

Construction Photographs:

- 1. North Concourse Basement - Gate 131
- 2. North Concourse Basement - Gate 132
- 3. Temporary Loading Dock Excavation
- 4. Crane Pad
- 5.-8. Structural Steel Staging & Assembly on Taxiway S

Construction Photographs



TBIT Construction News



Interim West Bus Terminal Opening



Inside this issue:

- Gate 106 Operational **2**
- Visual Guidance Docking System **2**
- Temporary Loading Dock & Gate 119 **3**
- Interim Loading Dock at IWBT **3**
- Construction Photographs **4**

Insert

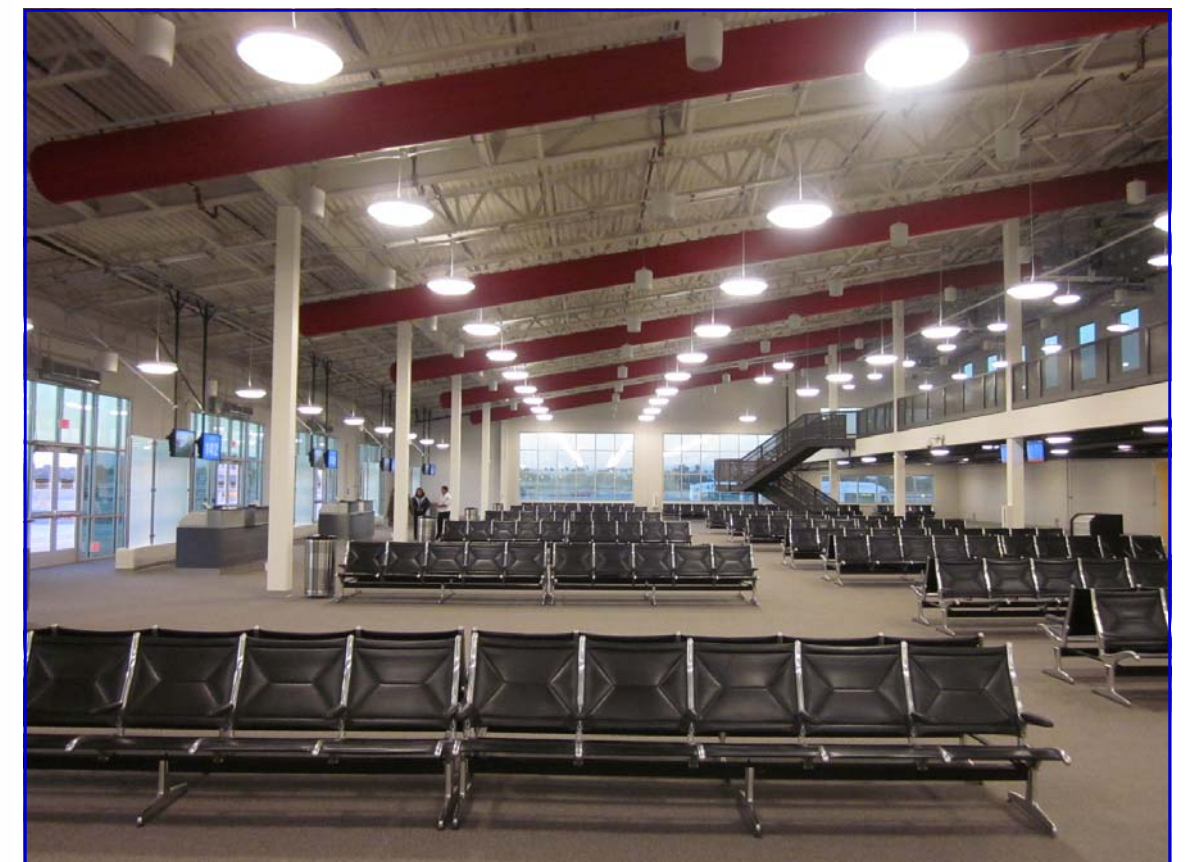
- Bradley West Program Schedule
- Building Information Modeling

The Interim West Bus Terminal (IWBT) finally opened for full operations on October 27. This is a one of the first major milestones in the Bradley West Program. Relocation of the TBIT bussing operation allows the contractor to proceed with excavation and construction of the new Central Core which is on the critical path of the Bradley West Program Schedule.

