

TBIT Construction News



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Fuel System

One of the more significant impacts to the TBIT Airlines will be the fuel system shutdowns in April and June 2010. The utility work currently ongoing at Gates 119 and 106 are dictating the relocation of the fuel lines in these areas. The fueling operational impact is estimated for an eight (8) hour period. There has been much discussion among the fuel system designer, the fuel system contractor, LAWA Operations and LAXTEC about the best way to do

this work without the need to shut down the fuel system. At first we thought we could conduct the work without having to shut down the fueling operation however, the butterfly valves (valves that would allow the system to still operate yet stop the fuel flow in the areas under construction) are no longer operational. Accordingly, there will be a scheduled shut down of the fuel system associated with the work at Gate 119 which will impact the

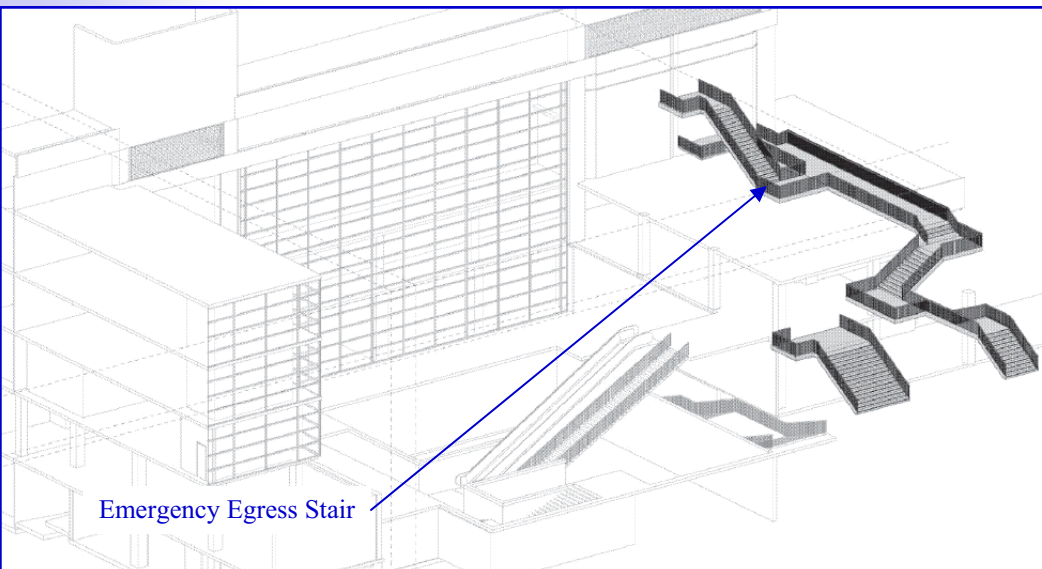
north concourse gates only. For this period of time, flights will be accommodated on the bus gates, with the possible exception of some narrow body aircraft fueled with tankers at the TBIT contact gates. Work at Gate 106 (south concourse fuel shutdown) shall follow. Both Gates 106 and 119 will require a second shutdown to restore fueling operations in June 2010. Official fuel shutdown notifications shall be issued via e-mail.

