

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: March 4, 2026

CAO File No. 0150-12864-0001

Council File No.

Council District: 11

To: The Mayor

From:  for
Matthew W. Szabo, City Administrative Officer

Reference: Correspondence from the Los Angeles World Airports Board of Airport Commissioners dated February 13, 2026

Subject: **PROPOSED SECOND AMENDMENT TO CONTRACT DA-5629 WITH VANDERLANDE INDUSTRIES, INC. TO INCREASE THE CONTRACT AUTHORITY BY \$9.8 MILLION TO A TOTAL AMOUNT NOT-TO-EXCEED \$241.9 MILLION FOR THE CONTINUED DESIGN AND CONSTRUCTION SERVICES OF THE BAGGAGE OPTIMIZATION PROJECT PHASE TWO AT LOS ANGELES INTERNATIONAL AIRPORT**

RECOMMENDATION

That the Mayor:

1. Approve Los Angeles World Airports (LAWA) proposed Second Amendment to Contract DA-5629 with Vanderlande Industries, Inc. for the continued design and construction of the Baggage Optimization Project Phase Two at Los Angeles International Airport, to increase the contract authority by \$9.8 million, from \$232,131,415 (including previously approved change orders) to a total amount not-to-exceed \$241,931,415 and unchanged term expiration of April 30, 2028;
2. Adopt the California Environmental Quality Act (CEQA) determinations of Harbor Department staff, that this action is exempt from CEQA pursuant to Article II, Section 2.i of the Los Angeles City CEQA Guidelines; and
3. Authorize the LAWA Chief Executive Officer, or designee, to execute the proposed Second Amendment upon approval as to form by the City Attorney and approval by the Council.

SUMMARY

In accordance with Executive Directive No. 15 (Bass), the Los Angeles World Airports (LAWA) Board of Airport Commissioners (Board) requests approval to execute a proposed Second Amendment (Amendment) to Contract DA-5629 with Vanderlande Industries, Inc. (Vanderlande) to continue the Baggage Optimization Project (Project) Phase Two at Los Angeles International

Airport (LAX). The Agreement with Vanderlande commenced on May 1, 2023 and the unchanged term will expire on April 30, 2028. The proposed Amendment will increase the contract authority by \$9.8 million, from \$232,131,415 to \$241,931,415.

Increasing the contract limit will enable Vanderlande to continue Phase Two of the overall Project which includes completion of baggage screening upgrades and increased baggage handling capacity at LAX, specifically at the Tom Bradley International Terminal (TBIT). The proposed Amendment will be funded by Project contingency through the reallocation of funds within the appropriation of \$258,244,389 previously approved by the Board, to address items that were excluded from the original contract, discussed in detail later in this report. Substantial completion of the Project is anticipated by August 31, 2027. Except as proposed in this Amendment, all other terms and conditions remain unchanged.

Pursuant to Executive Directive No. 15, Section A1(a) (Bass Series), CAO review is required as the construction contract exceeds \$100 million. Review and approval by the Office of the Mayor is required prior to consideration by the Board of Airport Commissioners. Pursuant to Charter Section 373 and Los Angeles Administrative Code Sections 10.5(a) and 10.5(b)(2), City Council approval is required because the cumulative term of the Permit exceeds three years. The proposed Amendment to the contract is subject to approval as to form by the City Attorney. Our Office has reviewed the request and recommends approval.

BACKGROUND

In 2012, City Council approved Ordinance No. 182347 (C.F. 11-1804) which provided authority for contracts in connection with projects at LAX to be delivered through alternate methods. In 2016, LAWA began to upgrade baggage sortation equipment at TBIT through two equipment acquisition contracts with the Tom Bradley International Terminal Equipment Company (DA-5158 and DA-5159). Phase One of the Project utilized the acquisition contracts to replace sortation facilities and bag storage systems at TBIT. Phase One was completed in 2021.

A Checked Baggage Inspection System or CBIS is an automated high-speed security network that transports checked luggage from the airport ticket counter through a scanner with an Explosive Detection System (EDS) checking for prohibited items. The current CBIS at TBIT has a maximum baggage handling capacity of approximately 2,700 bags per hour (BPH). An Individual Carrier System (ICS) is a high-speed airport baggage handling system that transports each individual bag in its own trackable carrier along a conveyor belt between terminals or from security to the gates. The current ICS at TBIT has a maximum output of 3,200 BPH. Current peak demand of the CBIS is approximately 2,200 BPH and the ICS is 2,500 BPH with higher peaks during the summer travel period. When peak demand exceeds the designed throughput capacity of either system, congestion builds along the conveyer system causing the flow to slow or stop which can delay screening, sortation, and delivery to the flight. Bags sitting on conveyors for extended periods increases the likelihood of bag jams and accelerates equipment wear. To accommodate the current amount of baggage processed as well as prepare for future growth forecasted at LAX, increased capacity and processing efficiency are required.

Original Contract – On August 11, 2022, LAWA released a Request for Proposal for Phase Two of the Project and received two proposals for consideration. Both proposals passed the Administrative Requirements review and were further evaluated for technical elements. After evaluating both proposals, LAWA recommended that the contract be awarded to Vanderlande. On April 11, 2023, the Board approved Resolution No. 27714 which authorized a three-year design-build contract (DA-5629) with Vanderlande for an amount not-to-exceed \$179,364,405 for the design and construction of Phase Two. At this time, the Board also approved \$10,950,888 for soft costs and \$10,484,253 for Project contingency. The original contract term was May 1, 2023 through April 30, 2026.

Phase Two Scope of Work (SOW) – Phase Two of the Project replaces and consolidates the CBIS and Checked Bag Resolution Area (CBRA) and provides connectivity to the West Gates area of the TBIT which opened to the public in May 2021. In addition, Phase Two will provide connections to the sortation systems built under Phase One. Once completed, the minimum amount of baggage processed by the CBIS will be 5,124 BPH and the ICS will be 6,400 BPH.

First Amendment – On February 11, 2025, City Council approved the Board’s November 7, 2024 Resolution No. 28051 requesting authority to execute the First Amendment (C.F. 25-0049). This Amendment extended the term by two years, for a total of five years, from May 1, 2026 through April 30, 2028 and increased contract authority by \$52,413,178, from \$179,364,405 to \$231,777,583. The Board also approved an appropriation of \$2,411,006 for soft costs and \$2,620,659 for Project contingency. The First Amendment added language regarding liquidated damages to indicate the amount of damages to be paid by Vanderlande to LAWA for each day beyond the anticipated milestone completion date. Liquidated damages will be capped at ten percent of the total contract authority.

Change Orders – There were 11 previously approved change orders totaling \$353,832, which increased the contract authority between the First Amendment and the proposed Second Amendment from \$231,777,583 to \$232,131,415. The change orders included administrative changes, an extension of schedule due to weather-related delays, additional design and engineering cost of the baggage handling system, and additional labor and supply costs pertaining to components of the EDS.

Proposed Second Amendment – The proposed Amendment increases contract authority by \$9.8 million, from \$232,131,415 to a new not-to-exceed total of \$241,931,415. These funds will be provided from the Project’s contingency to address items that were excluded from the original contract including:

- New IT room (to replace an existing LAWA IT room)
- Spare parts for the new baggage handling system
- Bag portering to enable detailed phasing of the Project
- Bag tracking equipment at the re-check facility
- Modifications to the inbound bag belt to support the TBIT Refresh Program
- Other minor mechanical, electrical, and plumbing related items

Substantial completion of the project is anticipated by August 31, 2027. The total budget of

\$258,244,389 million previously approved by the Board remains unchanged. The proposed Amendment will transfer the allocation of funds within the approved budget, from the contingency fund to the construction contract. The proposed reallocation will increase the contract authority by \$9.8 million, from \$231,777,583 to \$241,577,583, and decrease the contingency fund by \$9.8 million, from \$13,104,912 to \$3,304,912, while LAWA's soft costs of \$13,361,894 remain unchanged. All other terms and conditions remain unchanged.

CITY COMPLIANCE

Small Business Enterprise (SBE), Local Business Enterprise (LBE), Local Small Business Enterprise (LSBE), and Disabled Veterans Business Enterprise (DVBE) Participation – The original contract contains language that obligates Vanderlande to have a minimum ten percent participation level for SBEs, seven percent for LBEs, and five percent for LSBEs.

Charter Section 1022 – On April 11, 2023, the Board approved the determination that the work performed is more feasibly done by a contractor due to the proprietary nature of the work.

California Environmental Quality Act (CEQA) – Remodeling where there is negligible or no expansion of use is exempt from CEQA pursuant to Article II, Section 2.i of the Los Angeles City CEQA Guidelines.

Pursuant to Executive Directive No. 15, Section A1(a) (Bass Series), CAO review is required as the construction services contract exceeds \$100 million. Review and approval by the Office of the Mayor is required prior to consideration by the Board of Airport Commissioners. Pursuant to Charter Section 373 and Los Angeles Administrative Code, Sections 10.5(a) and 10.5(b)(2), City Council approval is required because the cumulative term of the Amendment to the contract exceeds three years. The proposed Amendment includes provisions to ensure compliance with applicable City Ordinances, contracting, and insurance requirements. The proposed Amendment to Contract DA-5629 is subject to approval as to form by the City Attorney. Our Office has reviewed the request and recommends approval.

FISCAL IMPACT STATEMENT

Approval of the proposed Second Amendment to Contract DA-5629 with Vanderlande Industries, Inc. for Baggage Optimization Project Phase Two and will have no impact on the City's General Fund. The proposed Amendment will increase the maximum not-to-exceed contract authority by \$9.8 million, from \$232,131,415 to \$241,931,415 using contingency funds still within the appropriation of \$258,244,389 approved by the Board for the project. Funding for the Amendment is programmed in LAWA's Capital Improvement Plan. The recommendations in this report comply with the Los Angeles World Airports' adopted Financial Policies.

Attachment 1 – Correspondence from the Board of Airport Commissioners dated February 13, 2026, Proposed Board Report, Resolution, and Second Amendment to Contract DA-5629



March 13, 2026

The Honorable Karen Bass
Mayor, City of Los Angeles
City Hall – Room 303
Los Angeles, CA 90012

ATTN: Legislative Coordinator

LAX

Van Nuys

City of Los Angeles

Karen Bass
Mayor

Board of Airport
Commissioners

Matthew M. Johnson
President

Vanessa Aramayo
Vice President

Courtney La Bau
Victor Narro
Nicholas P. Roxborough
Valeria C. Velasco

John Ackerman
Chief Executive Officer

RE: LAWA 26-005 – 2nd Amendment to DA-5629 with Vanderlande Industries

In accordance with Executive Directive No. 15, we are transmitting a copy of documents related to the agreement referenced above.