The new IWBT is much more spacious than the old bus gates, but for the most part the operational aspects are the same. While the finishes are austere in order to build a cost effective "temporary" building, there are several things that were done to make this a pleasant facility for passengers. The red "sock" shown below are for air conditioning and add some color to the

space. Concessions and restrooms are conveniently located in the back of the holdrooms. The IWBT will remain operational until sometime in 2013 when the east side of the Bradley West concourses are complete and all contact gates are in service.

Thanks to all for your support in the transition to the new facility.



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Gate 106 Operational

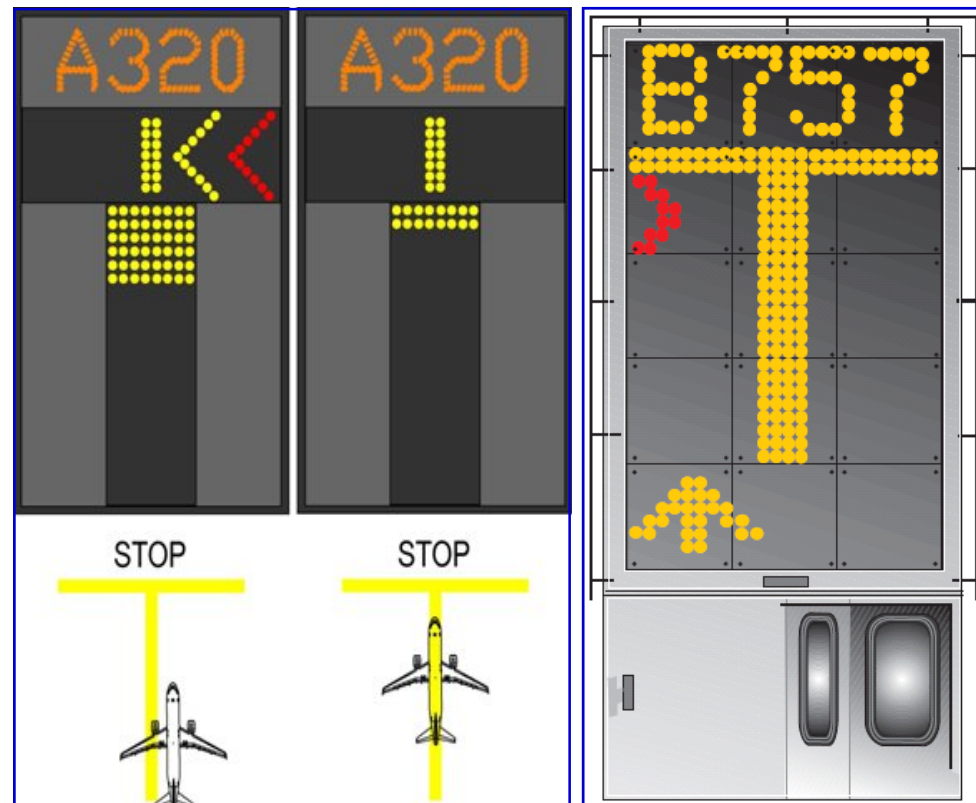
Gate 106 closed for major utility construction back in March. After an extended period of time due to unforeseen conditions including utilities and hazardous materials, Gate 106 became operational October 27 with the first flight by LAN Chile. Gate 106 is available for airline operations from 0500 - 1500 daily. Los Angeles Department

of Water and Power (DWP) will continue underground utility work from 1500 - 0500. The contractor shall coordinate installation of the core temporary emergency egress stairs with LAWA Operations and DWP. Some work remains in the holdroom to accommodate the relocation of guard post 12 and of See's Candies.



Visual Guidance Docking System

A Visual Guidance Docking System (VGDS) has been incorporated into the Bradley West design at each of the new gates. The VGDS is a system that provides information to the pilot and automatically guides an aircraft during its approach to the stand in a smooth, safe and time saving way. Laser scanning technology is used to track the nose height as well as the lateral and longitudinal position of the aircraft. This 3D technique ensures that the pilot is provided with the correct stop indication for the aircraft. All necessary information such as azimuth guidance, distance to stop information, aircraft type, door in use, etc. is shown on the LED-display that is clearly visible for both pilots. The graphics to the right show graphical examples of VGDS applications.

