top of the building. No Off-Site Signs shall be allowed on the two-story portion of the Clifton A. Moore Administration building which surrounds the base of the 1961 Airport Traffic Control Tower.

## **VI. Off-Site Signs**

Off-Site Signs may consist of welcome messages and imagery; LAX-related travel and tourism messaging; content celebrating commemorations, City-hosted events, and special occasions; and artistic displays occurring outside the Sign District. Messages and imagery would be determined by LAWA and would be subject to applicable brightness, duration, and operational safety standards, and the City's federal grant obligations.

In addition, commissioned artworks as well as imagery depicting the historic building facade as originally constructed in 1961 may also be displayed.

## **VII. Animation**

Although images to be displayed on the 1961 Airport Traffic Control Tower cannot include full animation, color fades would be allowed similar to those that currently occur on the existing lighted LAX pylons.

## **VIII. Historical Resource Commitments**

Consistent with the LAX Preservation Plan and in coordination with the Department of City Planning's Office of Historic Resources, LAWA shall ensure that proposed signage on the 1961 ATCT respects the existing historic fabric, avoids adverse changes to historic resources, is compatible with the original design intent, and preserves the tower's integrity while accommodating contemporary airport needs through the implementation of the following features.

**a. Removal of Non-Contributing Elements**

LAWA shall remove the existing non-contributing exterior guardrails while retaining the original outriggers that the guardrails are attached to. Removal shall be completed prior to installation of new signage components and to avoid any disturbance or damage to the historic fabric. If a replacement is deemed necessary to comply with safety codes, it will be designed such that its visual profile is minimal and does not add to or interfere with the overall form and massing of the tower. Any replacement solution must also be such that if removed in the future, the essential form and integrity of the historic resource would be unimpaired, consistent with the Secretary of the Interior’s Standards for Rehabilitation.

**b. Visually Permeable LED Digital Media Displays**

LAWA shall require that any LED digital display mounted to the exterior of the 1961 ATCT employs permeable technology that allows visibility of the building’s original form and surviving features behind the added digital display.

The selected system shall incorporate variable transparency that maintains discernible views of the original tower wall, including the existing ribbon windows and plaster spandrels, similar to the variable transparency afforded by the original louver system.

LED modules, cabling, and structural attachments shall be minimized, concealed, or integrated to avoid obscuring or altering historic materials to the maximum feasible extent.

LAWA shall work with a design team to evaluate digital media options that maintain visibility of the original ATCT’s architectural elements while meeting functional display needs.

**c. Floor-by-Floor Horizontal Banding to Reflect Original Architectural Profile**

In order to recall the visual delineation of each floor characteristic of the ATCT’s 1961 appearance, the displays shall be mounted as horizontal bands across each floor, from the bottom of the second floor to the top of the twelfth floor, using the existing outrigger structure that historically supported the tower’s louvers, leaving a reveal between floors where no display is present. The displays shall span the entire width of each facade.

This floor-by-floor approach will re-establish the horizontal delineation of each floor, characteristic of the building’s original louvered facade.

The floor-by-floor approach, together with the visual permeability of the displays, will ensure that the displays do not obscure the full height of the ATCT, but instead recall the architectural rhythms of the ATCT’s original design.

Mounting systems must avoid attachment that would damage or obscure contributing historic materials.

**d. Interpretive and Educational Display Elements**

To enhance public understanding of the 1961 tower’s historic significance, LAWA shall incorporate digital interpretive elements into the digital display program.

LED-based digital content, projection treatments, or programmed lighting shall be used to periodically depict the tower’s historic appearance and recall its former use as an airport traffic control tower.

Interpretive content must be coordinated with LAWA’s Art Program, LA Welcome Program, and Celebratory Program to ensure regular and meaningful public communication of the tower’s history.

Content frequency, duration, and placement will be established during final design to ensure that a meaningful interpretive component can be integrated with more expressive displays.

**e. Continued Coordination with Preservation Professionals**

LAWA will engage qualified architectural historians and preservation architects who meet the Secretary of the Interior’s professional standards<sup>1</sup> during the final design, installation, and programming of the digital media displays to ensure compliance with the Secretary of the Interior’s Standards for Rehabilitation.

Review will include structural attachments, transparency levels, lighting intensity, interpretive elements, and operational protocols. Recommendations will be incorporated into the final design to avoid adverse effects to the historical significance of the 1961 ATCT.

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<sup>1</sup> The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation (36 CFR Part 61) define minimum education, training, and experience required to perform identification, evaluation, registration, and treatment activities. U.S. Department of the Interior, *The Secretary of the Interior Professional Qualifications Standards*.

