



TBIT Construction News

Volume 3, Issue 5

April 2009

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Bus Gates Phase 1 Opens



The first phase of the Bus Gates renovation project opened with the completion of Gates 107 through 110. The renovated Bus Gate area has improved lighting, new carpeting, new gate counters with LCD Gate Information Display Screens (GIDS), and new P.A. System and life safety upgrades.

Terrazzo work on the north and south ramps continues. The north ramp is expected to open on May 11 and the south ramp is expected to open on May 18.

Barricades for Phase 2 have been installed at Gates 115 through 118. Demolition is underway while passengers continue to use the temporary ramps for access to the

Phase 1 gates. Construction is expected to take three months with Phase 2 opening in late July 2009.

Phase 3 will be the largest of the phases with the closure of four gates, 111 through 114. Construction of Phase 3 will take approximately four months for the gate areas with an additional month to complete the restrooms. The existing Duty Free kiosk will be relocated during this phase.

Special provisions have been incorporated into the construction phasing to maintain the delivery access from the loading docks as well as access to the Duty Free storage areas.

The Bus Gates Renovation project is scheduled for completion in November 2009, prior to the 2009 holiday season.

Departure Lobby Phase D5 Opens

Phase D5 opened for operation on April 2, 2009. With the completion of D5, airlines started the process of relocation back into their "original" locations occupied at the start of the Ticketing Lobby renovation.

Work continues on the terrazzo installation at CTX 11 and South Checkpoint area. Work has started on the south Over-size Belt area at the east of the D5 counter area. The opening of the renovated east side restrooms has been delayed due to the water pipe break repairs and installation of additional "line-of-sight" elements. Opening is scheduled for the end of May 2009.



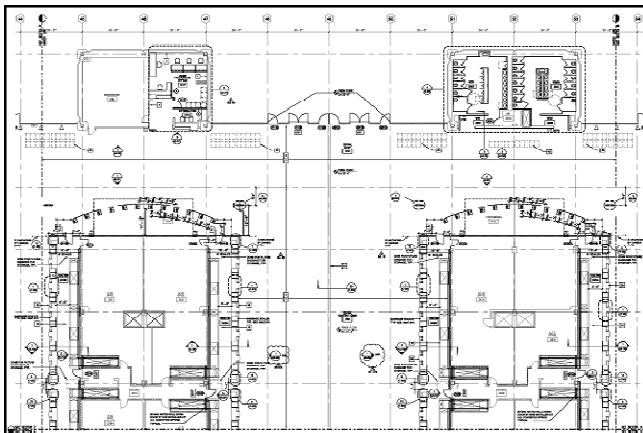
Gates 120 & 121 Openings Complete Concourse Renovations



The photo on the left shows the completion of the new Concourse terrazzo flooring in front of new Gates 120 & 121. The opening of Gates 120 & 121 completes the renovation of the North and South Concourses. All of the new Passenger Loading Bridges (PBB's) have been installed and all contact gates are now operational.



The photo on the right shows the newly renovated Sterile Concourse area at Gates 120 & 121. All concourse areas to the FIS TBIT terminal building are now complete. Work continues on terrazzo flooring and wall finishes in the North and South vertical transition areas from the completed concourses to the completed FIS areas.



Revised CUSS Layout

The drawing on the left shows the revised CUSS layout developed after the decision was made to eliminate the two Hudson News and Bookstore concessions at the east end of the two ticketing cores.

The 12 CUSS units in each of the two locations have been placed in a gentle arc configuration with approximately 8 foot clearance between the units and the west wall. The layout and spacing allows access to the conveyor belts at the east end ticketing positions for placing baggage into the BHS for a future one-step process. The initial operation will be a two-step process with baggage checked at individual airline counters.



Interstitial BHS

The photo on the left shows the new pier sort BHS in operation. The photo shows some of the improvements made to the original design to provide a better and safer working environment. A protective concrete curb with steel railing is provided around the BRS workstation; a rubber strip curtain has been added on the slides to slow the decent of baggage coming to the piers; "caution" signs have been painted on the floor at each end of the cart aisles to warn drivers of passing traffic; and telephones with sound attenuation feature has been added at each workstation. The new traffic coating on the baggage area flooring along with improved lighting has improved the working environment.