Temporary Emergency Egress

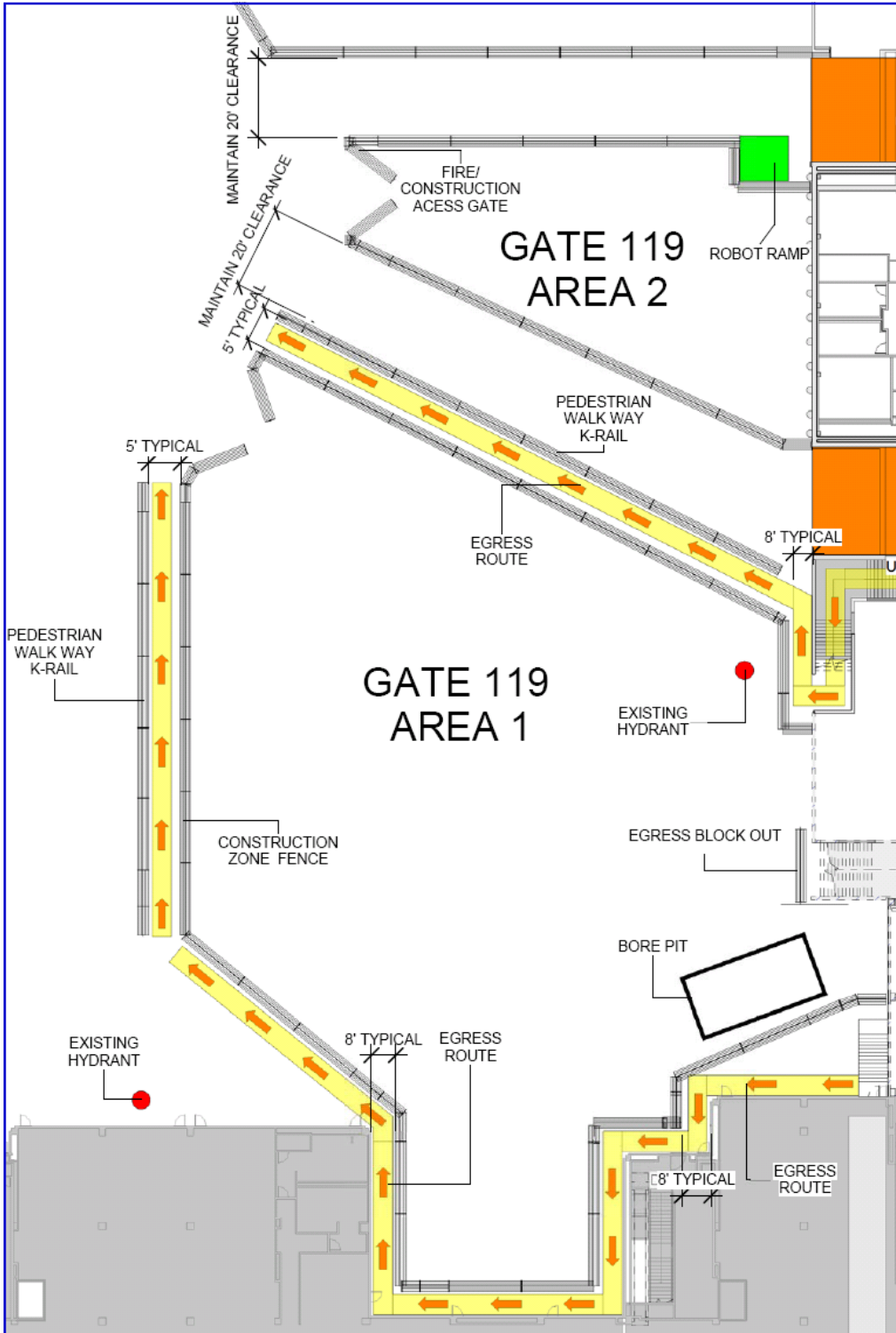
Previously, the TBIT community has heard the term “enabling projects”. The enabling projects are the initial phases of the Bradley West construction. These projects are re-

quired to make way for future construction or to temporarily solve a problem until the Bradley West Project is complete. One of these enabling projects is the temporary emer-

gency egress from the fifth floor premium lounges (see below) and the sterile corridors on both the north and south concourses. The current west side emergency exits would displace passengers into a construction site because the new core and concourses will be built in close proximity to existing TBIT and concourses. Consequently, new metal stairs will need to be installed at each gate area. For the most part the impact to the gate area will be minimal, with the metal egress stair landing up close to the concourse. The stairs may affect some parking and possibly impact the general GSE area, but this is a necessary part of the project to facilitate emergency egress from the building during the Bradley West Project construction.