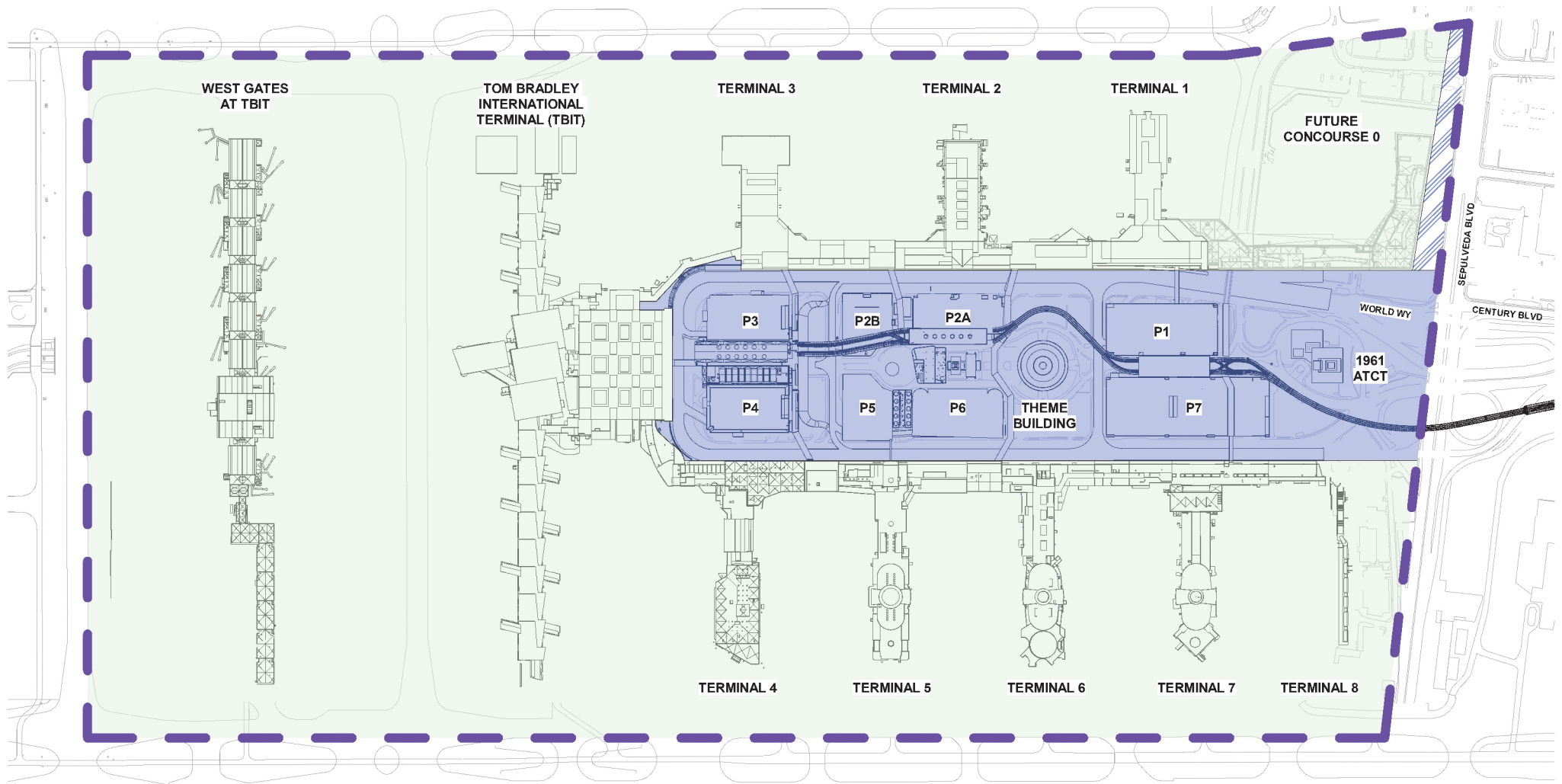
Available: <https://www.doi.gov/pam/asset-management/historic-preservation/PQS>.

Accessed January 9, 2026.