South Matrix Building



The photo above shows the completed exterior of the new South Matrix Building. The channel glass on the southeast corner allows natural light into the TSA work areas and in-line screening areas for an improved work environment.



The photo above shows the electrical and control wiring being installed on the in-line baggage screening conveyor system. The South Matrix Building contains two conveyor systems with two EDS machines each for processing the interline baggage from TBIT Interline Recheck area in the Arrivals Lobby to the existing baggage make-up area.

North Matrix Building

The photo on the right shows the completed exterior of the North Matrix Building. The photo shows the installation of the North Interline Baggage Transfer conveyor (blue conveyor). This conveyor runs from the baggage unloading area at ramp level directly into the pier sort system (BHS) or into the early bag storage (EBS) system, depending upon airline schedule.

Work continues on the installation of the in-line baggage screening system and baggage inspection areas for TSA. Development of the Commissioning schedule for the North and South in-line screening systems is in the process of being finalized.

Work also continues on the airline tenant areas being developed by Cathay Pacific and Emirates.

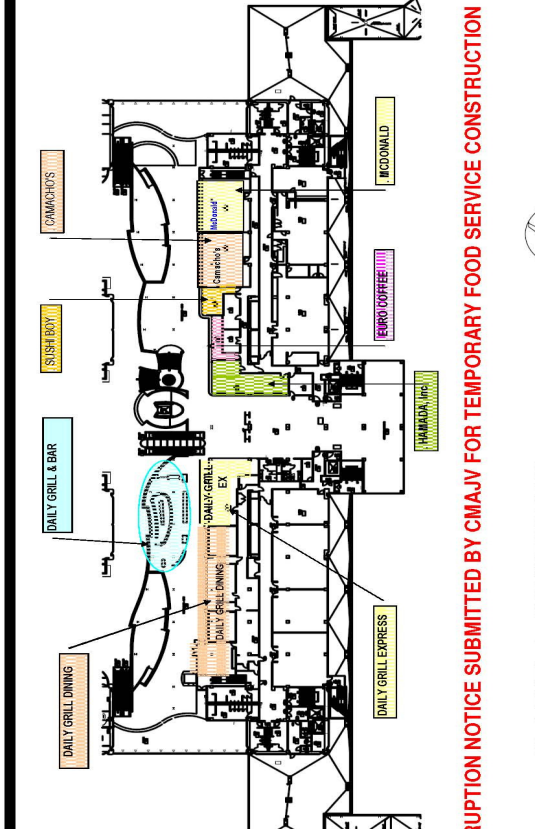
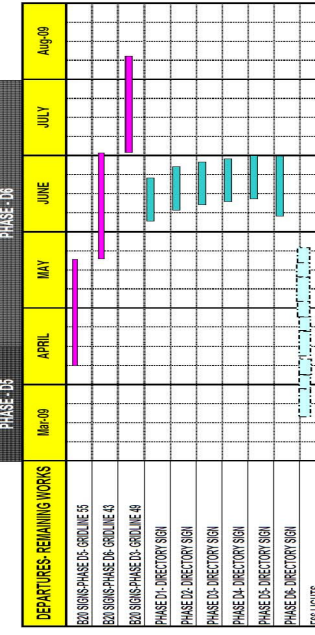
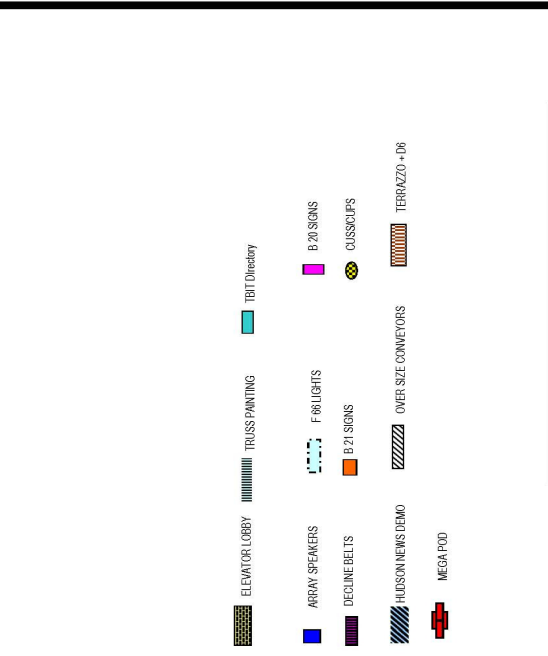