This agreement authorizes Los Angeles World Airports (LAWA) to adopt and approve the Second Amendment to Contract DA-5629 with Vanderlande Industries, Inc. to add \$9,800,000 to the contract authority, for a new total not to exceed \$241,931,414.90 (inclusive of previously approved change orders), for design and construction services of the Baggage Optimization Project Phase 2 at Los Angeles International Airport. The original agreement was awarded based on a competitive process.

The CAO has reviewed this item, and the report is attached for your reference.

City Council approval is required pursuant to Section 373 of the Los Angeles City Charter. The Board of Airport Commissioners is expected to consider this item at its meeting on April 23, 2026. We respectfully request that your office approve forwarding the agreement to the City Council for approval.

Sincerely,

Glenda Y. Sliva
Acting Chief of Staff

Attachments:
Board Report
BOAC Resolution
Contract Agreement
CAO Report





February 13, 2026

Matthew W. Szabo
 City Administrative Officer
 200 North Main Street Suite 1500
 Los Angeles, CA 90012-4137

LAX

Van Nuys

City of Los Angeles

Karen Bass
 Mayor

**Board of Airport
 Commissioners**

Karim Webb
 President

Matthew M. Johnson
 Vice President

Vanessa Aramayo
 Courtney La Bau
 Victor Namro
 Nicholas P. Roxborough
 Valeria C. Velasco

John Ackerman
 Chief Executive Officer

RE: LAWA 26-005 2nd Amendment to DA-5629 with Vanderlande Industries

In accordance with Executive Directive No. 15, we are transmitting a copy of documents related to the agreement referenced above.

This agreement authorizes Los Angeles World Airports to approve the Second Amendment to Contract DA-5629 with Vanderlande Industries, Inc. to add \$9,800,000 to the contract authority, for a new total not to exceed \$241,931,414.90 (inclusive of previously approved change orders), for design and construction services of the Baggage Optimization Project Phase 2 at Los Angeles International Airport. The original agreement was awarded using a competitive process.

City Council approval is required pursuant to Section 373 of the Los Angeles City Charter. Review by your office is required under Executive Directive No. 15 as the total value of this construction contract exceeds \$100 million. We respectfully request that your office review the proposed amendment and recommend approval to the Mayor and City Council. Upon receipt of your office's report, we will include this with our request for review by the Mayor's Office.

Sincerely,


Becca Doten
 Chief of Staff

Attachments:
 Board Report
 BOAC Resolution
 Contract Agreement





Item No. _____

Approved by:	Hans Thilenius Deputy Executive Director Terminal Development & Improvement Program	
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ITEM TYPE	<input type="checkbox"/> Award <input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Appropriation <input type="checkbox"/> Policy/Program <input type="checkbox"/> Other
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SUBJECT	Request to adopt the following report and approve the Second Amendment to Contract DA-5629 with Vanderlande Industries, Inc. to add \$9,800,000 to the contract authority, for a new total not to exceed \$241,931,414.90 (inclusive of previously approved change orders), for design and construction services of the Baggage Optimization Project Phase 2 at Los Angeles International Airport.
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Item REQUIRES City Council Approval. Item is subject only to STANDARD REVIEW by the City Council.

DISCUSSION

1. Background and Necessity of Requested Action

04-11-2023	Resolution # 27714 (DA-5629)	Award and Appropriation
Awarded a three-year Design-Build contract to Vanderlande Industries, Inc., (Vanderlande) for a not-to-exceed amount of \$179.3 million, for the design and construction of the Baggage Optimization Project (BOP) - Phase 2 at Los Angeles International Airport (LAX), and appropriated funds in the amount of \$128.5 million, to include Los Angeles World Airports (LAWA) costs.		
11-07-2024	Resolution #28051 (DA-5629)	First Amendment and Appropriation.
Approved the First Amendment to Contract DA-5629 with Vanderlande to add \$52.4 million, for a total contract authority of \$231.7 million and to extend the term by two years covering design and construction services for the BOP - Phase 2 at LAX; and appropriated funds in the amount of \$57.4 million , including an additional \$2.6 million in project contingency and \$2.4 million for LAWA soft costs.		

The BOP - Phase 2 (Project) will replace the existing baggage screening matrices and consolidate them into one Checked Baggage Inspection System/Checked Baggage Resolution Area within the existing building footprint. The Project will also provide ticket counter cross-over redundancy and load balancing, while providing connections to the existing outbound sortation systems constructed under Phase 1 of the BOP. The result will increase the capacity of the Tom Bradley International Terminal (TBIT) inline Checked

Baggage Inspection System, raising Transportation Security Administration (TSA) screening throughput from 2,700 bags per hour (BPH) to 5,124 BPH, and improving the Individual Carrier System (ICS) throughput from 3,200 BPH to 6,400 BPH. This expanded capacity will enable the system to adequately process all checked baggage generated by outbound operations in both TBIT and the West Gates at TBIT. The Project also includes the reconfiguration of ticket counters, purge lines, and domestic conveyors; additions to both domestic and international oversize conveyors; and a new domestic bag carousel feed.

The proposed amendment addresses a number of items that were excluded from the base contract and are being funded out of program contingency. These items include: New IT Room (to replace an existing LAWA IT Room) with power redundancy uninterruptible power supply equipment, spare parts for the new baggage handling system, bag portering to enable the detailed phasing of the project, bag tracking equipment at the re-check facility, modifications to the inbound bag belt to support the TBIT Refresh Program, plus a few other minor mechanical, electrical, and plumbing related items.

The specific funding for this \$9.8M Amendment shall be from two program contingency Sources: Baggage Optimization Project Phase 2 Budget – WBS 1.17.14A-700 (\$6.8M) and TBIT Refresh Budget – WBS 1.24.05A-700 (\$3.0M).

Without this amendment, LAWA will not be able to fully complete the project, which would ultimately reduce the capacity of the TBIT baggage systems and decrease operational efficiency.

2. **Selection Process:** Competitive process. Other process. Not applicable.

The original Request for Proposal for this project was posted in August 2022, on the Regional Alliance Marketplace for Procurement. Los Angeles World Airports hosted a Pre - Proposal Conference on August 31, 2022, with over 45 attendees.

Los Angeles World Airports received two proposals on the due date, and both proposals were determined to have met administrative requirements. Upon review of the firms' experience as well as their written technical and price proposals, Vanderlande was determined to be the most qualified firm.

3. **Fiscal Impact:** None. Revenue generation. Cost/cost recovery. Other.

This project is included in LAWA's Investment Plan and programmed as part of the 2024 Capital Improvement Plan (CIP) with a direct budget in the amount of \$258,244,389, which includes hard costs, owner's-controlled costs, and contingency. As approval of this item is within this amount, adoption of this item will not increase the CIP.

4. **Alternative Actions:** Alternatives considered. No alternatives considered.

APPROPRIATIONS

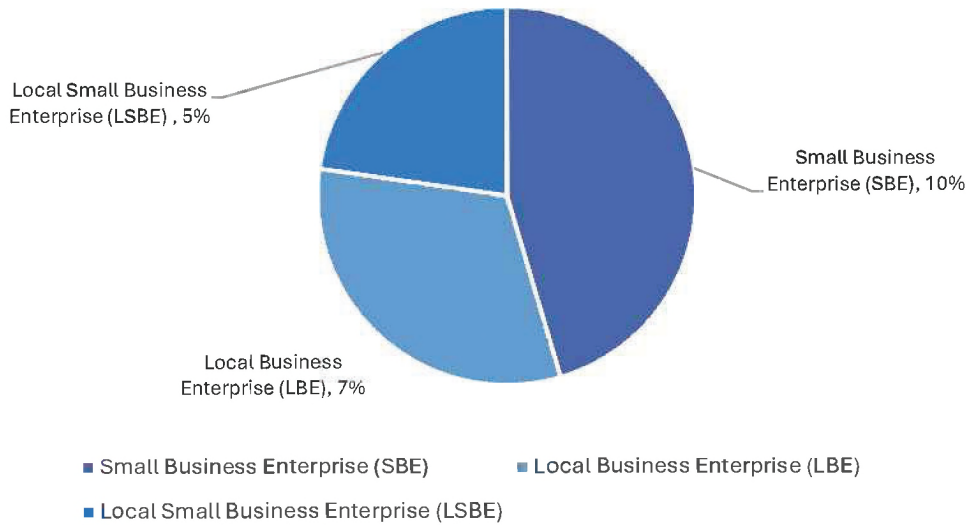
- Appropriation required. No appropriation required. Funding is available.

INCLUSIVITY & IMPACT

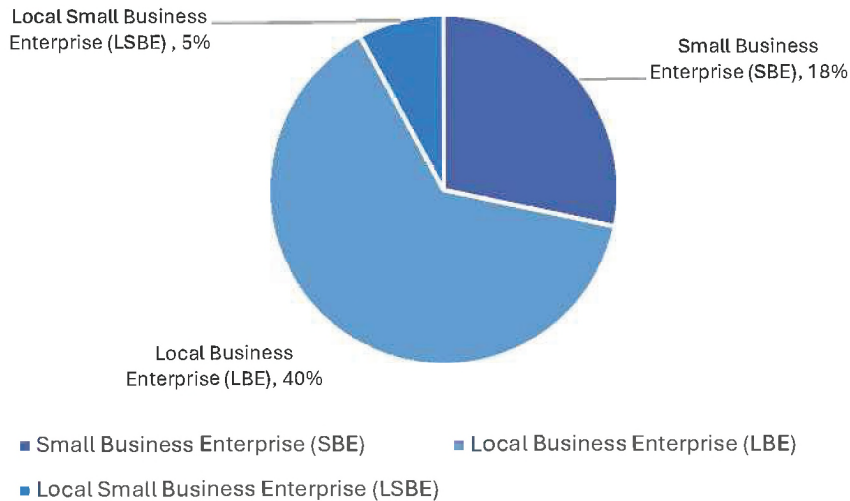
Goals/requirements identified. No goals/requirements stipulated. N/A or other.