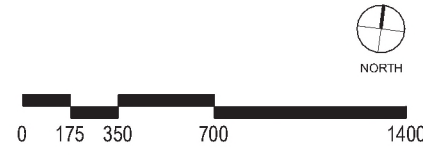
# **LAX SIGN DISTRICT**

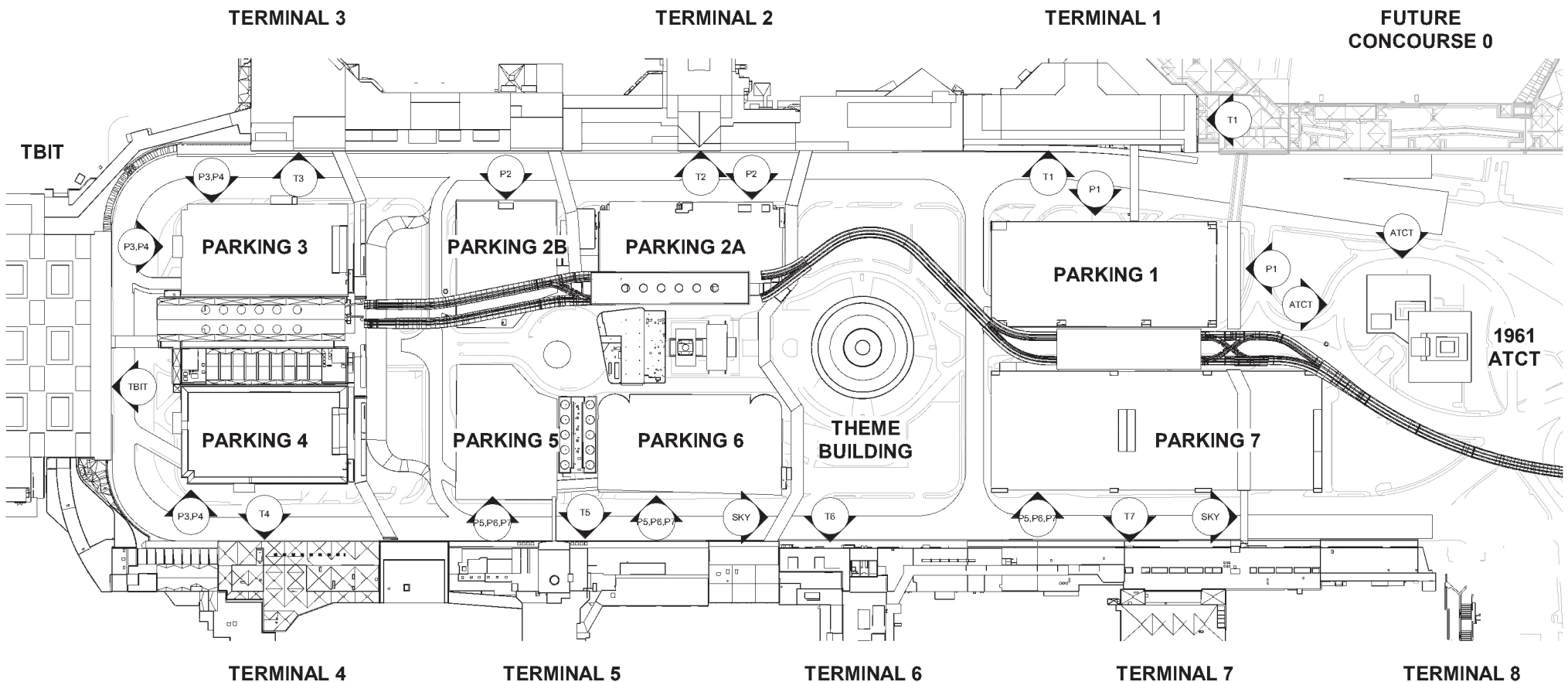
## **DESIGN STANDARDS & GUIDELINES**

### **ILLUSTRATIVE EXHIBITS**



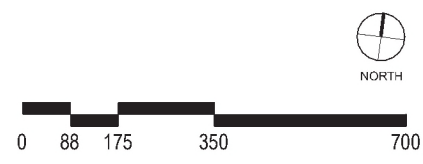
- LEGEND**
- LAX SIGN DISTRICT BOUNDARY
  - AIRSIDE SUBAREA (WOULD ALSO INCLUDE RECONFIGURATION OF ANY EXISTING TERMINALS)
  - LANDSIDE SUBAREA
  - LANDSIDE SUBAREA FOLLOWING CONSTRUCTION OF CONCOURSE 0

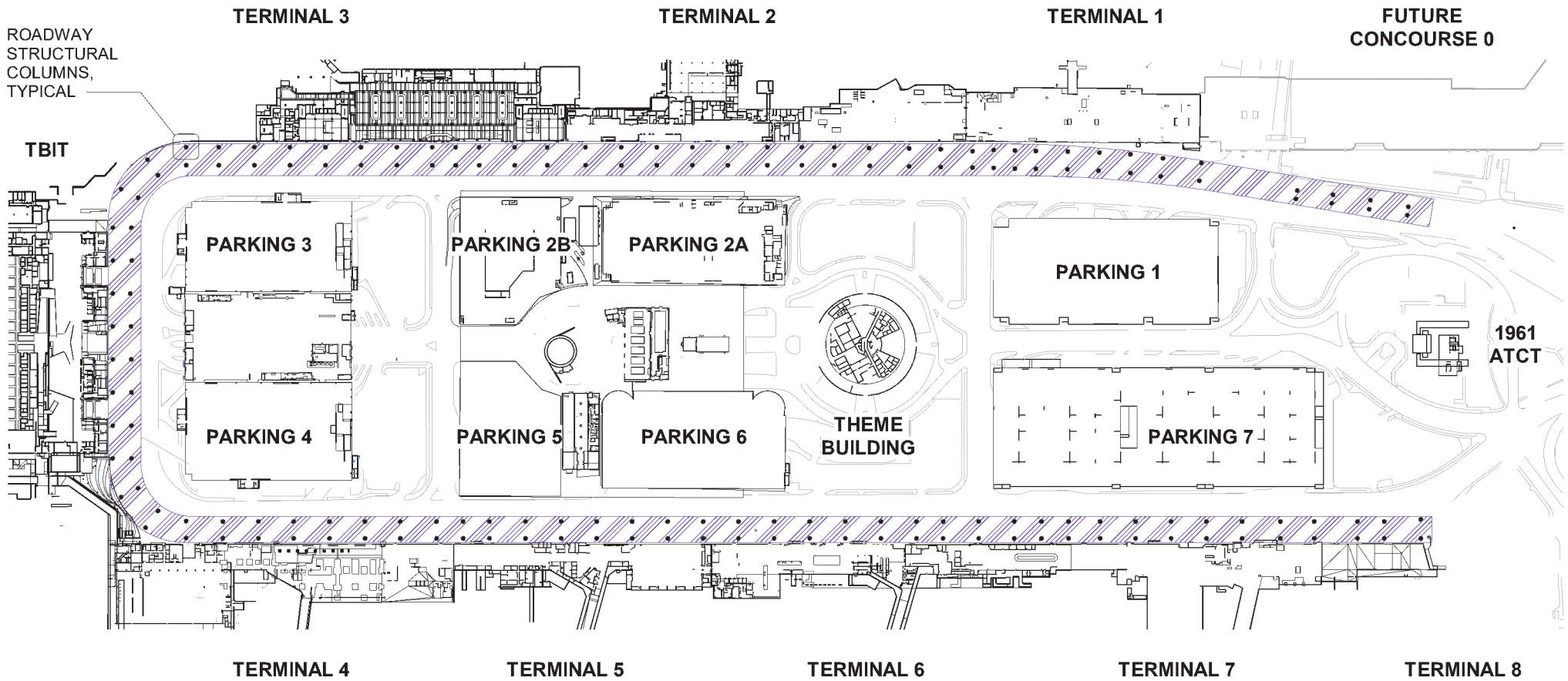




SITE - LANDSIDE SUBAREA

1" = 350'-0"





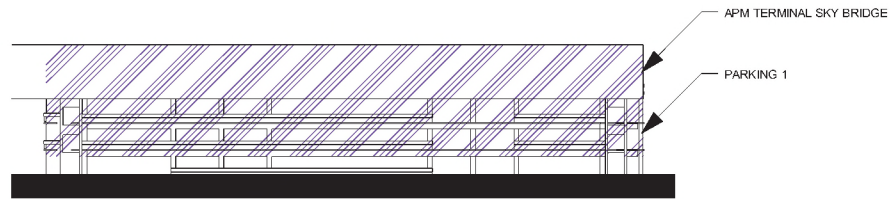
SITE - LANDSIDE SUBAREA - ARRIVALS LEVEL

1" = 350'-0"