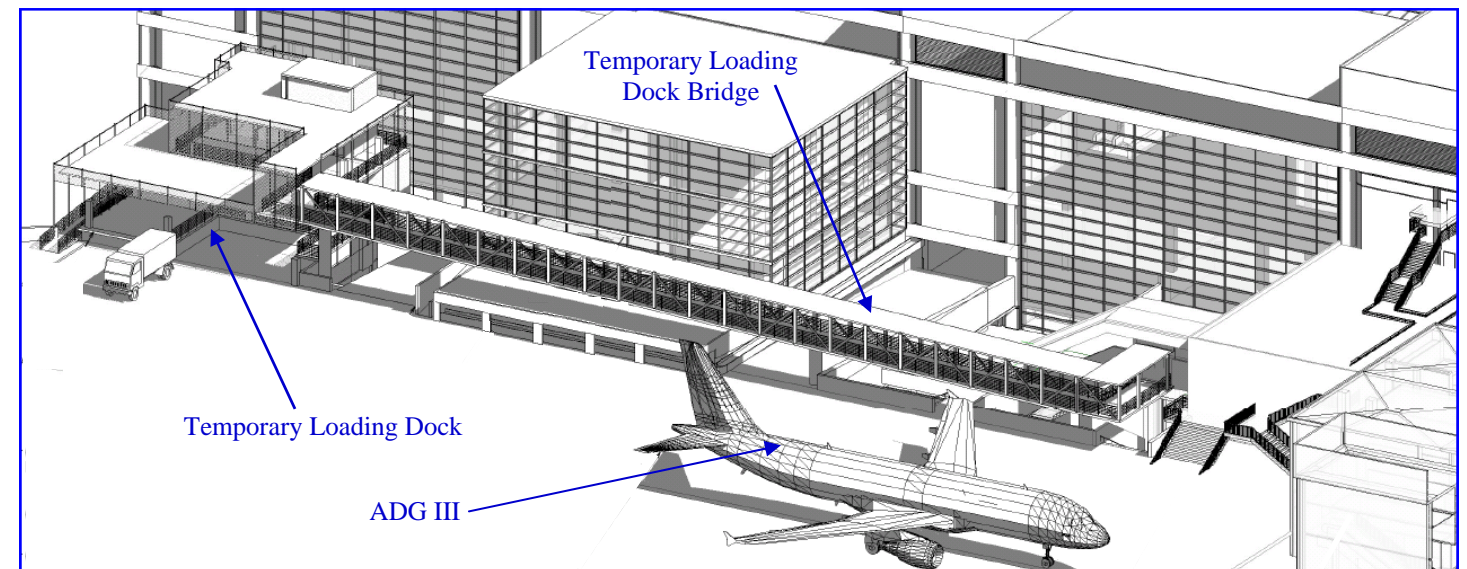


Temporary Loading Dock & Gate 119

Gate 119 has been closed since March to accommodate utility construction. Before the closure, Gate 119 was used primarily by MX and was essentially considered an Aircraft Design Group (ADG) III gate. However, the gate was designed to accommodate an ADG IV. The Bradley West Program requires that both the bus gate operation (IWBT) and the loading dock on the west side of TBIT be temporarily relocated. An elevated bridge will be constructed as part of the temporary loading dock in order to access TBIT (see figure below). This temporary

loading dock bridge would limit Gate 119 to an ADG III. In an attempt to try and capture an additional contact gate for the duration of the Bradley West Program that would accommodate ADG IV, the Project Team looked at the alternative of not constructing the bridge. Upon further review it was determined to proceed with the installation of bridge for the following reasons:
 → The loading dock operation, including trash removal, would have to be accommodated in the IWBT for the duration of the Bradley West project. As it is now, the

loading dock in the IWBT is scheduled to relocate to the new location in June 2011.
 → The ADG IV wing would sweep over the top of the lower portion of the north matrix, hang over the guard rail on the south side of the gate and the tail would potentially conflict with the west tug drive, causing safety issues.
 Given those concerns, it was determined by LAWA with agreement by LAXTEC/AvAirPros to proceed with the temporary loading dock bridge and keep Gate 119 as an ADG III gate.



Interim Loading Dock at IWBT

Until the temporary loading dock as described in the above article is completed, an interim loading dock has been developed in the new IWBT. This interim loading dock replaces the old loading dock in the old bus gate area and accommodates both product delivery into TBIT as well as trash coming out. For the next several months the path of travel for these two functions will be the same as the departing passenger path of travel, however delivery and trash removal will be restricted to off hours. It is critical for the project to initiate this interim loading dock in order to get started on the Central Core construction. The project is currently trending a couple of months behind and this contributes to getting it back on track.



Interim Loading Dock