TBIT Remaining Work

Activity	Start	End	Notes
DAILY GRILL BAR & DINING	01/01	01/01	
180% DD, 95% CD, Permit, Shop Draw, Revise & Approvals			
Relocate DD Bar	01/01	01/01	
Commission/Soft Start/Punch			
DAILY GRILL EXPRESS & CONFERENCE ROOM	01/01	01/01	
180% DD, 95% CD, Permit, Shop Draw, Revise & Approvals			
Commission/Soft Start/Punch			
TEMPORARY CONCESSION SPACE	01/01	01/01	
Construction			
CAMACHO'S	01/01	01/01	
180% DD, 95% CD, Permit, Shop Draw, Revise & Approvals			
Commission/Soft Start/Punch			
SUSHI BOY	01/01	01/01	
180% DD, 95% CD, Permit, Shop Draw, Revise & Approvals			
Commission/Soft Start/Punch			
EURO COFFEE	01/01	01/01	
180% DD, 95% CD, Permit, Shop Draw, Revise & Approvals			
Commission/Soft Start/Punch			
HAMADA	01/01	01/01	
180% DD, 95% CD, Permit, Shop Draw, Revise & Approvals			
Commission/Soft Start/Punch			

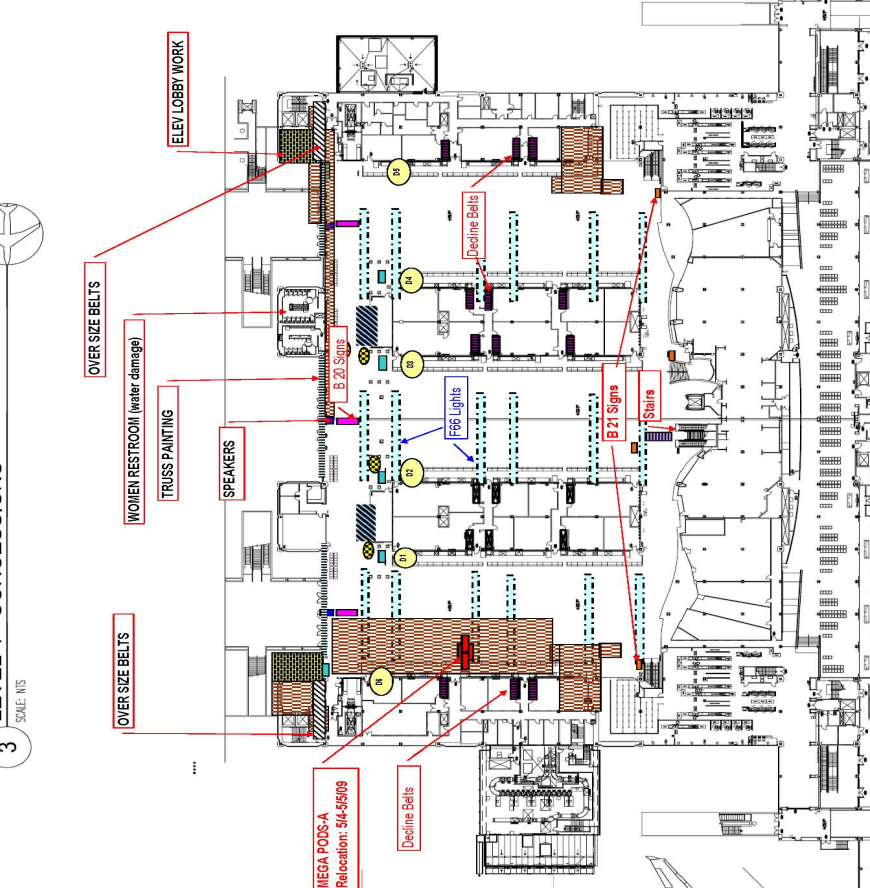
1. Temporary tables, one under low ceiling opposite the elevator will be provided to keep the four small food & beverage spoons open.