**LEGEND**

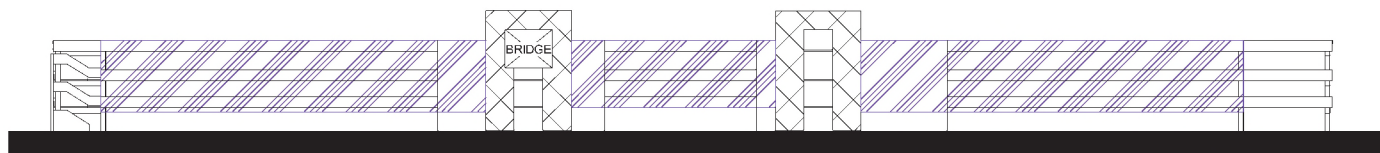
 OPPORTUNITY ZONE





PARKING 1 ELEVATION - EAST

1" = 80'-0"

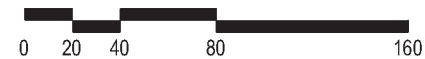


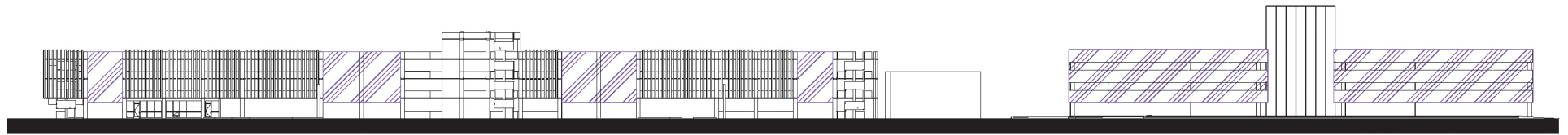
PARKING 1 ELEVATION - NORTH

1" = 80'-0"

LEGEND

 OPPORTUNITY ZONE





PARKING 2A ELEVATION - NORTH

1" = 80'-0"

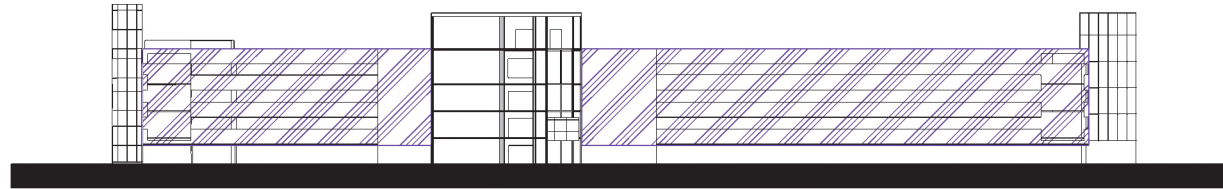
PARKING 2B ELEVATION - NORTH

1" = 80'-0"

LEGEND

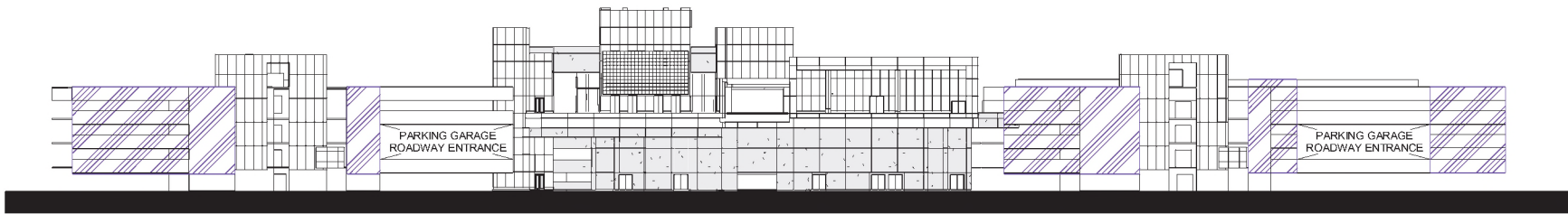
 OPPORTUNITY ZONE





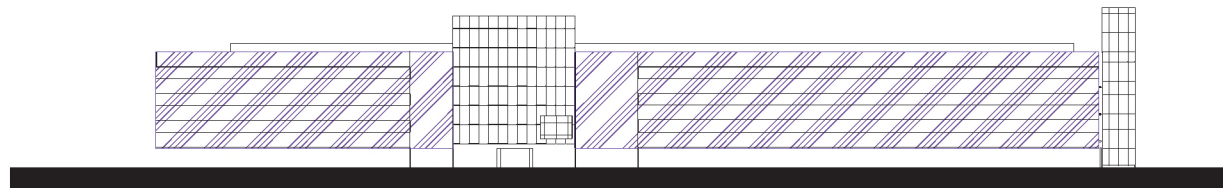
PARKING 3 ELEVATION - NORTH

1" = 80'-0"



PARKING 3 & 4 ELEVATION - WEST

1" = 80'-0"



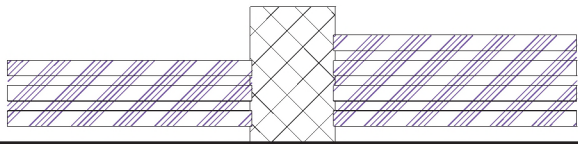
PARKING 4 ELEVATION - SOUTH

1" = 80'-0"

LEGEND

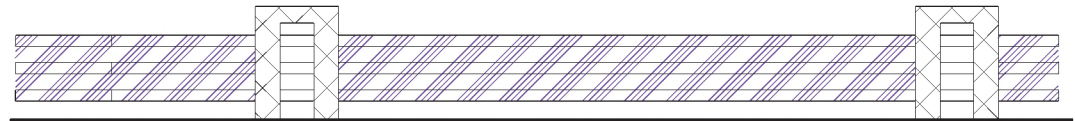
 OPPORTUNITY ZONE





PARKING 5 ELEVATION - SOUTH

1" = 80'-0"



PARKING 6 ELEVATION - SOUTH

1" = 80'-0"