Section 8.0 of Contract DA-5629 outlines the following disadvantage enterprise obligations:

Inclusivity Obligations



Actual Inclusivity Levels Based on Payments Made Through 12/31/2025



PROVISIONS

The Chief Executive Officer has approved this item.

The Board of Airport Commissioners is hereby requested to adopt staff's determination that the requested action is exempt from the California Environmental Quality Act (CEQA) pursuant to Article II, Section 2.i of the Los Angeles City CEQA Guidelines.

The Board is hereby further requested to authorize the Chief Executive Officer, or designee, to execute the Second Amendment to Contract DA-5629 with Vanderlande Industries, Inc. subject to approval by the Los Angeles City Council and approval as to form by the City Attorney.

Actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of Los Angeles City Charter Section 373.

RESOLUTION NO. _____

WHEREAS, Los Angeles World Airports management hereby requests the Board of Airport Commissioners to approve the Second Amendment to Contract DA-5629 with Vanderlande Industries Inc. to add \$9,800,000 to the contract authority, for new total not to exceed \$241,931,414.90 (inclusive of previously approved change orders), covering design and construction services for the Baggage Optimization Project Phase 2 at Los Angeles International Airport; and

WHEREAS, Baggage Optimization Project (BOP) Phase 2 will replace the existing baggage screening matrices and consolidate them into one Checked Baggage Inspection System/Checked Baggage Resolution Area within the existing building footprint. Said project will also provide ticket counter cross-over redundancy and load balancing, while providing connections to the existing outbound sortation systems constructed under Phase 1 of the BOP. The result will increase the capacity of the Tom Bradley International Terminal (TBIT) inline Checked Baggage Inspection System, raising Transportation Security Administration screening throughput from 2,700 bags per hour (BPH) to 5,124 BPH, and improving the Individual Carrier System throughput from 3,200 BPH to 6,400 BPH. The expanded capacity will enable the system to adequately process all checked baggage generated by outbound operations in both TBIT and the West Gates at TBIT. The project also includes the reconfiguration of ticket counters, purge lines, and domestic conveyors; additions to both domestic and international oversize conveyors; and a new domestic bag carousel feed; and

WHEREAS, the Amendment addresses a number of items that were excluded from the base contract and are being funded out of program contingency. Those items include: new information technology (IT) room (to replace an existing Los Angeles World Airports (LAWA) IT room) with power redundancy uninterruptible power supply equipment, spare parts for the new baggage handling system, bag portering to enable the detailed phasing of the project, bag tracking equipment at the re-check facility, modifications to the inbound bag belt to support the TBIT Refresh Program, plus a few other minor mechanical, electrical, and plumbing related items; and

WHEREAS, the specific funding for the \$9,800,000 amendment shall be from two program contingency sources: BOP Phase 2 Budget – WBS 1.17.14A-700 (\$6,800,000) and TBIT Refresh Budget – WBS 1.24.05A-700 (\$3,000,000); and

WHEREAS, the project is included in the LAWA Investment Plan and programmed as part of the 2024 Capital Improvement Plan (CIP) with a direct budget of \$258,244,389, which includes hard costs, owner-controlled costs, and contingency. As the Second Amendment is within said amount, it will not increase the CIP; and

WHEREAS, following are the inclusivity obligations and actual levels for the contract:

	Inclusivity Obligations	Actual Inclusivity Levels*
Small Business Enterprise	10%	18%
Local Business Enterprise	7%	40%
Local Small Business Enterprise	5%	5%; and

* based on payments made through 12/31/2025

Resolution No. _____

- 2 -

WHEREAS, actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of Los Angeles City Charter Section 373;

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners hereby adopts the staff report; further adopts staff's determination that the requested action is exempt from the California Environmental Quality Act (CEQ) pursuant to Article II, Section 2.i of the Los Angeles City CEQA Guidelines; approves the Second Amendment to Contract DA-5629 with Vanderlande Industries Inc. to add \$9,800,000 to the contract authority, for new total not to exceed \$241,931,414.90 (inclusive of previously approved change orders), covering design and construction services for the Baggage Optimization Project Phase 2 at Los Angeles International Airport; and authorizes the Chief Executive Officer, or designee, to execute said Second Amendment to Contract DA-5629 with Vanderlande Industries Inc. subject to approval by the Los Angeles City Council and approval as to form by the City Attorney.

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I hereby certify that this Resolution No. _____
is true and correct, as adopted by the Board of
Airport Commissioners at its Special Meeting
held on Tuesday, April 23, 2026.

<<Board Secretary>>
BOARD OF AIRPORT COMMISSIONERS

**SECOND AMENDMENT TO CONTRACT NUMBER DA-5629 BETWEEN
THE CITY OF LOS ANGELES AND VANDERLANDE INDUSTRIES, INC.
FOR THE CONSTRUCTION OF THE BAGGAGE OPTIMIZATION PROJECT – 2
AT LOS ANGELES INTERNATIONAL AIRPORT**

This **SECOND AMENDMENT TO CONTRACT DA-5629 (“Amendment”)** is made and entered into as of this 9th day of February, 2026 by and between the **CITY OF LOS ANGELES (“City”)**, a municipal corporation, acting by order of and through its Board of Airport Commissioners (the **“Board”**) of the Department of Airports (also known as Los Angeles World Airports or **“LAWA”**) and **VANDERLANDE INDUSTRIES, INC. (“Design-Builder”)**. The City and Design-Builder are collectively referred to herein as the **“Parties.”**

RECITALS

WHEREAS, City and Design-Builder entered into Los Angeles World Airports Contract Number DA-5629 (the **“Contract”**) for the construction of the project entitled Baggage Optimization Project – 2 (hereinafter referred to as **“Project”**) at Los Angeles International Airport on April 24, 2023; and

WHEREAS, the Parties desire to amend the Contract to effectuate a settlement of all outstanding and pending matters submitted by either Party prior to and including December 31, 2025, with respect to the Project, including Contractor Potential Change Notices (**“CPCNs”**), Contractor Change Requests (**“CCRs”**), Change Orders, claims, task orders, and requests for equitable adjustment (collectively, the **“Global Settlement”**, as detailed in Section 2 (Lump Sum Work) of Exhibit PR 12B Global Settlement Change Order). For the avoidance of doubt, the Global Settlement excludes any and all discoveries and actions, including without limitation instructions and directives, on or after December 31, 2025, even if related to matters arising prior to such date to the extent they are not based on or arise out of events, conditions, or circumstances existing on or before December 31, 2025, which are intended to be and are part of the Global Settlement.

WHEREAS, in connection with, and in consideration of, the Global Settlement and the Settlement Payment, and subject to Amendment Section 6, Design-Builder wishes to release and discharge LAWA from any and all claims, demands, causes of action, or liabilities with respect to Global Settlement —whether known or that reasonably should have been known to Design Builder as of December 31, 2025 (the **“Effective Date”**), and that in any way relate to or arise out of the **Project;**

WHEREAS, the Parties wish to amend the Contract to add new Special Condition 8 (SC-8) to the Special Conditions provision to address the waiver and release in LAWA’s favor associated with the Global Settlement; and

WHEREAS, the Parties also wish to amend the Contract to add scopes of work covering Global Settlement Change Order items by this Amendment (by way of Exhibit PR-01B); and

WHEREAS, the Parties also wish to amend the Contract to add the pricing terms by this Amendment (by way of Exhibit PR-12B); and

WHEREAS, the Parties wish to amend the contractual milestones as set forth in GC-46(A) of the Special Conditions of the Contract to address the Global Settlement related schedule changes to the Scope of Work by this Amendment; and

WHEREAS, City also wishes to increase the not-to-exceed amount of the Contract (this is inclusive of Change Order 001 thru 0010) from Two Hundred Thirty Two Million One Hundred Thirty One Thousand Four Hundred and Fourteen and 90/100 Dollars (\$232,131,414.90) to Two Hundred Forty One Million Nine Hundred Thirty One Thousand Four Hundred and Fourteen and 90/100 Dollars (\$241,931,414.90); and

NOW, THEREFORE, in consideration of the premises and of the terms, covenants and conditions hereinafter contained to be kept and performed by the respective parties hereto, the parties do mutually agree that the Contract is HEREBY AMENDED AS FOLLOWS:

AMENDMENT

Amendment Section 1. Section 4.0 of the Contract titled “Contract Price” shall be amended and restated as follows:

For all labor, all materials, all equipment and all services rendered, for all costs direct or indirect, and for all expenses incurred by Design-Builder pursuant to this Contract, and upon satisfactory completion of said Project in a final finished form consistent with the intent of the Contract Documents, the Contract Price is Not-to-Exceed Two Hundred Forty One Million Nine Hundred Thirty One Thousand Four Hundred and Fourteen and 90/100 Dollars (\$241,931,414.90) , pursuant to the Contract Documents, subject to applicable Allowances and approved Change Orders. The Contract Price may be amended pursuant to the pricing model agreed to in PR-12 entitled “Lump Sum Proposals” subject to Board approval (and City Council approval if the term of the Contract is extended).

Amendment Section 2. The Contract shall be amended to add Global Settlement Scopes of Work as detailed in PR-01B, attached hereto as Exhibit A, which is hereby incorporated herein, and made a part of the Contract.

Amendment Section 3. The Contract shall be amended to add the pricing terms for the Global Settlement Scopes of Work as detailed in PR-12B Global Settlement Change Order, attached hereto as Exhibit B (“Global Settlement Change Order”), which is incorporated herein, and made part of the Contract.

Amendment Section 4. Special Condition GC-46 (A) of the Contract shall be amended and restated as follows:

MODIFY GC-46(A) and replace with the following language on LIQUIDATED DAMAGES

- A. “Failure of the Contractor to complete the Work within the time allowed will result in damages being sustained by LAWA. For each consecutive day in excess of the time specified for the completion of work, as adjusted in accordance with the General Condition, Extensions of Time, the Contractor shall pay to LAWA, or have withheld from monies due it. The amount of Liquidated Damages shall be based on the table of Liquidated Damages below and shall be capped at 10% of the Contract Value.