2. SDG will prepare a layout drawing with water, sewer, power and data line for item 1.

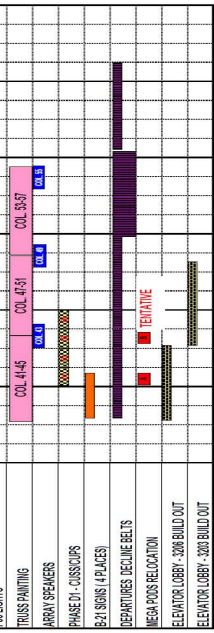


3 LEVEL 4 - CONCESSIONS
SCALE: NTS

*** DISRUPTION NOTICE SUBMITTED BY CMAJVF FOR TEMPORARY FOOD SERVICE CONSTRUCTION**

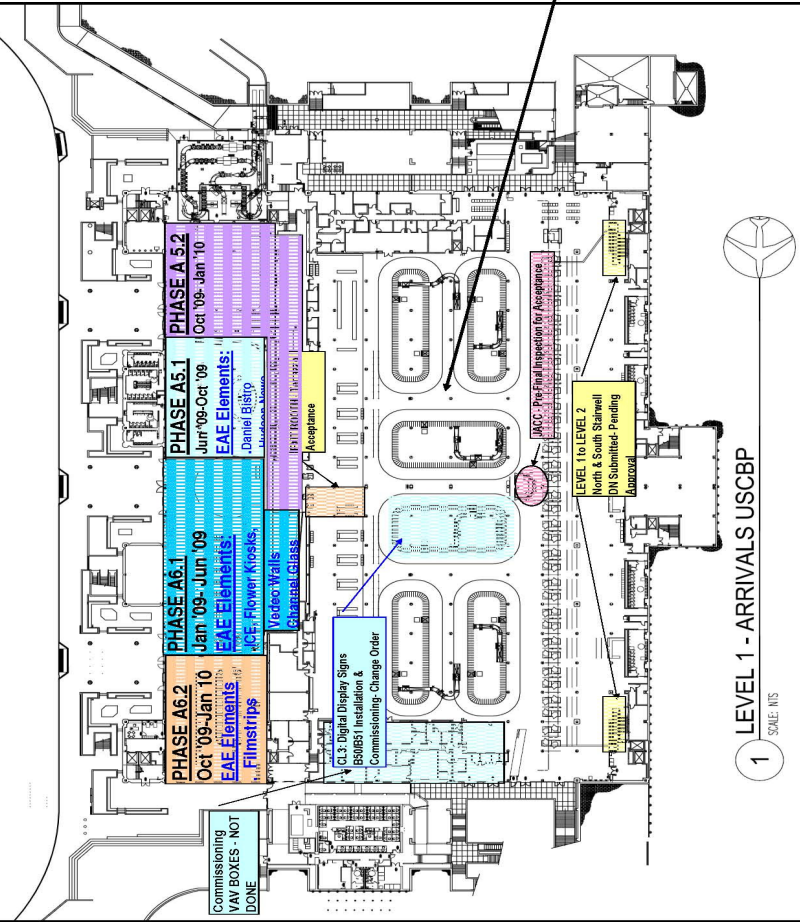


and Summary Schedule

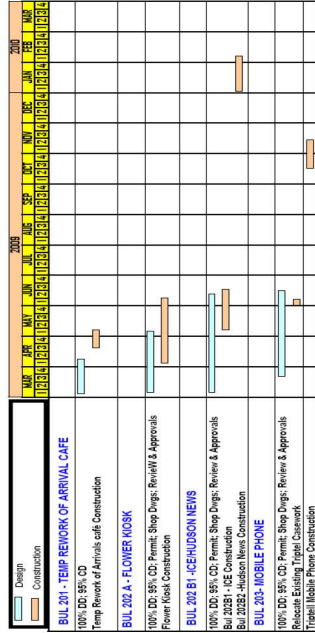


2 LEVEL 3 - DEPARTURE