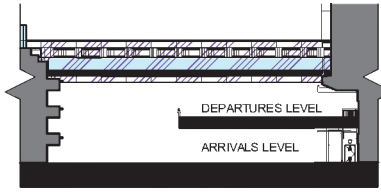
PARKING 7 ELEVATION - SOUTH

1" = 80'-0"

LEGEND

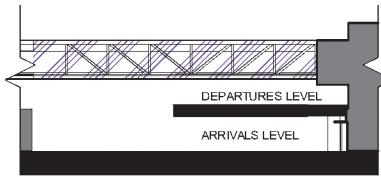
 OPPORTUNITY ZONE





TYPICAL APM TERMINAL SKY BRIDGE

1" = 80'-0"



TYPICAL TERMINAL SKY BRIDGE

1" = 80'-0"

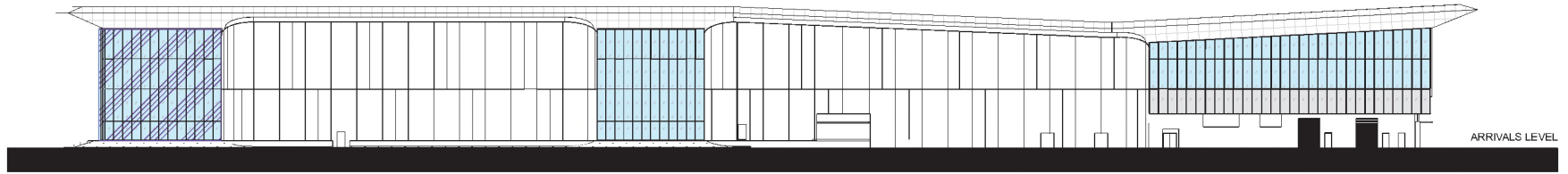
**NOTE**

- SKY BRIDGES SHALL FOLLOW TYPICAL LOCATION OPPORTUNITIES SHOWN

**LEGEND**

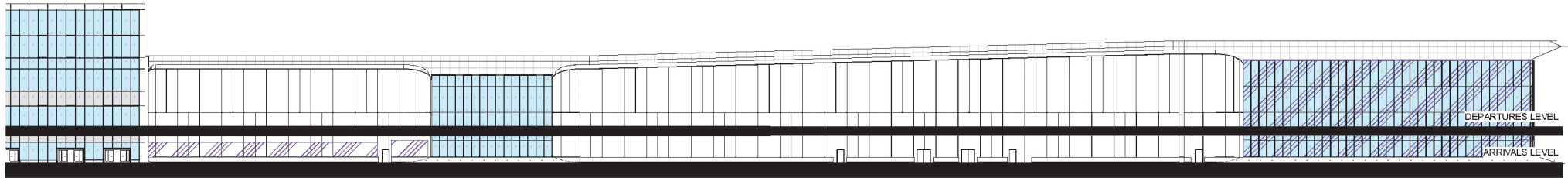
-  EXISTING GLASS AREAS
-  OPPORTUNITY ZONE





FUTURE CONCOURSE 0 ELEVATION - EAST

1" = 80'-0" DOCUMENT IS ILLUSTRATIVE OF POTENTIAL CONCOURSE FACADE TO BE DESIGNED

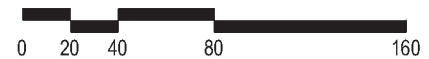


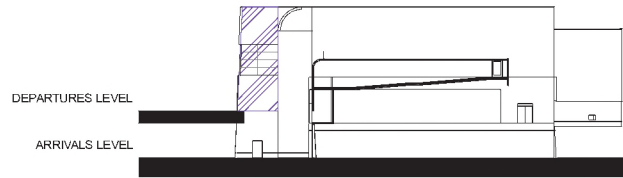
FUTURE CONCOURSE 0 ELEVATION - SOUTH

1" = 80'-0" DOCUMENT IS ILLUSTRATIVE OF POTENTIAL CONCOURSE FACADE TO BE DESIGNED

LEGEND

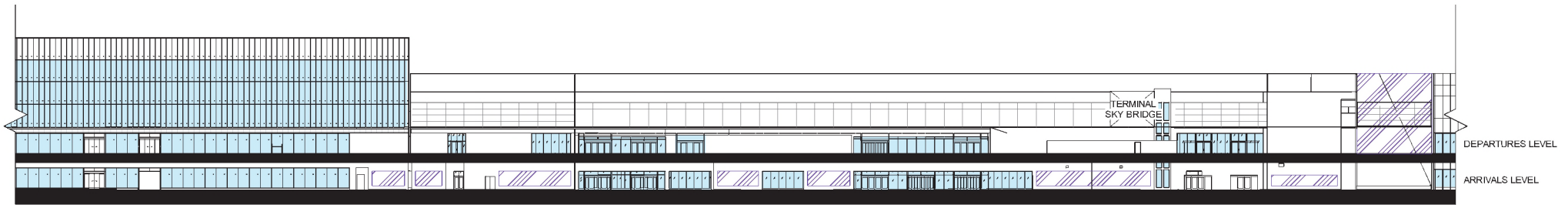
- GLASS AREAS
- OPPORTUNITY ZONE





TERMINAL 1 ELEVATION - EAST

1" = 80'-0"



TERMINAL 1 ELEVATION - SOUTH

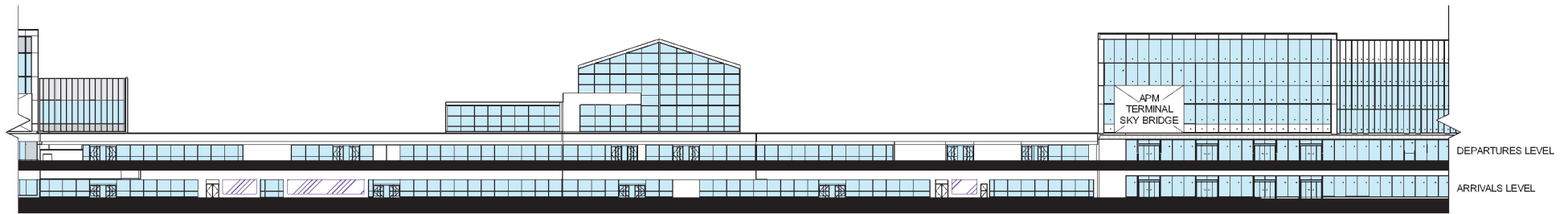
1" = 80'-0"