Component of Work	Amount
Completion All Ticket Counter Tie-ins – 24 th April, 2026	\$10,000 / Day
Completion of all iSAT – 15 th February, 2027	\$10,000 / Day
Substantial completion of construction – 06 th August 2027	\$10,000 / Day
Beneficial use of TC 19 – March 9 th , 2026	\$10,000 / Day
Beneficial use of Purge Line – February 6 th , 2026	\$10,000 / Day
Beneficial use of Domestic Oversize Line (Building General Contractor work complete) – November 3 rd , 2026	\$10,000 / Day
Beneficial use of International Oversize Line (Building General Contractor work complete) – November 9 th , 2026	\$10,000 / Day
Beneficial use of Suspect Transfer 1 – December 17 th , 2026	\$10,000 / Day
Beneficial use of Domestic Claim Feedline DC8/CF32 – October 6 th , 2026	\$10,000 / Day
Substantial Completion of Domestic Recheck scope including Demo of South CBIS – September 17 th , 2026	\$10,000 / Day
Beneficial use of fourth ICS Loader – June 7 th , 2027	\$10,000 / Day

LAWA expressly denies that any progress payment made after the scheduled completion date constitutes a waiver of Liquidated Damages. All Liquidated damages shall be charged at the value indicated for amount of time or any part thereof that the Contract is late.”

Amendment Section 5. General Conditions GC-10 (A) of the Contract shall be amended and restated as follows under Special Conditions SC-1:

**MODIFY GC-10 to replace with the following content in paragraph (A)(10):
DESIGN/BUILDER’S REPRESENTATION, SERVICES AND
RESPONSIBILITIES**

GC-10(A)(10) Design-Builder Superintendent

- a. The Design-Builder shall employ a full-time competent Superintendent and additional site supervisors who are satisfactory to LAWA, who shall be at the Project site at all times during the performance of the Construction Work. The Superintendent shall represent the Design-Builder and communications given to, and received from, the Superintendent shall be binding on the Design-Builder. Failure to maintain a Superintendent or designated shift site supervisor on the Project site at all times when Work is in progress shall be considered a material breach of this contract and, accordingly, LAWA reserves the right to:
 - (1) Issue a stop work order until the Superintendent is on the Project site. If, by virtue of issuance of said stop work order, Design-Builder fails to complete contract on time, Design-Builder will be assessed Liquidated Damages in accordance with the terms of the Contract.
 - (2) Issue a deductive Change Directive to Design-Builder to provide a credit to LAWA in the amount of \$4000/day every day when Design-Builder’s Superintendent and or designated shift site supervisors are not found at the Project site. This credit will be used by LAWA to supplement additional staff to compensate for Design-Builder’s inability to maintain required staff.
- b. The Superintendent approved for the Project must be able to read, write, and verbally communicate fluently in English. The Superintendent may not perform the Work of any trade, pick-up materials, or perform any Work not directly related to the supervision and coordination of the Construction Work at the Project site when Work is in progress. In addition, the Design-Builder will provide an org chart with all key personnel shown in the org chart exhibit in PR12B including but not limited to site personnel, QC Personnel. LAWA reserves the right to interview these key personnel for approval.

Amendment Section 6. The Contract shall be amended to add the following Special Condition 8 (SC-8) titled “Design-Builder’s Waiver and Release”:

SC-8 DESIGN-BUILDER’S WAIVER AND RELEASE

In consideration of the Global Settlement set forth in the Global Settlement Change Order to Contract No. DA-5629, upon Design Builder’s receipt of payment in the amount of \$ 9,800,000 (“**Settlement Payment**”), Design-Builder hereby irrevocably releases and discharges City, LAWA, and any and all of their boards, officers, agents, employees, assigns and successors in interest from any and all claims, liens, liabilities, set offs, losses, damages, fees, expenses, obligations, or demands for extensions of time or compensation (collectively, for purposes of this SC-8, “Claims”), known or that reasonably should have been known, including but not limited to, any further extension of time, adjustment to any Contract Deadline, entitlement to any incremental costs or delayed payment compensation, or any other “delay” related issues and impacts (including, but not limited to, any alleged inefficiencies, loss of productivity, and any associated cumulative impacts), related to the matters particularized in and for which Design-Builder is being compensated for by way of the Global Settlement set forth in the Global Settlement Change Order, for which the Global Settlement shall constitute a full and final settlement. Notwithstanding any provision to the contrary, this SC-8 applies only to the extent the Settlement Payment is actually paid to Design-Builder, and excludes any retention withheld, any items, modifications or changes that are pending approval or payment, and the right to recover compensation for work not compensated by the Settlement Amount and not included in the Global Settlement.

Amendment Section 7. Except as specifically provided herein, this Amendment shall not in any manner alter, change, modify, or affect any of the rights, privileges, duties, or obligations of either of the parties hereto, under, or by reason of said Contract, as amended.

Execution. This Amendment and any other document necessary for the consummation of the transaction contemplated by this Amendment may be executed in counterparts, including counterparts that are manually executed and counterparts that are in the form of electronic records and are electronically executed. An electronic signature means a signature that is executed by symbol attached to or logically associated with a record and adopted by a party with the intent to sign such record, including facsimile or e-mail signatures. All executed counterparts shall constitute one Amendment, and each counterpart shall be deemed an original. The parties hereby acknowledge and agree that electronic records and electronic signatures, as well as facsimile signatures, may be used in connection with the execution of this Amendment and electronic signatures, facsimile signatures or signatures transmitted by electronic mail in so-called PDF format shall be legal and binding and shall have the same full force and effect as if a paper original of this Amendment had been delivered that had been signed using a handwritten signature. All

parties to this Amendment (i) agree that an electronic signature, whether digital or encrypted, of a party to this Amendment is intended to authenticate this writing and to have the same force and effect as a manual signature; (ii) intended to be bound by the signatures (whether original, faxed, or electronic) on any document sent or delivered by facsimile or electronic mail or other electronic means; (iii) are aware that the other party(ies) will rely on such signatures; and, (iv) hereby waive any defenses to the enforcement of the terms of this Amendment based on the foregoing forms of signature. If this Amendment has been executed by electronic signature, all parties executing this document are expressly consenting, under the United States Federal Electronic Signatures in Global and National Commerce Act of 2000 (“E-SIGN”) and the California Uniform Electronic Transactions Act (“UETA”) (California Civil Code §1633.1 et seq.), that a signature by fax, e-mail, or other electronic means shall constitute an Electronic Signature to an Electronic Record under both E-SIGN and UETA with respect to this specific transaction.

IN WITNESS WHEREOF, City has caused this Amendment to be executed on its behalf by the CEO, and Contractor has caused the same to be executed by its duly authorized officers, all as of the day and year first hereinabove written.

APPROVED AS TO FORM:
Hydee Feldstein Soto, City Attorney

CITY OF LOS ANGELES
By signing below, the signatory attests that they have no personal, financial, beneficial, or familial interest in this Contract.

Date: _____

By: _____

John Ackerman
Chief Executive Officer
Department of Airports

By: _____
Deputy City Attorney

ATTEST:

VANDERLANDE INDUSTRIES, INC.

By: _____
Bart Witteveen
Secretary

By: *Maria R Huusom*

Maria Ravn Huusom
President of Airports, North America

EXHIBIT A - PR01B

PR01B outlines scope of work summary for all Global Settlement Change Orders.

CCR-029 - TC19 MCP change order scope

This change order covers the relocation of the existing Motor Control Panel (MCP) for TC19 from its current position on Level 3 TC19 POD Room to the designated location on Level 2 within TBIT. The scope includes:

- Research existing loads coming from MCP-TC19.
- Model works within BIM to minimize clashes; unavoidable clashes leading to utility relocation or demolition will be the Design Builder's responsibility to resolve.
- Any engineering required to facilitate the MCP move shall be the responsibility of the Design Builder.
- Plan and coordinate to minimize operational impact, including assumptions for areas such as RX2.
- Secure all necessary equipment, tools, and permit approvals prior to commencement.
- Demolition will commence from the last point of electrical connection, ensuring safe and compliant removal procedures.
- Remove all unused conduit, boxes, and supports to maintain a clean and code-compliant installation.
- Safely disconnect and remove the MCP from Level 3.
- Transport MCP to the designated Level 2 location.
- Reinstall MCP with full reconnection to existing electrical systems. Connection only as far as TC19-04 is included. Connections to TC19-01/02/03 and Fire door are excluded from this scope.
- Execute all works in compliance with applicable building codes, safety standards, manufacturer guidelines, and LAWA Design and Construction Handbook 2022.
- Design Builder will perform Testing and commissioning post-relocation to ensure operational integrity and system reliability.
- Relevant labeling of systems will be undertaken following installation.
- Work shall be undertaken at a time and date that limits impact to airport operations and must be approved prior to commencement.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.

- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to TC 19 beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.
- This is supplementary scope in additional to all previously agreed works for TC19, between LAWA and the Design Builder.
- Reference drawing: TL6557---MCP-TC19_For-Construction-Update_10 (Oct 16, 2025)

CCR0017 - DR1 Contingency

This change order covers the implementation of additional functionality to allow Domestic Recheck (DR1) bags to be diverted to the Purge chute in the event of a DR1 outage. The proposed solution involves adding tracking from the DR1 HCD to the Purge HCD and converting the Purge into a sort point for this purpose. The scope includes:

- Plan and coordinate all works to minimize operational impact.
- Secure all necessary equipment, tools, and permit approvals prior to commencement.
- Model works within BIM to minimize clashes; unavoidable clashes leading to utility relocation or demolition will be the Design Builder's responsibility to resolve.
- Any engineering required to facilitate the additional functionality shall be the responsibility of the Design Builder.
- Modify chute system to enable Purge mode activation via HMI for DR1.
- Configure operational logic so that bags with DR1 tags tracked to the Purge HCD are diverted to the Purge line.
- Implement functionality for handling lost or untracked bags (unknown, purged, or tracking deleted) to divert them to the Purge line.
- Ensure operational continuity by holding bags upstream when the Purge line path is unavailable, preventing system congestion.
- Enable Purge mode through HMI graphics with relay activation for manual push button functionality.
- Integrate PLC logic to ensure the chute only descends when permitted by the system.
- Configure push button controls for chute lowering and raising, with defined limits via hardwired signals for safety.
- Generate HMI alarms upon activation of Purge mode for operator awareness.
- Implement and adhere to relevant procedures and codes when working within existing and new cable trays and conveyors, ensuring no impact to operations.
- Mount encoders and run cables between LMS and encoders.