SCALE: 1/8" = 1'-0"

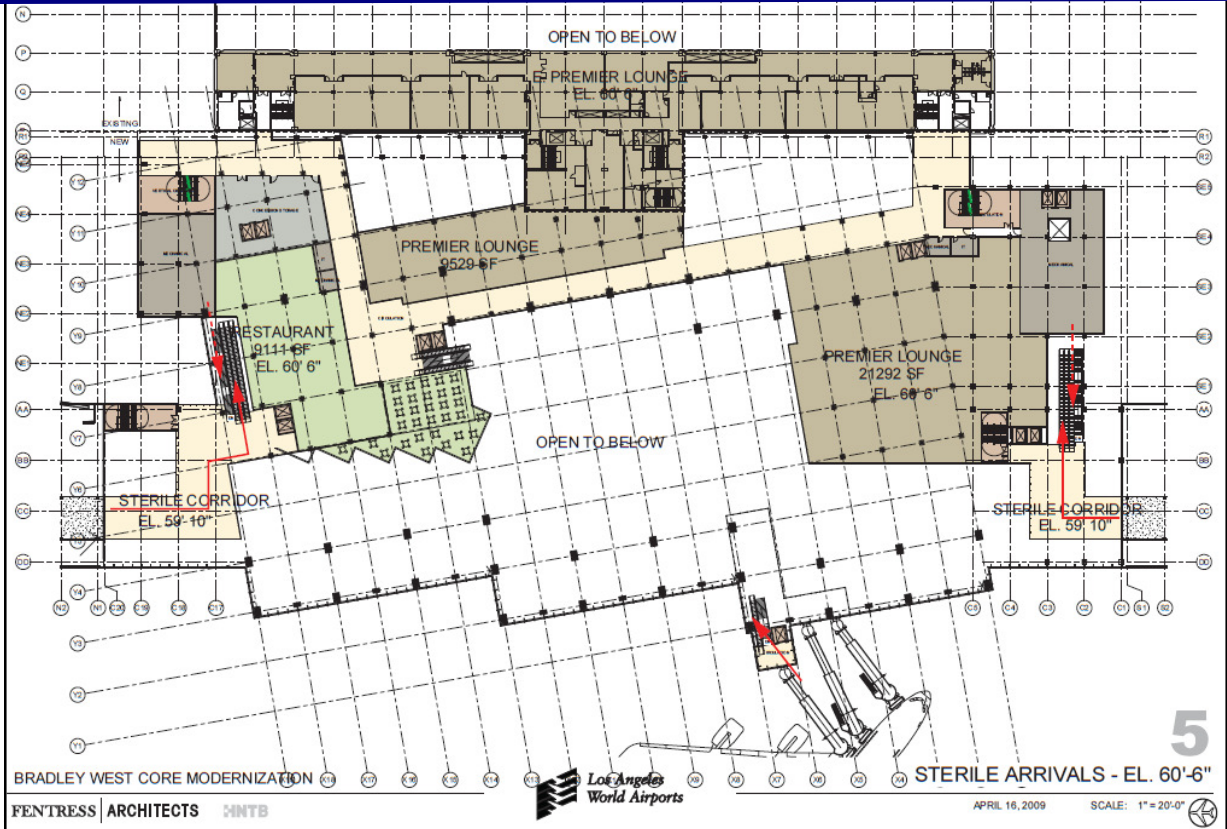
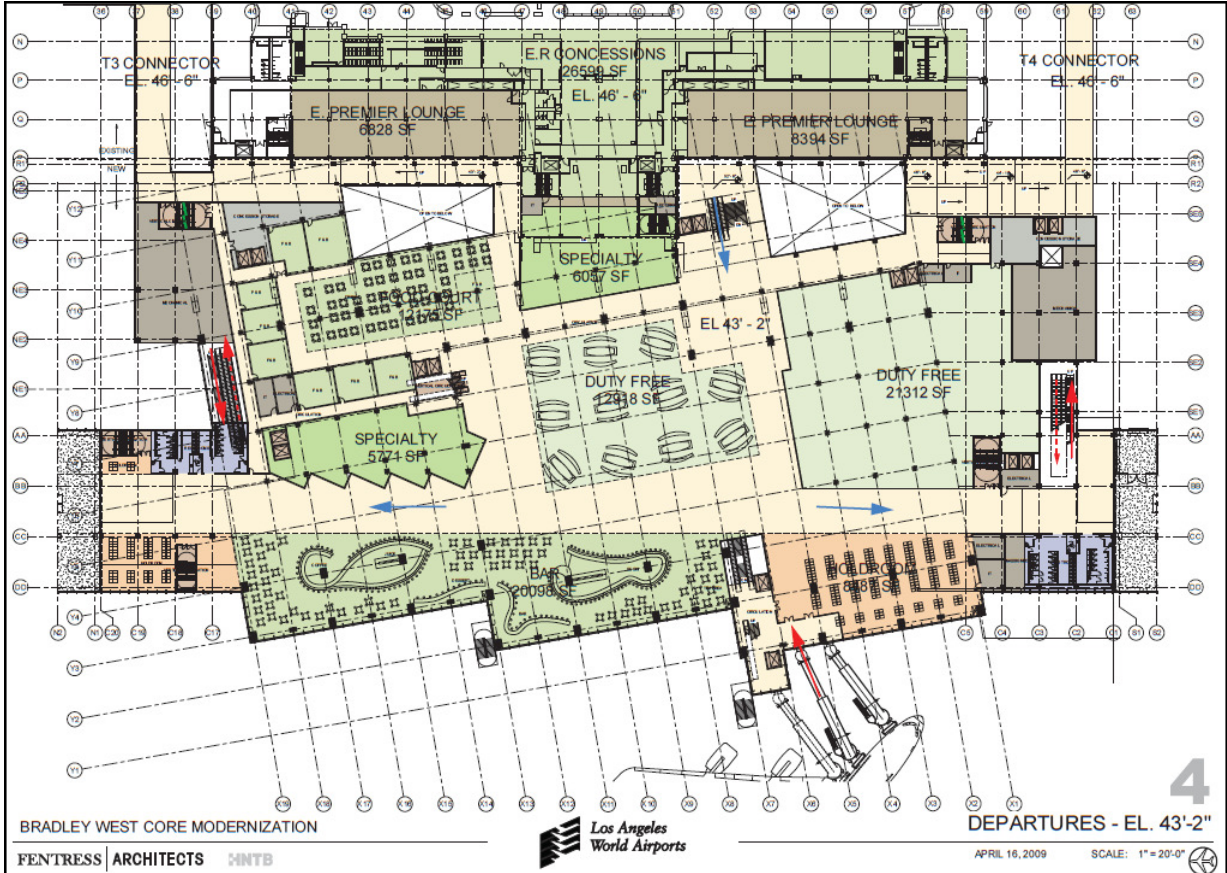
*** MEXICANA TEMPORARY FLIGHT CONTROL - TENTATIVE COMPLETION : MAY 14, 2009.**