**LEGEND**

 EXISTING GLASS AREAS

 OPPORTUNITY ZONE





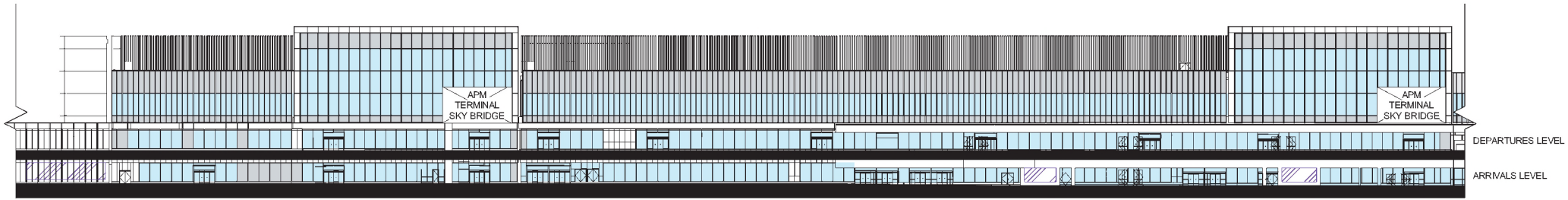
TERMINAL 2 ELEVATION - SOUTH

1" = 80'-0"

**LEGEND**

- EXISTING GLASS AREAS
- OPPORTUNITY ZONE





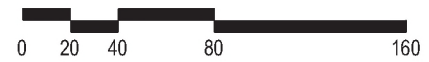
TERMINAL 3 ELEVATION - SOUTH

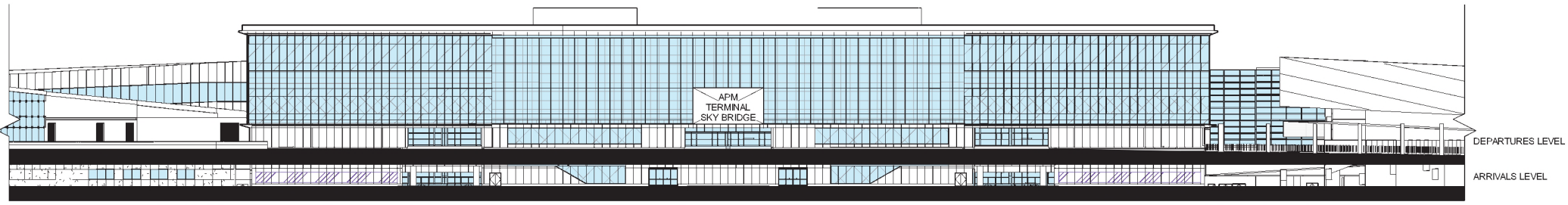
1" = 80'-0"

**LEGEND**

 EXISTING GLASS AREAS

 OPPORTUNITY ZONE



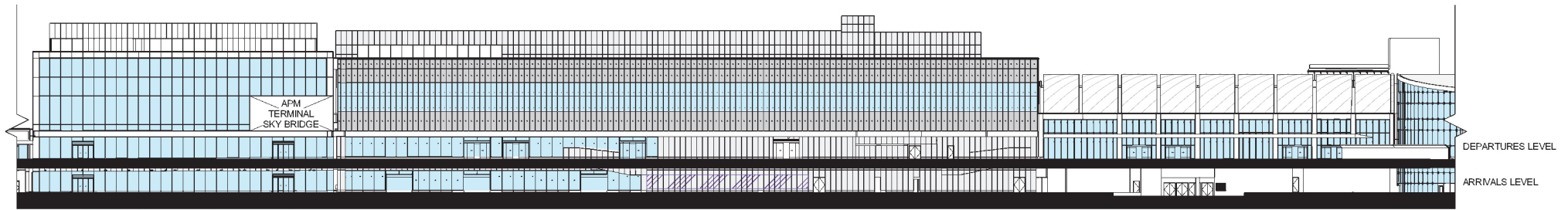


TBIT ELEVATION - EAST

1" = 80'-0"

- LEGEND**
- EXISTING GLASS AREAS
  - OPPORTUNITY ZONE





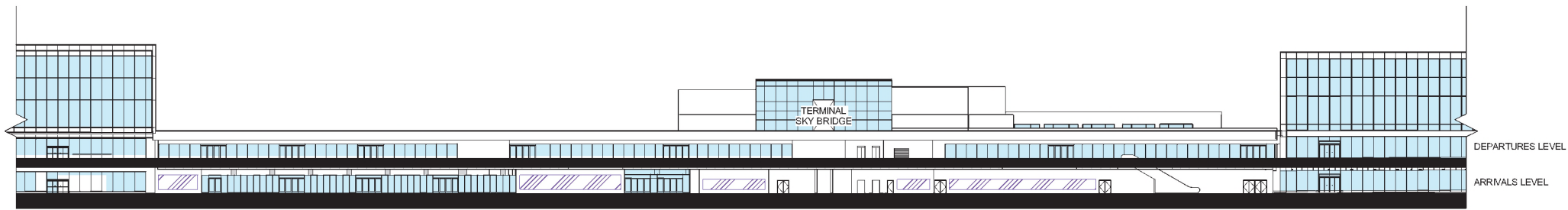
TERMINAL 4 ELEVATION - NORTH

1" = 80'-0"