- Complete terminations at LMS and encoders, including cabling back to CSC where necessary.
- Undertake system testing to ensure functionality, reliability, and no impact to operations once “live.”
- Undertake testing and commissioning, including bag testing.
- Execute all works in compliance with applicable electrical codes, safety standards, and manufacturer guidelines.
- Works will be undertaken at a time and date which limits operational impact and have prior approval from LAWA.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- Inspection access and approvals shall be the responsibility of the contractor.
- All equipment and materials required to complete this work will be provided by the Design Builder .
- The Design Builder will implement and be accountable for schedule mitigation strategies, in consultation with the client, which are required to safeguard the master schedule and minimize any potential delays, ensuring continuity of operations and timely project delivery.
- The Design Builder is to provide a beneficial use date for LAWA agreement.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the initial trade allowances, amendment 1 trade allowance or any other trade allowances for this scope of work.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.
Reference drawing: 14703-330-CON00001-EN-12 NOV 2025_DR1Contingency. (Feb 2, 2026)

CCR 0020R1 - TC8/14 SSB

This change order covers the reinstallation of TC8 kiosks and the rewiring and recontrol of TC8 and TC14 Self-Serve Bag Drops (SSBDs) at TBIT, transitioning their networking from Profibus to Ethernet. Additionally, the scope includes rewiring TC14 SSBs to MCP-TC15 to make them standalone. The work will be executed in a phased approach to ensure operational continuity and minimize disruption. The scope includes:

- Secure all necessary access equipment and approvals prior to commencement.
- The Design Builder is to ensure relevant trades are providing support throughout the works and preparations.
- Works will be undertaken at a time and date which limits operational impact and have prior approval from LAWA.
- Relocate the Profibus Y-link to MCP-TC15 to maintain continuous network operation during transition.
- Install a Profibus Anybus gateway in MCP-TC8 to maintain network activity during recontrol.
- Rewire kiosks at TC8 Self Bag Drop in Aisles B and C.
- Install a Profibus Anybus gateway in MCP-TC14 to maintain network activity during recontrol.
- Rewire TC14 SSBDs to MCP-TC15 to make them standalone.
- Run new network communication cables from PLCs to IT rooms.
- Provide all pathways and supports required for a complete system.
- Undertake all the necessary rewire to complete the works.
- Brock to perform design, programming (controls, HMI, and software), and testing for SSBD recontrol.
- Provide updated electrical and network drawings reflecting changes once works are complete.
- Execute all works in compliance with applicable building codes, safety standards, manufacturer guidelines, and LAWA Design and Construction Handbook 2022.
- Conduct testing and commissioning to ensure full functionality and compliance.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.

CCR0030 DR1 Refresh Changes cost of work

This change covers changes to the DR1 design and construction to accommodate the refresh project. The scope includes but not limited to:

- Install a new man-door for improved access and safety.
- Provide a temporary DR1-26 structure as required for project phasing.

- Install three new ladders to enhance accessibility and meet safety standards.
- Install new catwalk required for conveyor maintenance.
- Replace the existing catwalk with a 24-inch width version for improved safety and compliance.
- Replace the 5 ft catwalk at ATR to meet updated design requirements.
- Plan and coordinate all works to minimize operational impact.
- Secure all necessary access equipment and approvals prior to commencement.
- Model works within BIM to minimize clashes; unavoidable clashes will be the Design Builders responsibility to resolve.
- Any engineering and design required to facilitate the works shall be the responsibility of the Design Builder.
- Execute all works in compliance with applicable building codes, safety standards, manufacturer guidelines, and LAWA Design and Construction Handbook 2022.
- Conduct testing and commissioning to ensure full functionality and compliance.
- Inspection access and approvals shall be the responsibility of the Design Builder.
- Works will be undertaken at a time and date which limits operational impact and have prior approval from LAWA.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.
- Reference drawings: 90% LAWA DR1 CT1 BHS SUBMITTAL DATED 10 OCT 2025 and DR1 Refresh Changes – SOW v1 20251014

CCR0021 EDS Installation support

This change order addresses TSA and LAWA requirements for the installation of EDS 7 and 8, relocation of an existing CTX machine for the new outbound oversize line, and provision of additional IT hardware. The scope includes:

- Provide escorts for travel to and from airport perimeter posts to relevant locations within the airport to allow completion of works.
- Provide flaggers where necessary to facilitate the safe movement of EDS and CTX machines.
- Coordinate with TSA and LAWA to ensure compliance with security protocols and minimize operational impact.
- Supply all requisite IT equipment and ancillary products to meet LAWA's additional operational needs.

- Works will be undertaken at a time and date which limits operational impact and have prior approval from LAWA.
- Execute all works in compliance with applicable safety standards, TSA requirements, and manufacturer guidelines.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.

CCR0024 TSA Platform infills

This change order is for the addition of platforms located adjacent to the EDS machines. This is at the request of TSA to ensure access for their staff is safe and compliant. The scope includes:

- Coordinate with TSA, Smiths Detection, LAWA, AHJ to design and engineer platforms to meet TSA OTK operator requirements and Smiths Detection Operations and Maintenance requirements.
- Secure all necessary equipment, tools, and permit approvals prior to commencement.
- Execute all works in compliance with applicable building codes, safety standards, TSA PGDS V8, Smiths Detection CTX 9800 OEM guidelines, and LAWA Design and Construction Handbook 2022.
- Works will be undertaken at a time and date which limits operational impact and have prior approval from LAWA.
- Inspection access and approvals shall be the responsibility of the contractor.
- All equipment and materials required to complete this work will be provided by the contractor.
- Work shall be undertaken at a time and date that limits impact to airport operations and must be approved prior to commencement.
- Platform design shall be engineered and approved by Structural engineer of record and shall be approved by AHJ.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.

- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.
Reference Drawing: LAX-14703-BHS-L2-CBIS NORTH_2-North_CBIS and LAX-14703-BHS-L2-CBIS SOUTH_3-VI-Document

CCR 023 DC7 Renaming

This change order addresses LAWA's request to rename the existing DC7/CL7 conveyor line to CF11. The scope includes:

- Rename DC7/CL7 to CF11, starting with DC7-01 load belt as CF11-01 and continuing through the entire line to the DC7 merge point.
- Remove old labels and apply new cable labels to every VFD, control station, stack light, and photo eye on the line, including ins and outs at both ends.
- Apply updated labels to conveyor decals and CSC panel doors as required.
- Update electrical drawings, functional specifications, PLC programs, HMI screens, and upper-level control systems to reflect the new naming convention.
- Modify SmartSort configurator and device sheets for accurate reporting.
- Update SmartSuite Enterprise cloud reports to ensure consistency across operational and reporting platforms.
- Include change management requests for updates.
- Conduct verification of all updated labels, controls, and reporting systems.
- Perform commissioning checks to ensure system functionality and compliance with LAWA standards.
- Execute all works in compliance with applicable electrical codes, safety standards, and LAWA guidelines.
- Implement Lockout/Tagout (LOTO) procedures for safe shutdowns and startups during each shift.
- Works will be scheduled to minimize operational impact and require prior approval from LAWA.
- Execute all works in compliance with applicable electrical codes, safety standards, and LAWA guidelines.
- Implement Lockout/Tagout (LOTO) procedures for safe shutdowns and startups during each shift.
- Works will be scheduled during night shifts to minimize operational impact and require prior approval from LAWA.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.

- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.

CCR-006 R3 - BOP2 1806A Network Consolidation IT Room

This Change Order covers LAWA change directive (CD) 001 (RFI 085), the project scope has been updated to transition the IT closet into a full-size IT room to accommodate BHS network equipment from room 1806. This Change Order is all inclusive of BHS and non-BHS trade work required to facilitate a consolidated BHS IT room in addition to accommodating TSA and LAWA IT Rack. Scope of work includes but is not limited to:

- Revision of the drawings for upgraded power, emergency power, primary and redundant CRAC units, fire alarm and fire protection system, security system, lighting.
- IT Room Upgrade: Installed a primary and secondary DX unit HVAC system, upgrade lighting, fire alarm, power, modify IT racks, and add a fire protection sprinkler system.
- PLC Rewiring: Rewire BHS PLCs (CL7/DC7, ST1, DR1, inbound lines including OS3 and related PLC's) from 1806A to the new IT room.
- IT Device Integration: Provision IT devices to integrate with the new LAWA-provide switch (per RFI-0043).
- Scope & Cost Adjustment: Provide credit for previously planned IT devices (switches, firewalls, etc.) and a fiber run no longer needed.
- New Installations: Installed new patch panel jacks/CAT6A cabling, recontrol the DR1 line, and installed a new DR1 panel to resolve a cable trough clash.
- Supply and install a new network switch and hardware (UPS, Power, Software) in MCP CL9 per RFI-075 and SUBR-0193
- Provided a replacement AMS workstation for SITA per LAWA IT request (May 2025)
- Included an Addendum for plan check.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.

- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.
- All BHS and non-BHS design costs to update the drawings and plan check package with AHJ is included in this pricing.
- All commissioning required for BHS server migration is included in this pricing.
- All FMCS and BAS integration shall be completed per LAWA DCH requirements for all building assets installed as part of this change order.
- Design Builder shall ensure all scope covered in this change order is cohesive with overall project design documents covered in base contract and amendments to ensure regulatory compliance is maintained with AHJ.
- Reference Documents:1. IFC Submittal Package (02/07/2025): 95% Architecture Package2. IFC Submittal Package (02/07/2025): 95% Electrical Package
3. IFC Submittal Package (02/07/2025): 95% Electrical Package
4. IFC Submittal Package (02/07/2025): 95% Mechanical Package
5. IFC Submittal Package (02/07/2025): 95% Technology Package

CCR0027R1 UPS for EDS

This change order scope is lump sum to furnish and install UPS for EDS machines including but not limited to:

- UPS: (2) 150 kW, 480V, 3-phase Uninterruptible Power Supply (UPS) units. Procurement includes all manufacturer-required batteries, internal bypass switches, and monitoring communication cards.
- Panelboards: Furnish (2) 480V, 400A electrical panelboards, each equipped with a 250A Main Circuit Breaker (MCB). Panels must meet project-specific fault current ratings (e.g., 50kA or as specified in MEP drawings).
- Ancillary Materials: Supply all necessary conduit wire, fittings, and hardware required for a complete and functional installation. Structural Support: Fabricate and install a heavy-duty Unistrut support system for the (2) new panelboards, ensuring compliance with seismic and structural requirements for the facility.
- Electrical Integration:
- Install and terminate line-side and load-side feeders for both UPS units and panelboards.
- Establish dedicated branch circuiting from the new panelboards to the EDS machines as per the updated equipment schedule.
- Implement a solidly grounded earthing system for the new equipment to ensure operational stability.
- Environmental Coordination: Coordinate the placement of equipment to ensure adequate clearances for ventilation, maintenance access, and safety egress.