1 LEVEL 1 - ARRIVALS USCBP
SCALE: 1/8" = 1'-0"



- FIS GENERAL ITEMS**
- Terrazzo - Punchlist / Corrections through out the FIS area
 - FIS - Installation of NAE (Network Automatic Engine) for FMS at TRIA
 - FIS - OVERALL
 - CCTV and Paging: Integration to New Systems
 - STATIC SIGNS
 - Upgrade to USCBP revised standards
 - General Punchlist Work



TBIT West Update

We continue to provide opportunities for the TBIT Airlines and their Ground Service Providers to stay engaged in the TBIT West Design Process. Over the past couple of months this has included sending out survey forms to the TBIT Airlines and the Ground Service Providers to try and obtain valuable information about future space requirements and operational needs and we conducted a series of stakeholder meetings with these two groups.

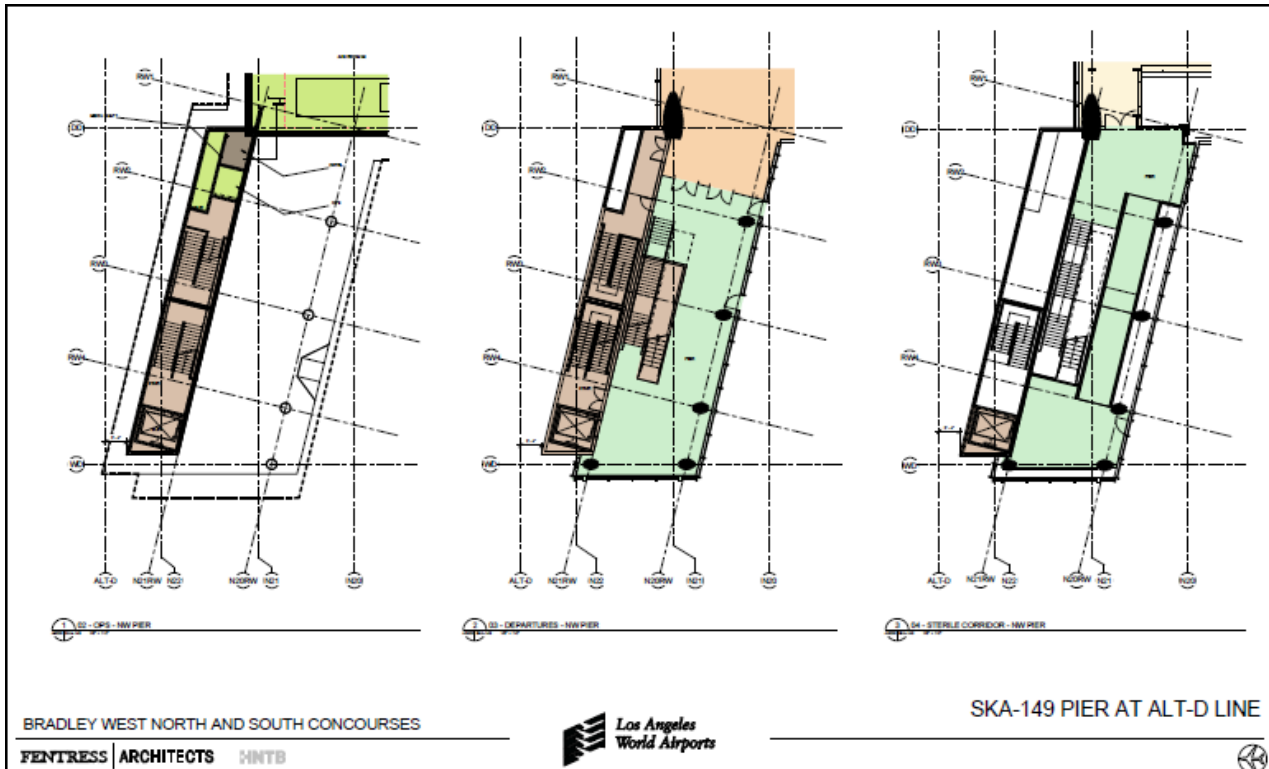
In April we once again will be conducting stakeholder meetings to review the input from these previous meetings and to once again provide the opportunity for our key stakeholders to participate in the design process. We have taken information obtained from these meetings and it is reflected in the design of the concourses. As one example, the airlines pointed out the need for two sets of double doors from the hold rooms at the passenger boarding piers to facilitate the boarding process, including the need for four BGR's at each of these boarding points. This input resulted in an extensive re-design of the passenger loading piers to accommodate this need, but there will now be the additional doors thanks to the input from the airlines in these sessions. The redesigned piers are shown in plans at the bottom of this page.

We continue to try and forecast the potential need for two other key areas for the airlines in the new central core ex-

pansion, 1) airline lounge space and 2) in transit lounge space. Through discussions with the airlines and CBP it has been determined that there is a definite need for the in transit function so we will keep the in transit lounge. Look for further information from LAXTEC on future opportunities for airline premium lounge space, as we would like to continue to monitor future potential demand for that kind of space. Design Development drawings showing some of the potential lounge space locations is shown on the preceding page.

As was reported in a previous newsletter, there are a lot of competing demands for space at all levels of this new complex including the ramp, therefore it is important that the airlines speak up when given the opportunity both through response to surveys and by attending meetings to state what their needs are so that we minimize having the same cramped operational conditions we have today. While LAXTEC/AvAirPros are here to help carry the TBIT Airlines message, they need the input of each and every individual airline.