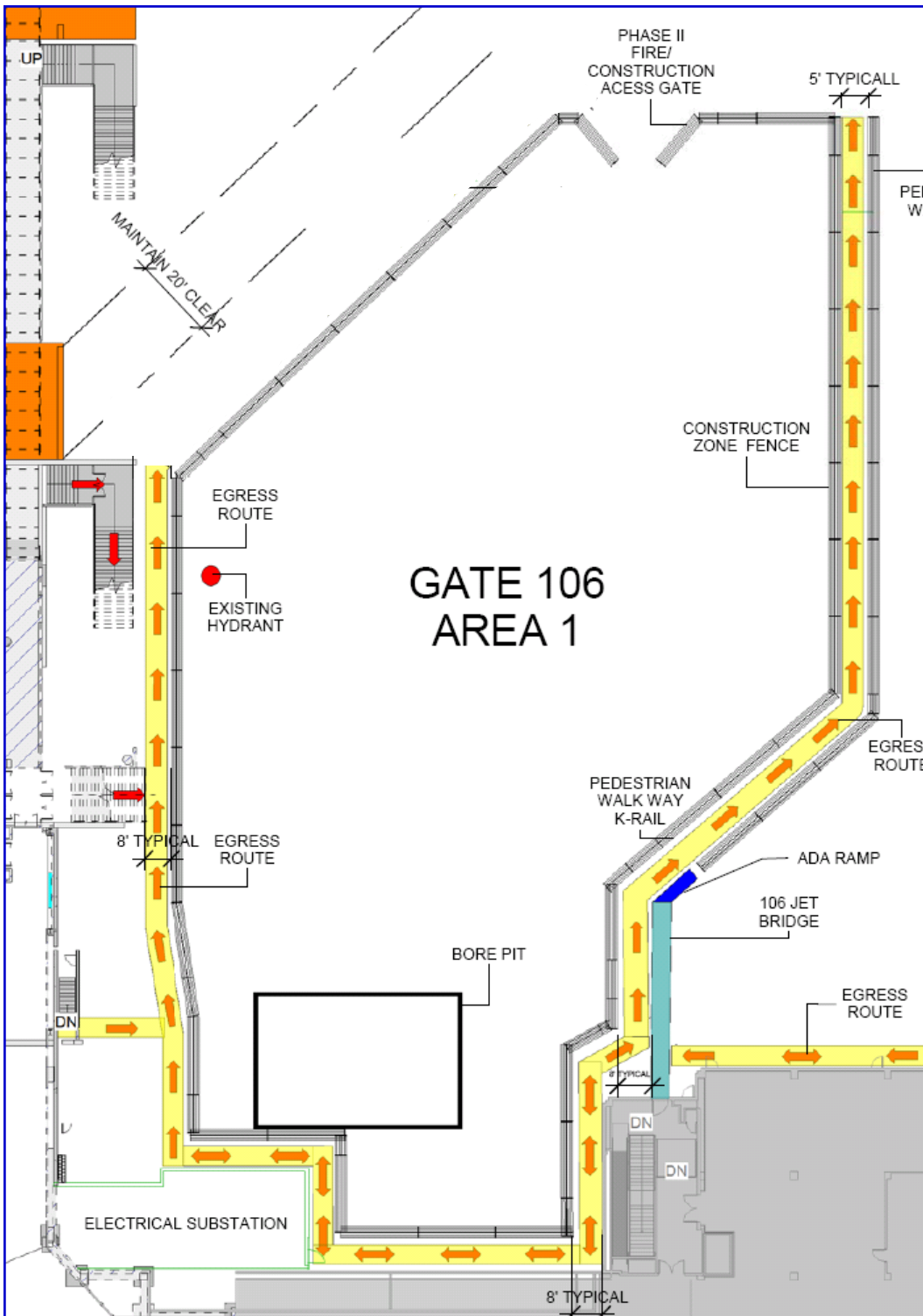
Gate 119 Closed March 22, 2010 - July 2, 2010



Gate 106 and 119 are closed for major utility construction that includes tunnel work where hydraulic jacks are used to push pipes through the ground behind a tunnel boring machine. Every effort shall be made to accelerate the construction schedule and minimize the closures of Gates 106 and 119. Gate 119 closure temporarily eliminates access to the interline belt on the north side of TBIT. Only the south side interline belt can be used during this period.

