Bradley West Aircraft Design Group Gate Layout **December 1, 2010** Gate Gate 137 135 Group III - VI Gate Gate Gate Gate Gate Gate Gate Group III **Existing TBIT** 133 131 153 155 151 157 159 Group III - VGroup III - V Group III - V Group III - VI Group III - V Group III - V Gate Existing 139 **Gate 123** Group III **Bradley West Core Interim West Bus Terminal North Concourse South Concourse** Gates 136 - 146 Gate Gate Gate Gate Gate Gate Gate Gate 134 130 150 158 152 154 156 132 Group: VI Group III - VI Group III - VI Group VI Group III - VI Group III - VI Group III - VI or Group III - V Group III - V Group III - V

tion of Gate 132) are designed to accommodate two ADG VI or three ADG V simultaneously.

There have been several questions about the types every aircraft in the ADG III to VI and have three of aircraft that will be accommodated at each gate (3) passenger loading bridges at each gate. With of the new Bradley West facility. The above the exception of gates 135, 139 and 151, which drawing shows each of the gates and the Aircraft are for ADG III aircraft, the rest of the gates can Design Group (ADG) size aircraft that it can acaccommodate ADG V aircraft and have two (2) commodate. The west side of the concourse as passenger loading bridges at each gate. Note that well as the north and south ends (with the excep- Gates 130, 132 and 134 can accommodate either

Temporary Power and Associated Relocations (TPAR)

LAWA conducted informational meetings Temporary Power and Associated Relocations with the entire LAX community on November (TPAR). 16 and 17 to discuss the impacts of the Central The impact of TPAR to TBIT will be: Utility Plant (CUP) replacement. The existing >> Periodic short term loss of either heating or CUP is nearly 50 years old and in order to meet the future needs of the Airport it must be >> Periodic short term loss of hot water at replaced. The CUP provides the heating, cooling and fire alarm monitoring to all LAX > Short term loss of power to parking struc-Terminals, Admin East and the Theme Building. The new CUP will be constructed adjacent to the existing CUP, immediately west of Shutdowns have been scheduled to minimize the FAA Air Traffic Control Tower (concept impacts to the Terminals. The below schedule designs shown on the right). Consequently, shows the dates of the pending impacts to functional equipment within the existing CUP TBIT for these utility shutdowns. This schedsuch as electrical feeders and hot and chilled ule is tentative and dependant on Los Angeles water pipes must be relocated. It is this work Department of Water and Power (DWP). The which creates the need for temporary shut- final shutdown schedule shall be confirmed downs of these utilities, referred to as the and distributed to the TBIT Community.

- cooling
- sinks and dishwashers
- tures 3, 4 and the traffic signals on the west end of the Central Terminal Area (CTA)





ID	Task Name	Start	Finish	2011
				Dec 12 Dec 19 Dec 26 Jan 2 Jan 9 S M T W T F S S M T W T F S S M T W T F S S M T W S M T W T F S S M T W
1	TPAR Shutdowns - TBIT	Mon 12/13/10		
2	Hot Water Shutdown 0000 - 0400	Mon 12/13/10	Mon 12/13/10	
3	Chilled Water Shutdown 2200 - 0400	Mon 12/13/10	Tue 12/14/10	
4	Hot Water Shutdown 2200 - 0400	Mon 12/13/10	Tue 12/14/10	
5	Chilled Water Shutdown 2200 - 0400	Tue 12/14/10	Wed 12/15/10	
6	Chilled Water Shutdown 2200 - 0400	Wed 12/15/10	Thu 12/16/10	
7	Hot Water Shutdown 2200 - 0400	Wed 12/15/10	Thu 12/16/10	
8	Holidays - No Shutdowns	Sat 12/18/10	Mon 1/3/11	
9	Chilled Water Shutdown 0000 - 0400	Mon 1/3/11	Mon 1/3/11	
10	Chilled Water Shutdown 0000 - 0400	Tue 1/4/11	Tue 1/4/11	
11	Chilled Water Shutdown 0000 - 0400	Wed 1/5/11	Wed 1/5/11	
12	Chilled Water Shutdown 0000 - 0400	Thu 1/6/11	Thu 1/6/11	
13	Hot Water Shutdown 0000 - 0400	Sat 1/8/11	Sat 1/8/11	
14	Power - Traffic Signals West CTA 0800 - 1200	Sat 1/8/11	Sat 1/8/11	
15	Power - Parking Structures 3 & 4 0230 - 0630	Wed 1/12/11	Wed 1/12/11	