In order to address increased demand for more information on the TBIT West Program, we will begin to provide a separate, second newsletter for the TBIT Airlines dedicated solely to the TBIT West Program.

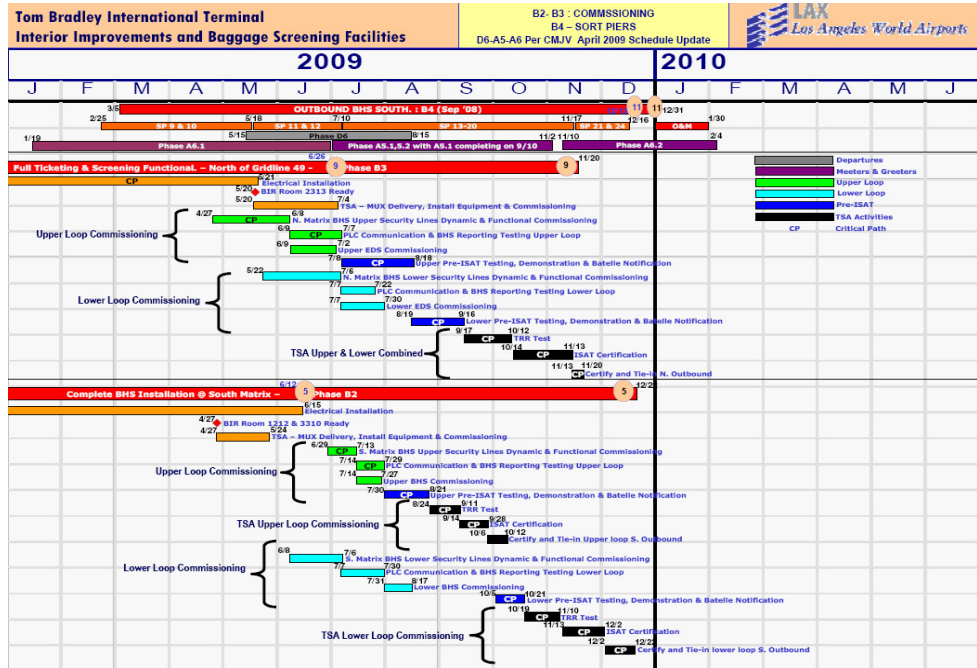


Message From the Schedule Manager

LAXTEC

LAXTEC Corporation
380 World Way
Box S-18
Los Angeles, CA 90045

Phone: 310-646-9378
Fax: 310-646-2981
SITA: VNYLXCR



It's been over 28 months since renovation started and we have a little over nine months to go. On January 25, 2007 LAXTEC director Frank Clark and TBIT Program Manager Van Thompson briefed the airlines team about TBIT renovation during the kick off meeting held at the LMC conference room. Project phasing and schedule was one of the topics briefed during the meeting. Since then the phasing and schedule update has become a part of this Newsletter.

Limitation of time, space, work hours, corridor ingress/egress, facility shutdowns, vertical and horizontal synchronization of construction activities and other operational requirements led to a total of 32 phases and establishment of 12 milestone dates. By the end of first quarter 2009, 7 of the 12 milestones comprising 17 phases have been completed. Plans are in place and works are in progress for completing the remaining work in the departures lobby and the FIS area as shown in the center section of this Newsletter.

The overall project continues to be on the schedule to meet Milestone 12 despite slippages on the interim milestones. Given the complexity and project of this magnitude, this has been made possible due to active participation by all

involved in the project in proactive planning and scheduling achieved through Microphasing. At the same time new challenges appear as we move towards testing and commissioning of the South and North in-line screening facilities in phases (see above chart); the relocation of Mexicana to the Departures Lobby, and the construction of the south ramps with Interline Recheck facilities at the Arrivals level. The team has a consensus that 16 sort piers positions including Sprung #1 must be ready prior to moving Mexicana back to the Departures Lobby.

However, we are confident that the dedication, professionalism and partnering spirits of the parties involved will lead to a successful completion on time and under budget.



Ishwar Gurung
Schedule Manager — PMT

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AvAirPros