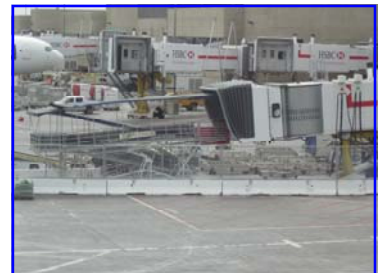


Gate 106 Closed March 25, 2010 - July 28, 2010



“Don’t ever take a fence down until you know why it was put up.”

--Robert Frost

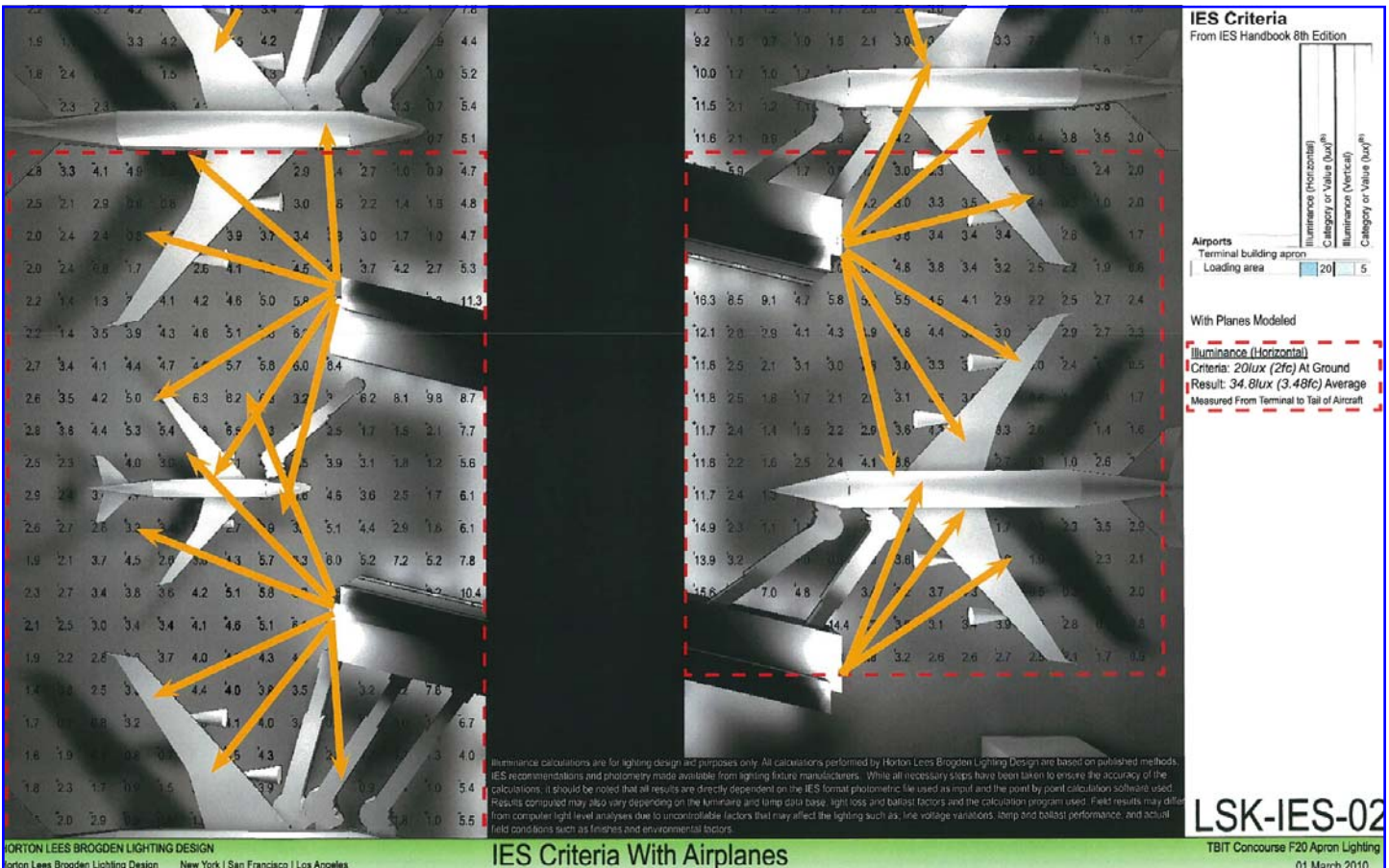