- Operational Testing: Perform comprehensive start-up procedures, including battery discharge tests, unit transfer tests (to/from bypass and battery modes), and output voltage verification.
- Load Balancing: Conduct load testing to verify system performance under simulated operational conditions for the EDS machines.
- Compliance and Inspections: Coordinate and attend all required inspections with the Authority Having Jurisdiction (AHJ) to secure final electrical sign-off.
- Documentation: Provide final "As-Built" drawings reflecting the new electrical configuration, manufacturer O&M manuals, and factory/field test reports.
- Training: Provide on-site technical training for facility personnel regarding the operation and emergency bypass procedures for the new UPS systems.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.

CCR 039 -TSA Breakroom Renovation

The Design Builder shall provide all labor, materials, and equipment to renovate the new TSA breakroom. Work includes interior wall partition infill, demo of interior wall partition and , and plumbing for a kitchenette. Scope of work is including but not limited to:

- Installation: Install LAWA provided door hardware set
- Integration: Code for door lock will be provided by TSA
- Demo: Patch and replace existing carpet where needed.
- Remove existing camera and associated cabling from this space.
- Install LAWA provided Products.
- Fixture: Install a 18-gauge stainless steel sink with a lead-free, and faucet
- ADA Compliance: Ensure a 34-inch maximum rim height and provide insulated pipe protection for knee/toe clearance.
- Drainage: Install 1.5-inch P-trap and verify a 1/4-inch per foot slope for drainage. Perform a 24-hour leak test.
- Lighting: Verify all luminaires are independently supported by 12-gauge wire to the building structure (NEC 2025). Install occupancy sensors for energy compliance.
- Grid: Inspect and repair the T-bar suspension system to meet ASTM C635 standards.

- Tiles: Replace all ceiling tiles with new high-performance acoustic tiles (Min 0.70 NRC) that are mold- and sag-resistant.
- Final Clean (sweep and mop) existing VCT flooring.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.

CCR 036 R1 - Lv.2 Restroom Refresh

Scope of work is including but not limited to: Remove and replace existing lavatory faucets with Chicago-Style fixtures.

- Remove existing floor drain covers and install new replacements.
- Remove and replace flushometer assemblies at existing water closets and urinals (fixtures to remain in place).
- Provide and install new elongated toilet seats.
- . Remove and replace existing restroom exhaust fan grilles with new grilles.
- Furnish and install new toilet partitions and associated hardware in accordance with the June 26, 2025 design drawings. Includes ADA stall and standard partitions, hardware, brackets, supports and mounting components. Perform "patch and match" repairs on broken or cracked tiles only; do not replace the entire tiled surface.
- Apply new paint to non-tiled wall surfaces using standard white commercial paint.
- Carefully remove, protect, and reuse existing mirrors.
- Retain and protect the existing paper towel dispensers and receptacles for continued use.
- Perform a professional-grade pressure wash of the restroom floor surfaces to ensure deep cleaning and preparation.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.

- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance or any other trade allowances for this scope of work.
- All work must comply with DCH 2022, 2025 ADA Standards for Accessible Design, and local municipal building codes.

CCR 0037 – DR1 and DC8 Feasibility Engineering for TBIT Refresh

This Change Order includes all design and engineering costs associated with development of revised engineering concepts for Domestic Recheck (DR1) and Domestic Bag Claim8 (DC8) previously covered under Amendment 1 scope. This change order covers design and engineering changes to revise designs for DR1 and DC8 to accommodate TBIT Refresh project's future design. Design Builder will coordinate these design changes and ensure all engineering drawings are updated accordingly for installation on site. All design development and construction costs for BOP2 scope associated with this design changes are captured in CCR -0030 DR1 Changes due to TBIT Refresh and CCR 0037 DC08 Changes due to TBIT Refresh.

CCR 040 - Alternate A SSBD Design Credit

This Change Order is a deductive change order to eliminate Alternate A SSBD Design scope from BOP2 project which was previously covered under DA5629 base contract.

CCR 042 – Bag Portering

This change order covers all costs for bag portering during line outages on the project including but not limited to:

- Bag portering will be required during conveyor outages to support construction activities. This includes outages at ticket counter conveyors, the oversize conveyor, clean transfer conveyors, ICS conveyors and loaders, as well as domestic and international recheck conveyors.
- Bag portering includes manual bag portering by porters, supplying baggage carts, supplying tugs and carts, portering bags using tug and carts where needed due to operational needs.
- Bag portering scope is all inclusive of supervision by Design Builder during the duration of outage to mitigate operational impact.

CCR 025 – DR1 Bag ID

This change order includes a bag id solution to replace RFID solution in current design with label recognition reader, provided by Robson NextGen. The scope of work is including but not limited to:

- Provide Design, Project Management and site supervision, Factory Acceptance Testing, Integration Testing, Commissioning and necessary onsite training for

successful implementation of PaxShield, BagShield, BagTrakX solution by Robson NextGen to sort Domestic Recheck bags.

- Scope also includes mechanical, electrical, controls change to integrate the Robson NextGen sticker identification (BagTrakX) scanner to BHS system including integration in to HMI, upper level reporting, and interface documentation. The PaxShield/BagShield solution will not be integrated with any other system as part of this project.
- Identification stickers are not part of this change order.
- Robson NextGen/MLT license fee is not included with this change order. It is assumed this is paid for separately as a LAWA operating expense.
- All non-BHS trade work remains unchanged and hence no cost is being added to this change order. All non-BHS scope is still same as agreed in Amendment 1.
- Bag portering is included for testing and commissioning purposes. No additional bag portering is included to optimize system performance.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as built shall be submitted in accordance with Project Requirements.
- Design Builder shall maintain the project schedule for this scope including any mitigation or acceleration required to complete this work prior to beneficial use date.
- Design Builder shall ensure complete delivery of Robson NextGen scope but cannot guarantee performance. If resulting performance is unacceptable to LAWA, any rework, extended testing or retrofits to alternative solutions are not included in the scope of this change order.

CCR 0026 – VFD Legacy Replacement

This change order scope includes replacement of VFDs on the conveyor listed below to simplify the TBIT controls asset base and to remedy excessive overload faults on the legacy equipment. The scope is including but not limited to:

- Any engineering required to facilitate the VFD replacement shall be the responsibility of the Design Builder.
- Secure all necessary equipment, tools, and permit approvals prior to commencement.
- Execute all works in compliance with applicable building codes, safety standards, manufacturer guidelines, and LAWA Design and Construction Handbook 2022.
- Design Builder will perform Testing and commissioning post-replacement to ensure operational integrity and system reliability.
- Relevant labeling of systems will be undertaken following installation.

- Work shall be undertaken at a time and date that limits impact to airport operations and must be approved prior to commencement.
- VFD boxes with Poweflex 525 VFDs will be installed.
- Drawings, HMI, upper level reporting and PLC programs shall be revised.
- Cabinets shall be modified to add MPCB by Design Builder.
- Conveyors receiving new VFD as part of this change are: RX2-08 , RX2-09, TC2-04, TC2-06, TC3-07, TC3-08, TC11-05.

CCR 0028 – SmartSuite reporting

This change order is to facilitate LAWA Operations request for an extension to the existing SmartSuite reporting. The scope includes but is not limited to:

- Achieve detailed bag tracing and analytics via additional data sent from the ICS system. Bag trace data will be sent from all divert points from the main loops of the ICS system.
- This additional data shall be reflected in updates to SmartSuite Analytics interface. No new reports are included with this change.
- Include all scope definition and coordination between Brock, LAWA and any other relevant stakeholders.
- Scope includes Design & Development of software, updates to Functional Design documents and provision of test plans and reports.
- Deploy the software and test, ensuring it is fully operational and stable.
- Provide updated documentation for all affect drawings, models and or documents in the form as-built.

CCR 0038 Exhaust Fan Clash with Conveyor

This change order is required to mitigate the impacts of a clash. The extent of these works will be to refurbish the existing exhaust fan EF-1 located within the mechanical room in the South end of the TBIT baggage room at Level 2. The scope includes, but is not limited to the following:

- Plan and coordinate all works to minimize impact to airport and baggage operations.
- Secure all necessary access equipment, tools, permits, and approvals prior to commencement.
- Lock out and electrically disconnect Exhaust Fan EF-1 in accordance with applicable safety requirements.
- Disconnect all associated ductwork to facilitate fan refurbishment activities.
- Rig the fan using hoists, jacks, chains, and skates.
- Shift the fan approximately 24 inches away from the plenum and position the unit on cribbing to allow access for component replacement.

- Refurbish the exhaust fan by replacing worn internal components, including but not limited to the fan shaft, bearings, sheaves, bushings, belts, motor, and associated items.
- Perform refurbishment works in a sequenced manner due to operational constraints and limited work windows.
- Provide and install temporary exhaust ventilation within the tug breezeway using four temporary exhaust fans to maintain ventilation during refurbishment activities.
- Provide temporary electrical power to support temporary exhaust fans and ensure uninterrupted airport operations.
- Maintain continuous ventilation to support tug breezeway and baggage operations during all phases of work.
- Upon completion of refurbishment, reposition Exhaust Fan EF-1 to its original location.
- Reattach ductwork and electrically reconnect the new motor and associated electrical components.
- Perform testing and verification to confirm proper fan operation and system performance.
- Remove all temporary exhaust systems and temporary power systems following successful testing and commissioning.
- Conduct all work within LAWA Operations constraints limiting work to four (4) hour work windows per shift.
- Complete the refurbishment over approximately ten (10) short-duration shifts, inclusive of temporary system setup, refurbishment, testing, and demobilization.
- Replacement fan components shall carry a one-year manufacturer's parts warranty.
- All installation and refurbishment work shall be subject to the contractually required one-year workmanship warranty.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted monthly to LAWA per contract requirements. Final as-built documentation shall be submitted in accordance with Project Requirements.
- This change order is all inclusive of BHS and non-BHS trade work. Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance, or any other trade allowances for this scope of work.