**LEGEND**

- EXISTING GLASS AREAS
- OPPORTUNITY ZONE





TERMINAL 5 ELEVATION - NORTH

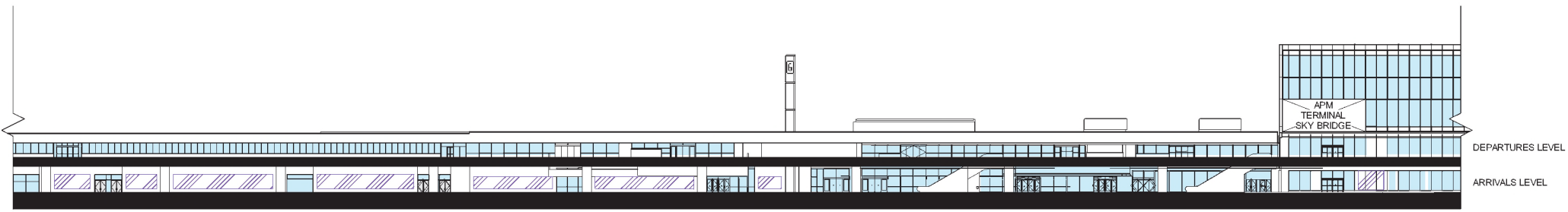
1" = 80'-0"

**LEGEND**

 EXISTING GLASS AREAS

 OPPORTUNITY ZONE



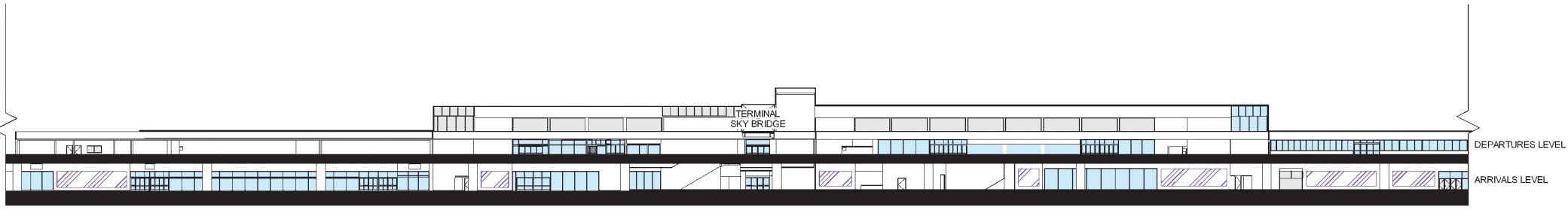


TERMINAL 6 ELEVATION - NORTH

1" = 80'-0"

- LEGEND**
- EXISTING GLASS AREAS
  - OPPORTUNITY ZONE



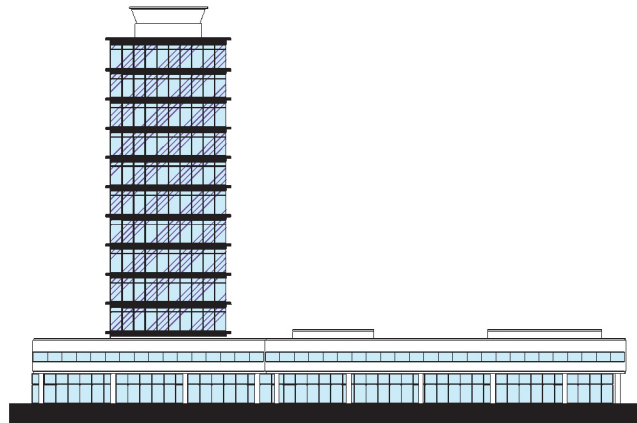


TERMINAL 7 ELEVATION - NORTH

1" = 80'-0"

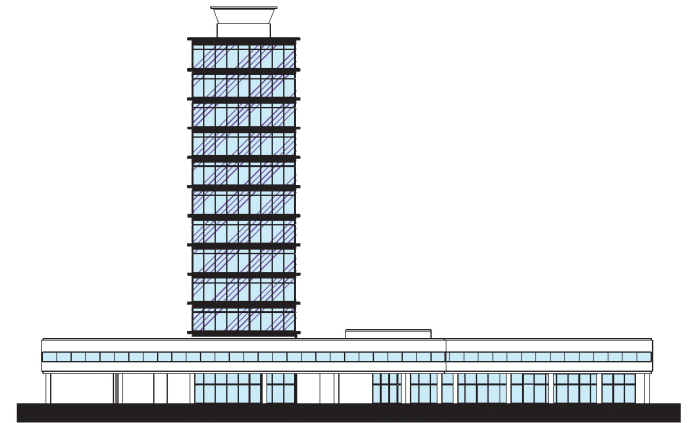
- LEGEND**
- EXISTING GLASS AREAS
  - OPPORTUNITY ZONE





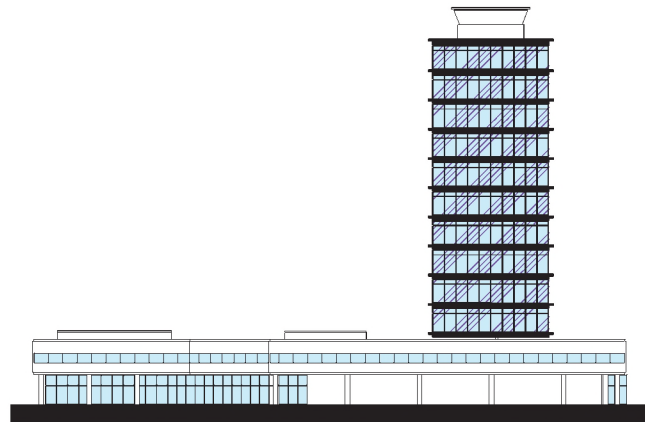
1961 ATCT ELEVATION - NORTH

1" = 80'-0"