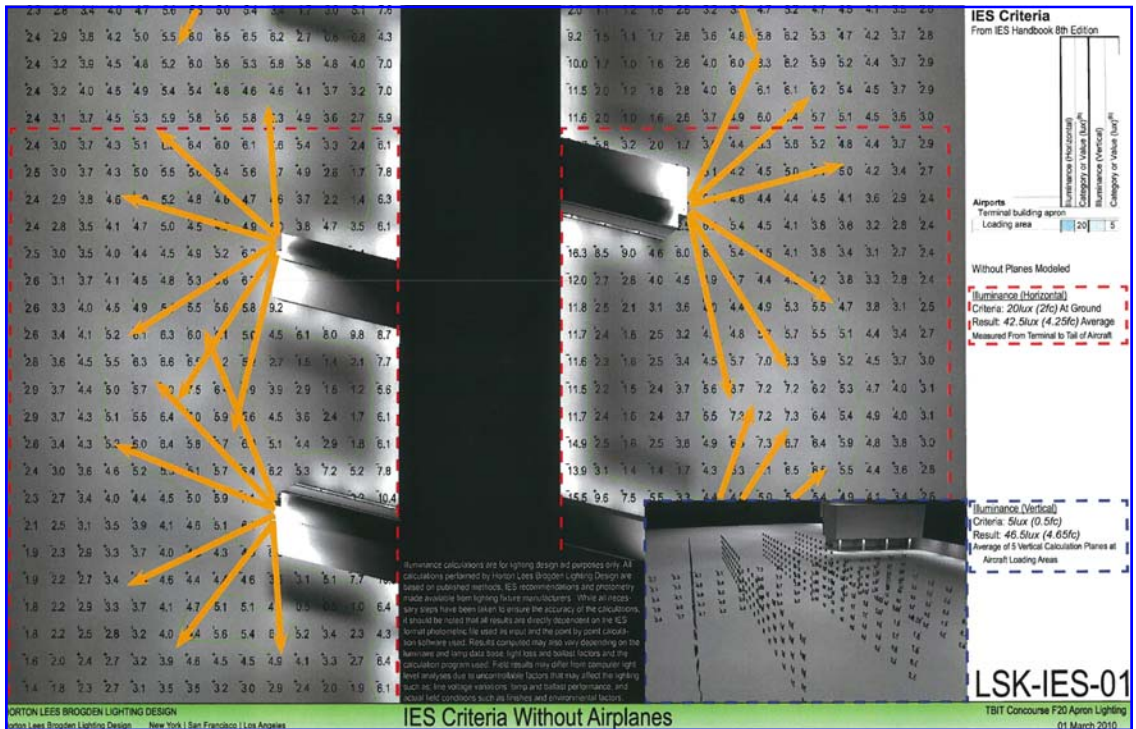


Gate 106 has the capability to be used as a bus gate if required during the gate closure. The passenger loading bridge along with a ramp shall be utilized for this temporary operation.

