

Frank Clark Retires

Every now and again in your career you have a chance to work on a project that provides the kind of professional satisfaction you strive for. More importantly is the opportunity to work on those projects with professional people you come to know, trust, respect and develop the kind of working relationship that just “clicks”. I have had that opportunity with regards to the recently completed TBIT Refurbishment Project and, more importantly, to work alongside and for Frank Clark for the last several years.

Recently Frank has announced his intent to “hang up his spikes” and retire from the rigors of providing leadership to the TBIT community after several years at the helm of the LAXTEC ship. It is with great pleasure that I have this opportunity and this format to credit him, express my gratitude for the time we worked together, and wish him well in future retirement or whatever other endeavors await him at this stage in his life.

In the several years since I started working for the TBIT Airlines, specifically related to the TBIT Refurbishment program, we have seen a lot of leaders among the TBIT Airlines come and go, both tragically and other who have simply moved on to other locations. Through all the changes, Frank provided that one constant glue which helped to hold this diverse group of airlines together and keep them focused on what was important to them, specifically as it related to working within this complex airport and the LAWA environment.

As everyone is well aware, we have recently completed one of the most complex terminal renovation programs in the country, on time, under budget all while keeping TBIT Airlines operations flowing. The success of this program was based upon, in no small part, the leadership Frank provided, his working knowledge of TBIT operations and his expertise he

brought to the program after years of experience in all facets of the industry. All those meetings spent with LAWA, the contractor and operations working out the infinite level of details needed to make sure operations could work around the impacts from construction were successful due to Frank’s leadership. All this while providing coordinated TBIT Airline input on business and financial impacts to the TBIT Airlines, running LAXTEC and responding to the needs and concerns of the TBIT airlines.

I’d like to think that we provided a one/two punch in addressing the challenges that faced us in the previous program and now in the Bradley West program, we’ll miss that punch. Finally, I am sure the entire community joins me to wish him well. As I’ve heard him say several times over the years to others in the community who have moved on, you don’t say good bye in this industry, simply, see you later.

Steve Swanson, AvAirPros



Frank Clark, Executive Director - LAXTEC

TBIT Construction News



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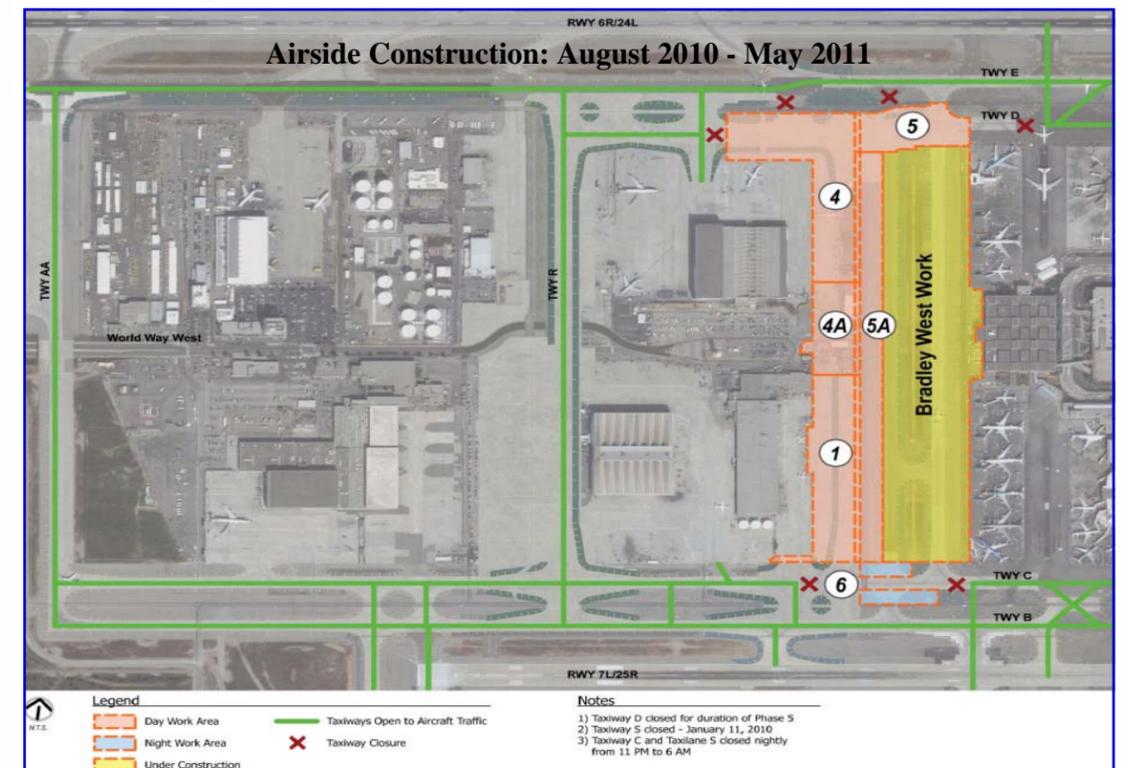
Taxiway S Closure Extended

A significant element of the Bradley West program includes the relocation of Taxiway S to accommodate the new aircraft parking and push back operation on the west side of the new TBIT concourses. At the annual Chief Pilots meeting last year, LAWA provided a schedule which defined the closure of this taxiway starting in January 2011. Taxiway S was closed in August 2010 to accommodate major utility and communication work across this taxiway and then to re-open this month.

However, with the scheduled closing again in January 2011, the Project Team recently determined that it would be advantageous keep it closed until the Taxiway S relocation is completed for the following reasons:

- Taxiway S construction can proceed to remain on schedule, making up time lost due to site issues
- Re-phasing mitigates potential delay claims for earlier unknown conditions on Taxiway S

- Creates opportunities on Bradley West for accelerated work and improved schedule
- Relieves congestion of equipment and construction between building and OFA of active taxiway
- Part of existing Taxiway S will be used for staging structural steel for more efficient steel erection
- Utility activities and pier construction can occur concurrently, not sequentially



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Published for LAXTEC by:

AvAirPros

Construction Photographs



Construction Photographs Clockwise From Upper Left:

- North Concourse Basement
- North Concourse Basement & North Utility Corridor
- North Utility Corridor and Core Excavation
- South Utility Corridor - Utility Ductbank
- South Concourse Basement

Gate 106 & 119



The scheduled opening for Gates 106 and 119 continues to slip due to contaminated soil and unknown conditions discovered due to inaccurate as-built drawings. Due to these unforeseen circumstances, LAWA approved an extension to the Disruption of Operation Notice (DON) to October 26 for Gate 106. At the outset of the utility work it was understood that Gate 119 would need to be closed a second time for the enabling projects (east egress, core temporary emergency egress and the temporary loading dock bridge). In order to take advantage of the temporary cessation of Mexicana operations, the closure of Gate 119 has been extended to include the east egress exit, core temporary emergency egress and temporary loading dock bridge caissons. The pictures represent the preparations and concrete paving activities at Gates 106 and 119.

Core Temporary Emergency Egress

Temporary emergency egress from the third and fourth floor corridors and fifth floor premium lounges is required because current TBIT emergency exits cannot be maintained in their current location. The emergency egress from this area is a necessary part of the project to provide a safe environment for the traveling public. This is a temporary condition and once Bradley West program and Central Core construction is complete, this space taken for this exit will be returned to the alliance lounges. The picture to the right shows the new core egress stairs on the north side of TBIT. Emergency exit doors and associated stairs on the left are from the third floor corridor and the right staircase is from the fourth floor corridor and fifth floor lounge.