CCR 0041 IR deduct, conveyor and curve

This change order addresses LAWA's request to remove the previously defined IR1-DR2 connection from the DR1 scope of work. The original scope, per AMEND-0001 PR-01A, included modification of the existing IR1 line and modification and reversal of the DR2 line to create a connection and operate as a single IR1 line. This change order captures the credit associated with the removal of that scope. The scope includes:

- Elimination of all previously planned work to modify the existing IR1 conveyor.

- Elimination of all previously planned work to modify and to form a connection with IR1.
- Elimination of the IR1-DR2 physical connection previously included in the DR1 scope of work.
- Elimination of all associated mechanical, electrical, controls, and commissioning activities related to the IR1-DR2 connection.
- This change order represents a deductive change and captures the full credit associated with the removal of the above scope.
- All other DR1 scope of work remains unchanged.
- This change order is all inclusive of BHS and non-BHS trade work associated with the removed scope.
- Design Builder shall not use the Initial Trade Allowances, Alternates Initial Trade allowance, or any other trade allowances for this removed scope.
- Redlines shall be updated as required to reflect removal of the IR1-DR2 connection from the contract documents.

CCR 0018 DC08 Changes

This change order addresses LAWA request CD-0014 to modify the DC8 design to feed the existing Claim 31 carousel. This change order captures the cost difference between the as-sold DC8 base scope per AMEND-0001 and the full design concept reflected in the attached 60% drawings. The scope includes:

- Modify the DC8 system design to route baggage to the existing and/or modified Claim 31 carousel in accordance with LAWA-directed concept layout.
- Provide BHS design and Engineering submittal associated with the revised DC8 configuration.
- Furnish materials and install conveyors DC8-01 through DC8-25, including required fire security door, ACAM, catwalk.
- Perform controls integration, testing, and commissioning of the revised DC8 conveyor system up to and including DC8-025. Merge functionality with the carousel is excluded from this change.
- Design Builder is responsible for all labelling and adding this scope to HMI & Upper level control systems.
- Design Builder is responsible for all non-BHS building trade work at Level 2 and Level 1 to accommodate conveyor and catwalk installation.
- Design Builder to perform site investigation survey and develop a laser scan model.
- Model the new scope within BIM to minimize clashes; unavoidable clashes leading to utility relocation or demolition will be the Design Builder's responsibility to resolve at Level 2 and Level 1.
- All utility relocation, structural modification, fireproofing, non-BHS trade work, excluding exterior finishes and soffits, required to support BHS work in Level 1, to the extent reasonably inferable from available site information as of the effective date of

this Change Order, are included under this change order up to a not to exceed value of \$500,000.

- The Design-Builder shall be responsible for designing and coordinating the work within its reasonable control, including continued BIM clash detection, field verification to the extent access is available, proactive utility coordination, and avoidance of clashes where feasible through modification of the BHS design. The Design-Builder shall use commercially reasonable efforts to manage the work so that costs are maintained within the \$500,000 not to exceed amount. LAWA shall validate the non-BHS trade work scope and associated costs to assist Design Builder with reviewing pricing to the extent of estimate comparison.
- The Design-Builder shall not be responsible for, and the \$500,000 not to exceed amount shall not include, costs or impacts arising from:
 - concealed, unknown or undocumented utilities or site conditions
 - Utility relocation requirements or costs beyond the Design-Builder's control
 - Access limitations, operational constraints, Owner directed changes or changes driven by other projects (including TBIT Refresh)
- Should the scope or associated requirements evolve beyond what was reasonably contemplated as of December 2025, LAWA and Design-Builder agree to collaboratively address any resulting cost or time impacts through the agreed Change Order process.
- Execute all works in compliance with applicable building codes, safety standards, manufacturer guidelines, and LAWA Design and Construction Handbook 2022.
- Works will be undertaken at a time and date that limits impact to airport operations and shall be approved by LAWA prior to commencement.
- All supervision, site and project management, and safety supervision shall be included along with coordination with other projects within the vicinity.
- All phasing for this scope will be coordinated by Design Builder based on their phasing plan. LAWA will not reimburse Design Builder for any phasing changes resulting in additional mobilization.
- Redlines shall be submitted to LAWA per contract requirements. Final as-built documentation shall be submitted in accordance with Project Requirements.
- This change order is all inclusive of BHS and non-BHS trade work associated with the revised DC8 scope. Finishes, soffit and new MEPF on Level 1 is excluded from this change (except for any MEPF specifically required for conveyor functionality).
Drawing reference: 60% LAWA CF31 BHS Submittal dated 07 Nov 2025.

EXHIBIT B - PR12B Global Settlement Change Order

1. **PRICING MODEL:** This exhibit contains the summary of the pricing terms for the Global Settlement Change Order delivery method utilized on the Project and is only applicable for the Global Settlement Change Order. The Global Settlement Change Order scope is defined in PR-01B.
 - A. All Work performed pursuant to the Global Settlement Change Order is compensated on a fixed price, Lump sum basis, except as otherwise provided in the General Conditions Section Changes and Directives. Design-Builder shall submit an invoice based on the value of the Work contributed to the Project in any given month.
 - B. The Parties expressly agree that this PR-12B exhibit takes precedence over any provision or requirement to the contrary in the Contract Documents, without regard to any other order of precedence clause.
 - C. Design Builder shall waive all change orders or claim to LAWA for additional General Conditions and General Requirements for current contract work based on baseline schedule submission dated February 01, 2026 data date. It is understood that with LAWA approval of this Global Settlement, Design Builder's project overhead is covered up to new substantial completion of construction date..

2. LUMP SUM WORK

- A. All Contractor Change Requests in the table below shall be paid on a lump sum basis inclusive of all Design Builder markups.

Change Order Description	Global Settlement	
	Amendment #2	Change Orders
IT Room Upgrades due to BHS Server Consolidation	\$1,545,352.00	
TC19 MCP Relocation & Rewiring		\$189,955.00
TC8/14 SSBDs Recontrols		\$144,197.00
SSBD Design Credit	\$ (950,000.00)	
Bag Portering during phasing & outages	\$3,027,813.00	
International Recheck Conveyor Credit	\$ (185,000.00)	
Spare Parts for Base Scope BHS System (Phase 1)		\$476,201.00
Spare Parts Allowance for (Phase 2)	\$550,000.00	
Outbound OS Changes		\$52,440.00
TSA Breakroom		\$120,000.00
EDS Labor		\$90,616.00
TSA Platforms		\$180,000.00
EDS UPS		\$468,567.00
Domestic Recheck Contingency with Second Sort add	\$197,800.00	
Robson AI Scanners at Recheck	\$715,523.00	
Restroom		\$18,655.00

Exhaust Fan Clash with conveyor	\$100,000.00	
DC7 - Renaming/Labeling/HMI	\$50,000.00	
VFD Legacy Replacement (7 add)	\$110,000.00	
Brock Smartsuite- Vanderlande Vibes HMI Interface	\$100,000.00	
DR1/ DC8 Design - TBIT Refresh	\$149,964.00	
DR1 Changes due to TBIT Refresh - Construction	\$147,917.00	
DC08 Changes due to TBIT Refresh - Construction	\$2,500,000.00	
	\$8,059,369.00	\$1,740,631.00
	\$9,800,000.00	

B. Billing: Design Builder shall submit Schedule of Values to LAWA for review and approval for all above items covered as part of Global Settlement Change Order.

3. Trade Subcontract Allowance:

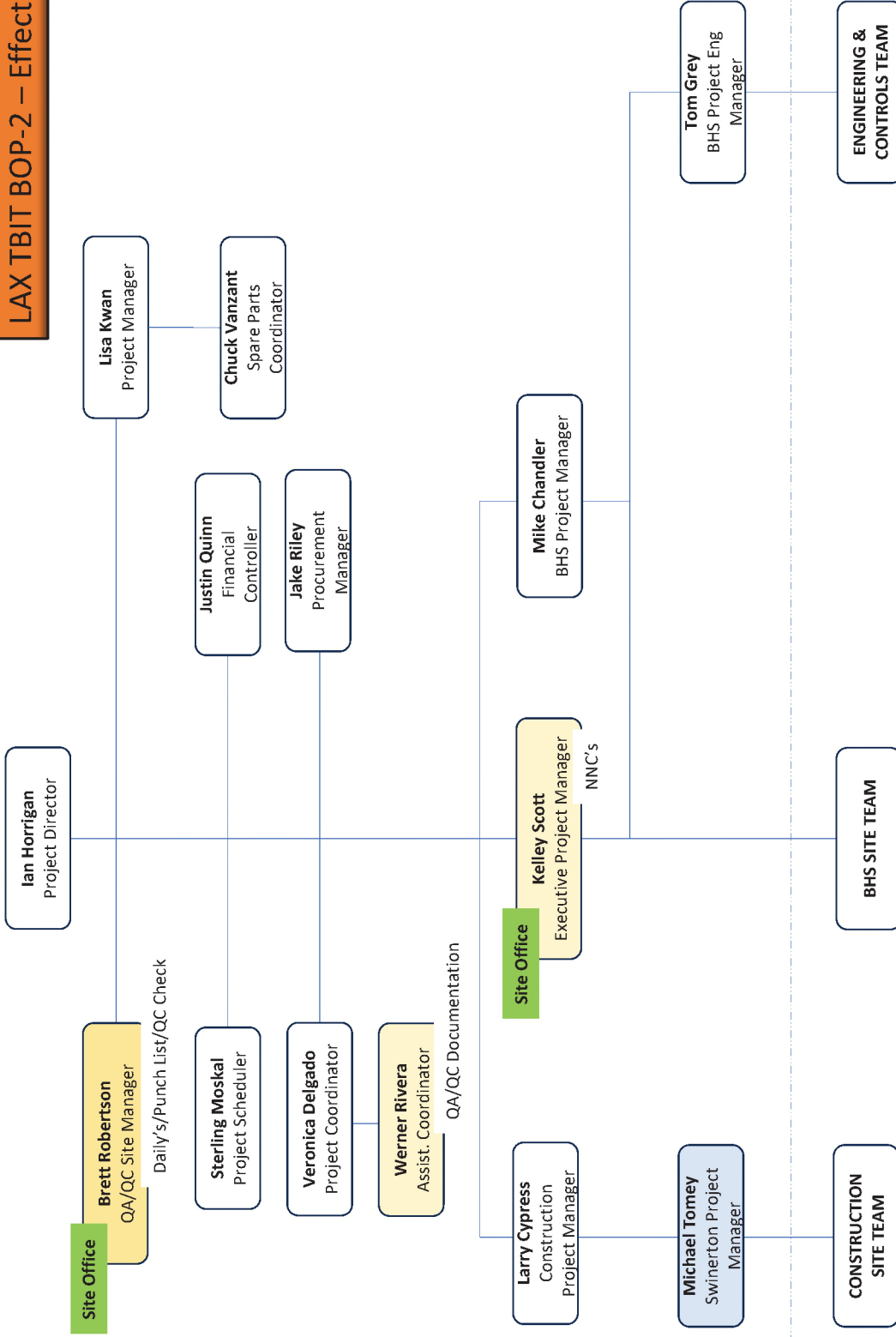
- A. **Initial Trade Allowance conversion to Lump Sum:** The Parties agree that the total value of the Trade Subcontract Work has been determined and is equal to \$32,502,137 inclusive of all Design-Builder markups. LAWA has issued \$22,188,254 in task orders to date and LAWA will issue final task order equal to \$10,313,883 as a part of this Global Settlement to close out all trade subcontract work associated with BOP-2 base contract scope.
- B. Alternates Initial Trade allowance has been established with not to exceed amount of \$13,551,371. This trade allowance is to cover all non-BHS trades.
- C. Design-Builder's Design, Preconstruction Services, General Conditions, General Requirements are already part of Lump Sum agreement. Design-builder shall be entitled to additional General Conditions and General Requirements only if time extension for trade allowance work is approved by LAWA.
- D. As a part of Global Settlement, LAWA has agreed to set up Spare Parts Allowance for Phase 2 to procure spare parts for BHS System. Design-Builder shall submit recommended spare parts list in based on system requirements & coordination with O&M. LAWA shall issue a Task Order to Design-Builder for spare parts using funds from this allowance.