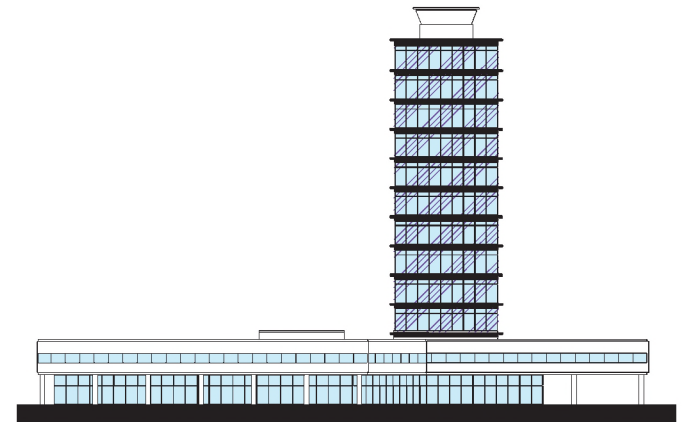
1961 ATCT ELEVATION - EAST

1" = 80'-0"



1961 ATCT ELEVATION - SOUTH

1" = 80'-0"



1961 ATCT ELEVATION - WEST

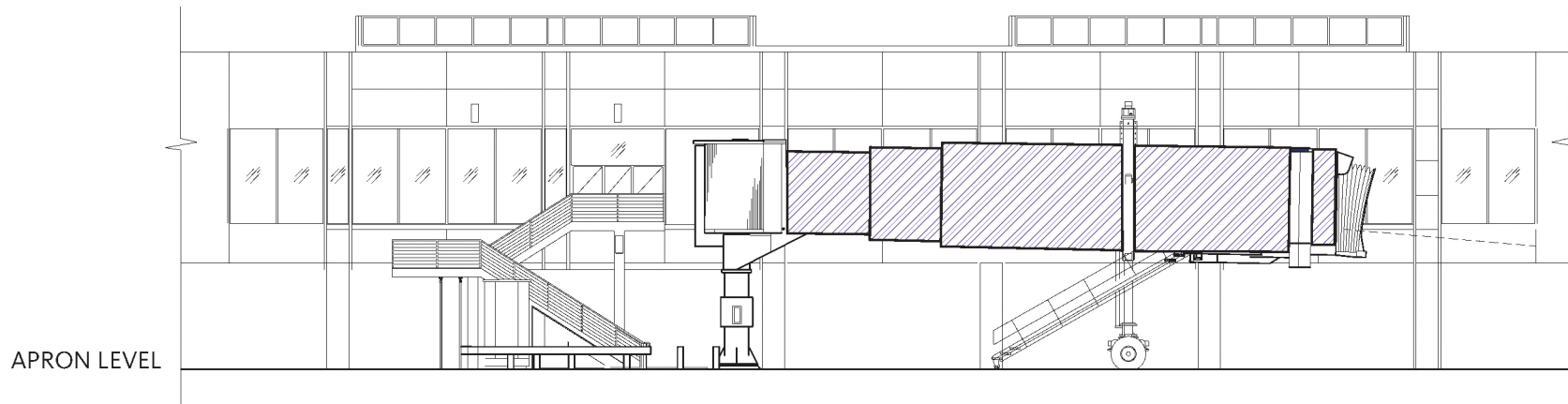
1" = 80'-0"

**LEGEND**

 EXISTING GLASS AREAS

 OPPORTUNITY ZONE



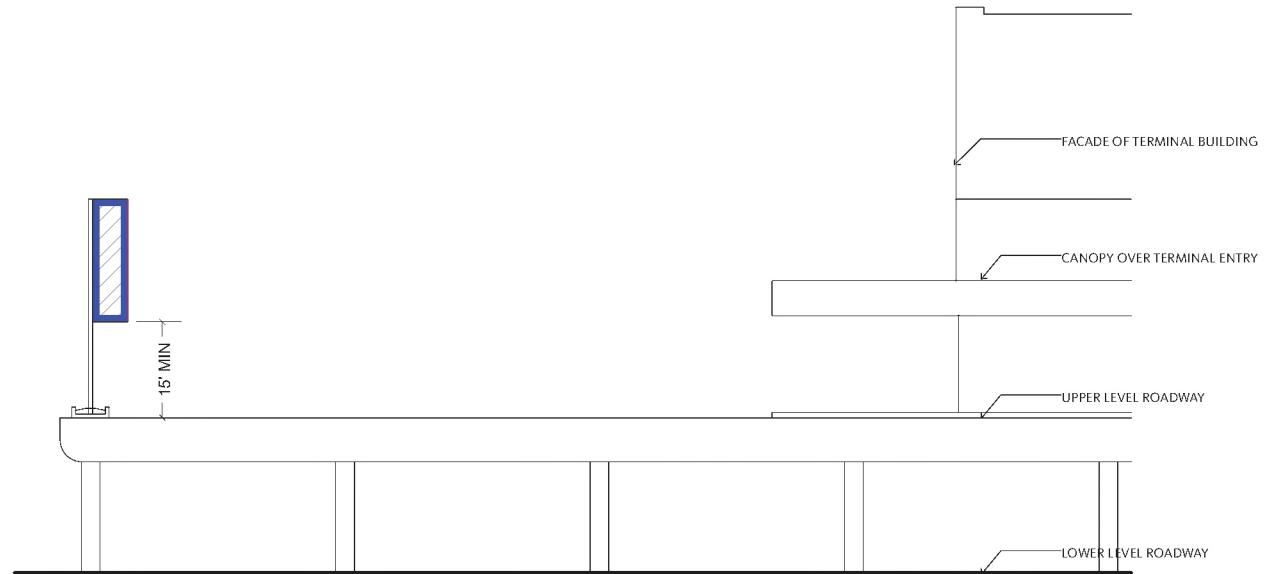


APRON LEVEL

**LEGEND**

 OPPORTUNITY ZONE

DRAWING NOT TO SCALE



**LEGEND**

 OPPORTUNITY ZONE

DRAWING NOT TO SCALE