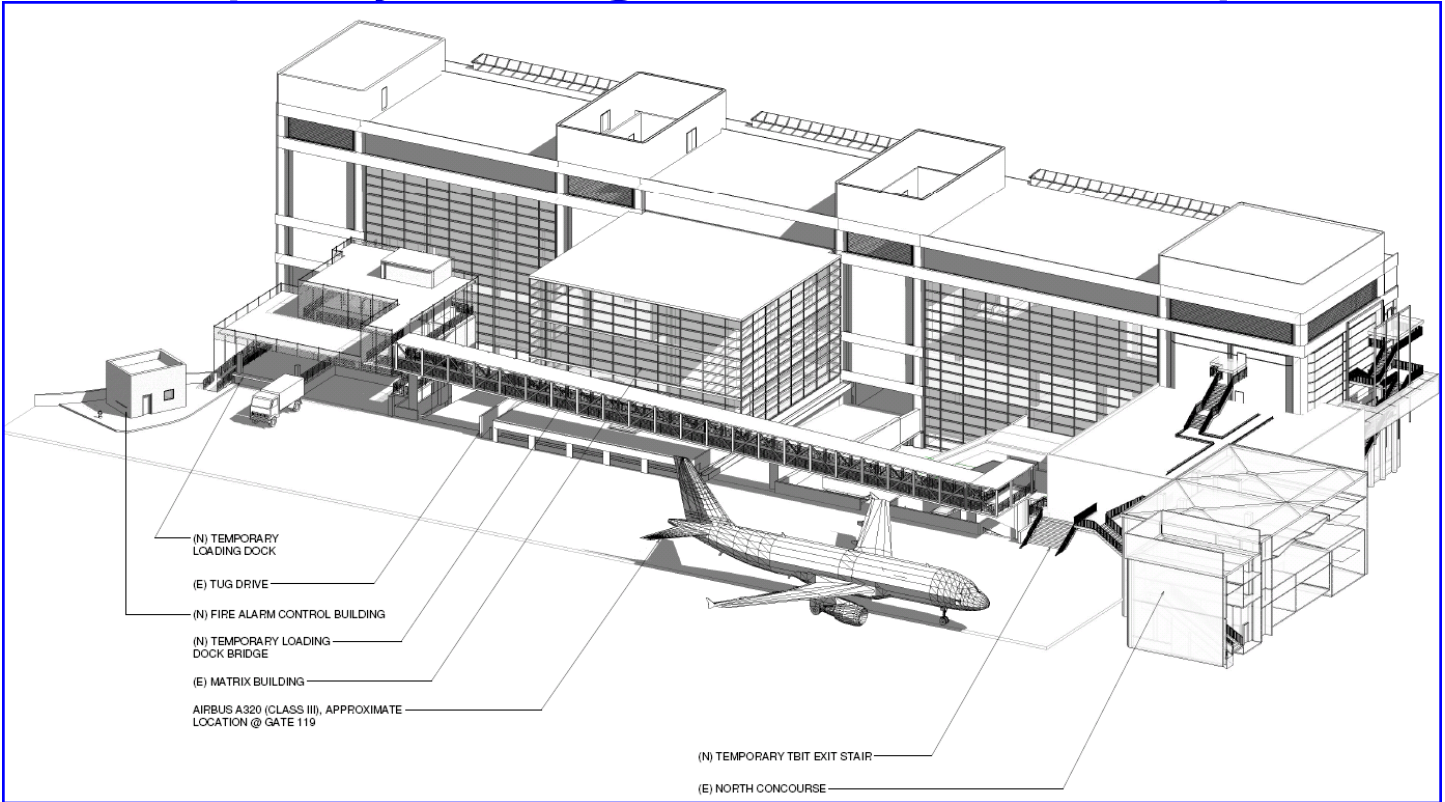
The south side interline belt will be the only interline drop point until Gate 119 re-opens.

Apron Lighting Design

One of the concerns for the new aircraft ramp was the nighttime lighting levels for operations and loading at the tail of the aircraft. The drawings below and to the right illustrate the foot candles (lighting levels) at specific areas on the ramp. The Project Team conducted nighttime walks with light meters and compared those current lighting with the future design levels. While there are some obvious lower level light conditions created by the shadow of the wing, the Project Team is confident that the Bradley West apron lighting design exceeds the current ramp lighting levels at TBIT.