Reference Documents:

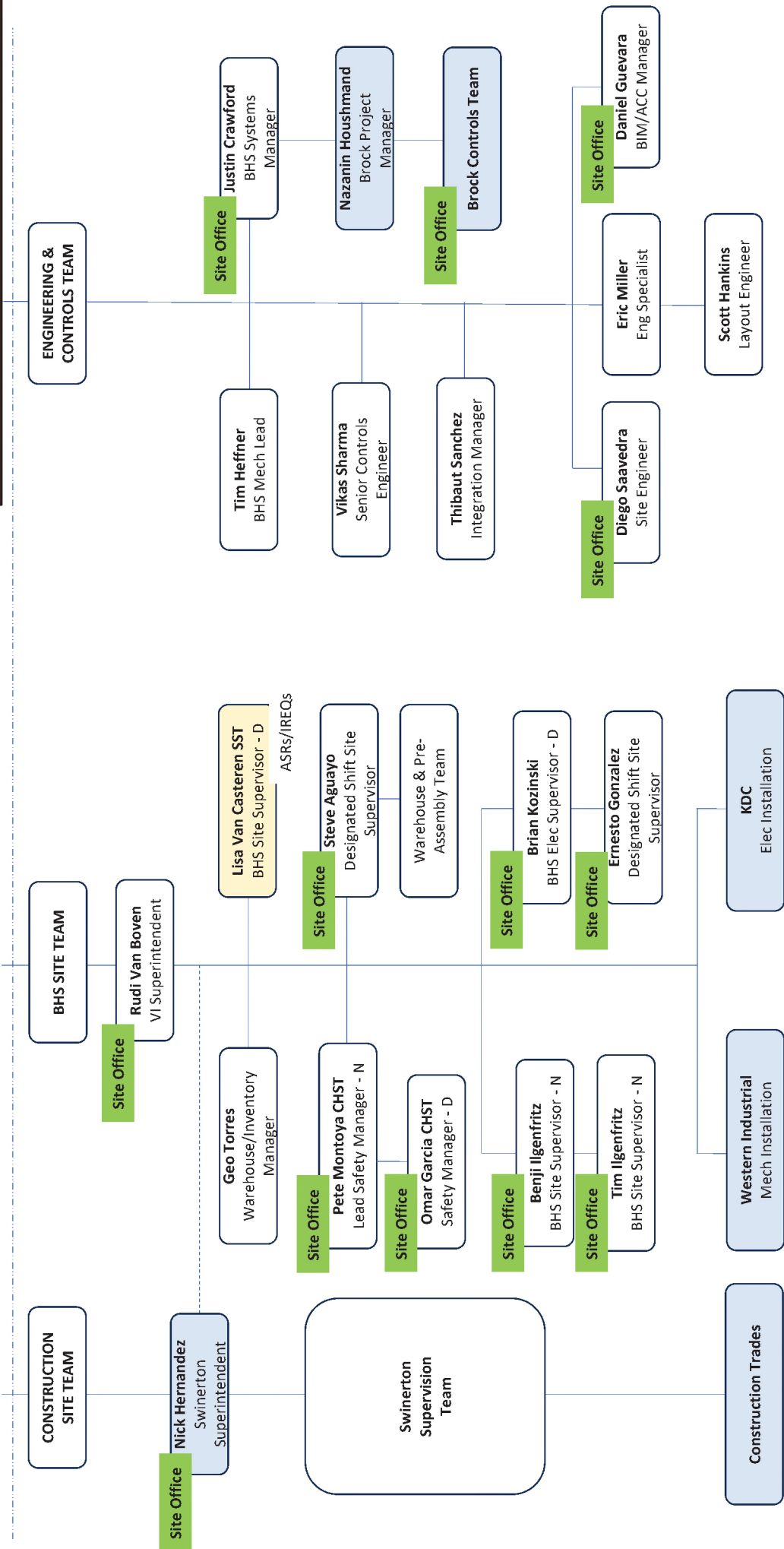
- a) Vanderlande Project Organization Chart Effective 02/09/2026

END OF PR-12B Lump Sum Proposals

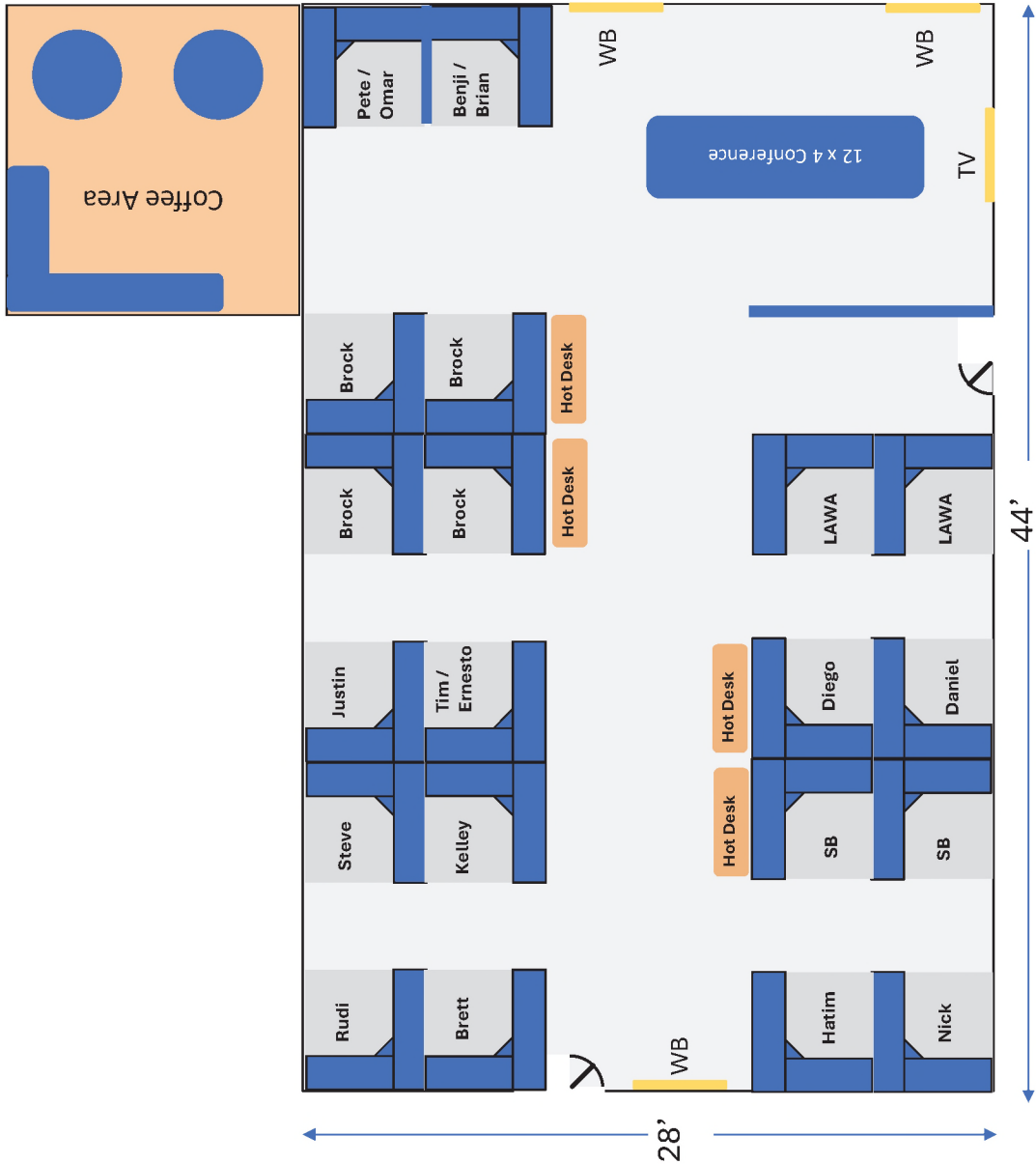
**Organization Chart - Management
LAX TBIT BOP-2 – Effective 02/09/2026**



**Organization Chart - Management
LAX TBIT BOP-2 – Effective 02/09/2026**



LAX BOP-2 Site Office Layout



5 x 5 Cubes