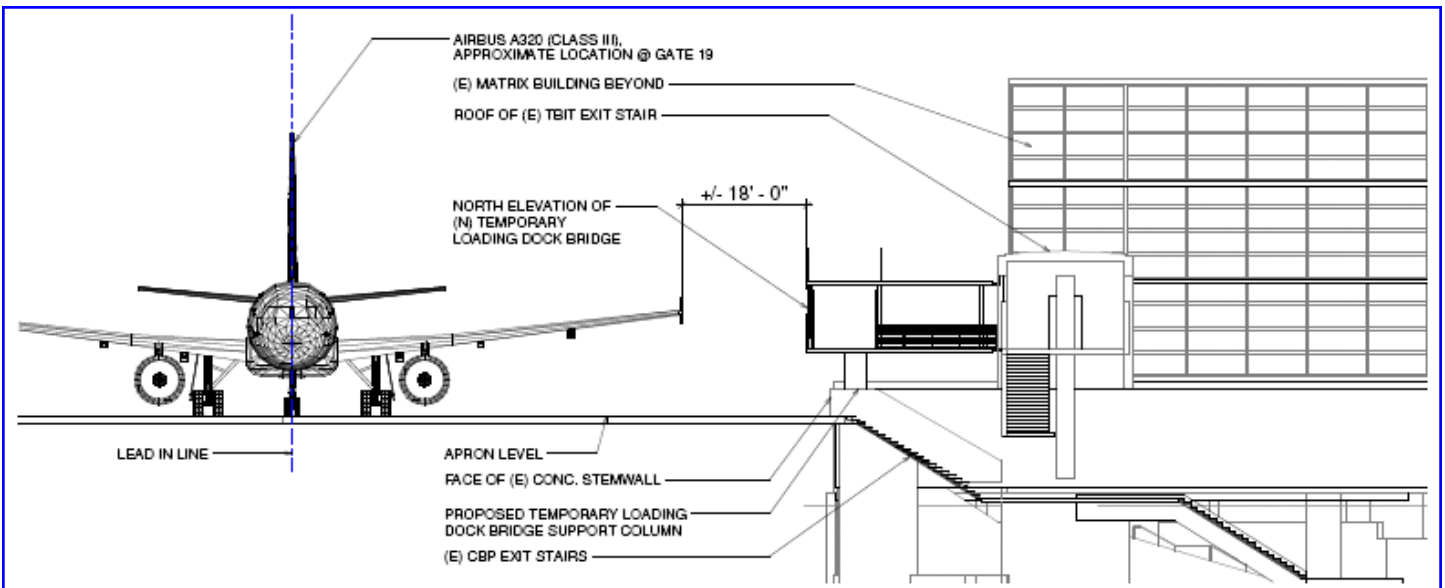


Temporary Loading Dock & Gate 119 Impact

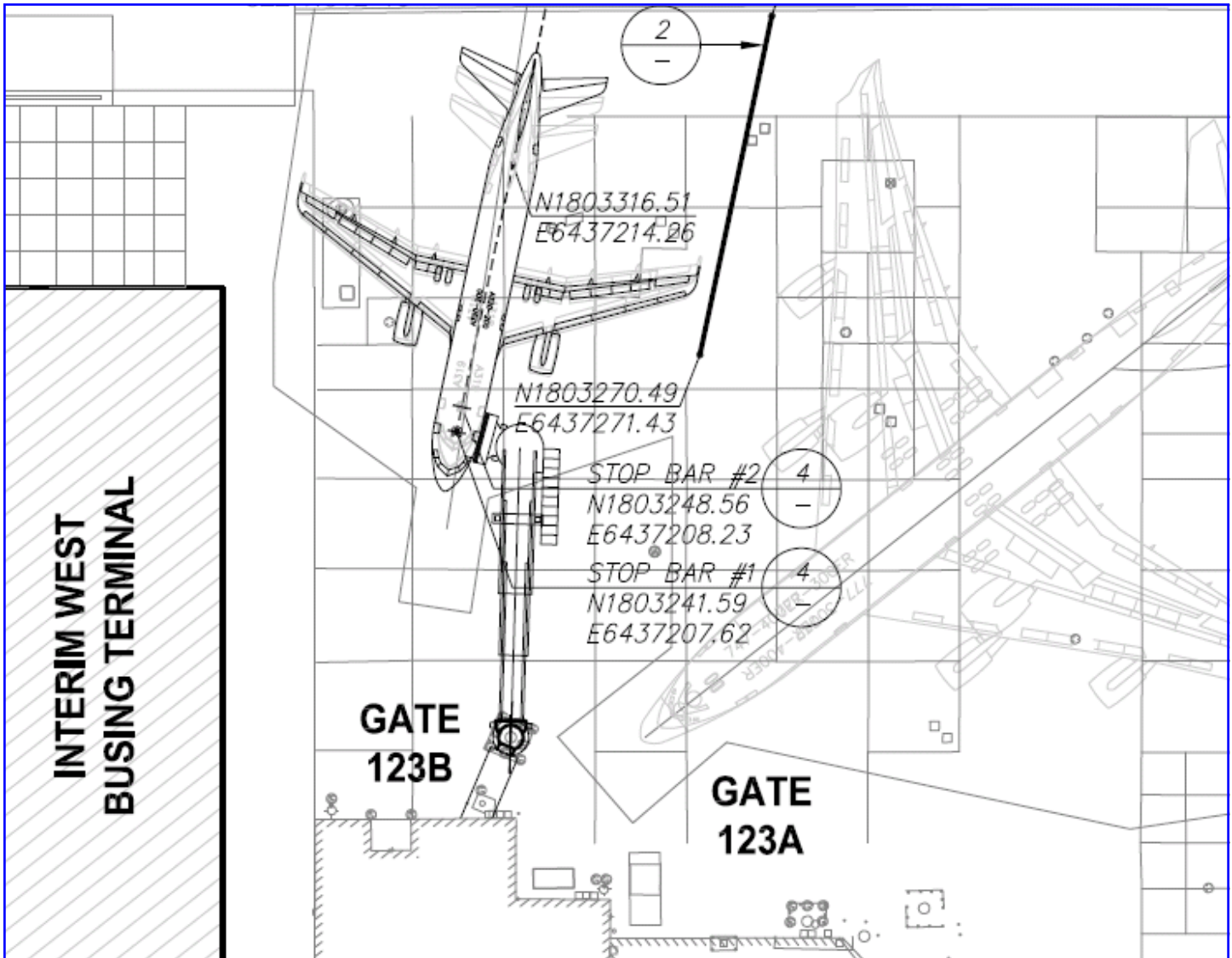


Excavation and construction of the new central core expansion on the west side of TBIT will eliminate the access to and therefore the function of the current loading dock. Consequently a temporary loading dock, another “enabling” project, will be constructed on the north side of TBIT directly adjacent to and east of the new north matrix building (see above). An elevated loading dock bridge will be built to access

TBIT on the Departures Level by Gate 119. The current design depicts 18’-0” wing tip clearance for Group III Aircraft at Gate 119 (see below). The construction of the temporary loading dock is tentatively scheduled for an October 2010 completion. Every effort shall be made to minimize the impacts and required closures of Gate 119.



Gate 123B Striping



Current striping and layout at Gate 123B obstructs the installation of k-rail, fencing, excavation, shoring and therefore construction of the Interim West Busing Terminal.

LAWA Operations has developed a striping plan (see above) to accommodate the Interim West Busing Terminal construction. The clearances from Gate 123A aircraft and construction barricades have been deemed acceptable for operations at both Gates 123A & 123B by LAWA Operations and representative airlines.

The Contractor shall re-stripe Gate 123B in accordance with LAWA specifications in early April 2010.



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