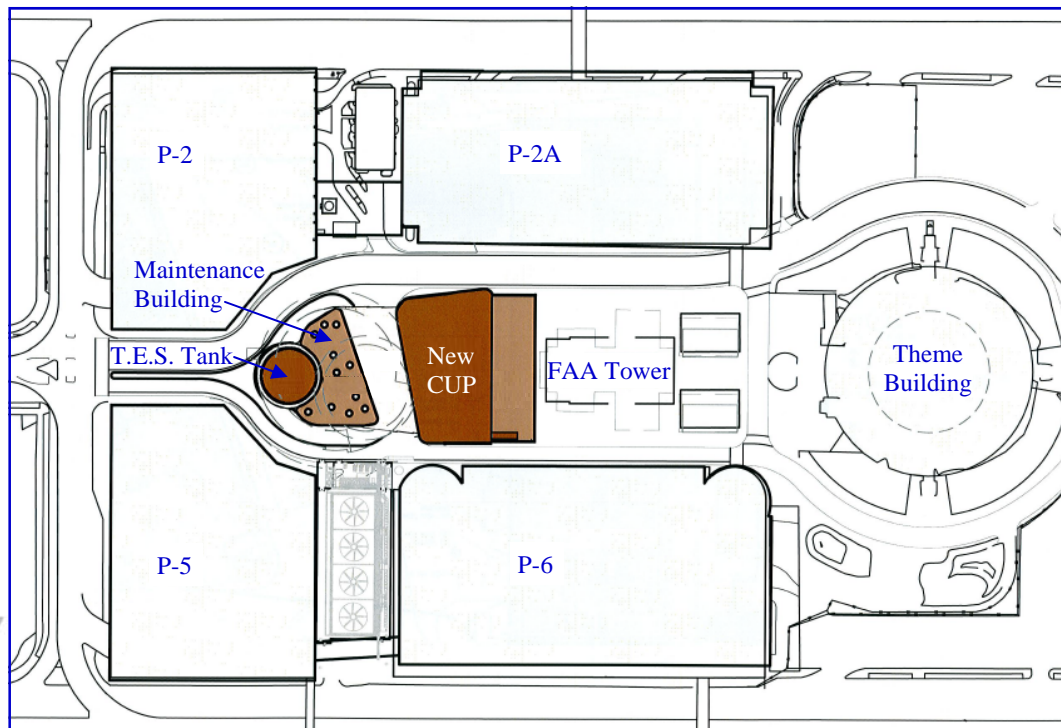


New Central Utility Plant

Located in the center of the LAX terminal area and parking garages, replacement of the current 50 year old Central Utility Plant (CUP) with a new facility is scheduled to begin soon. The new CUP will be constructed in essentially the same area as the existing CUP, making it challenging for construction phasing. The TBIT Refurbishment Project contractor, Clark McCarthy Joint Venture (CMJV) has been awarded the CUP Project. CMJV is very familiar with LAX, the difficult working conditions in and around the airport and the need to accommodate both airport and airline operations.

Construction of the CUP will have a significant impact in the central terminal area. There will be follow-up articles in subsequent newsletters to keep everyone informed regarding potential changes and impacts. The new facility as shown in the drawings below includes the central plant, the maintenance building and the thermal energy storage tank. The CUP provides the heating, cooling and fire alarm monitoring to all LAX terminals, Admin East building and the theme building. As was reported in the December Newsletter, associated work will require periodic short term loss to heating/cooling and hot water.



LAXTEC Corporation
380 World Way
Box S - 18
Los Angeles, CA 90045
Phone: 310 - 646 - 9378
Fax: 310 - 646 - 2981
SITA: VNYLXCR

Published for LAXTEC by:

AvAirPros

TBIT Construction News



Bradley West Construction Cranes



Inside this issue:

Bradley West Construction Progress **2**

New Central Utility Plant **3**

Insert

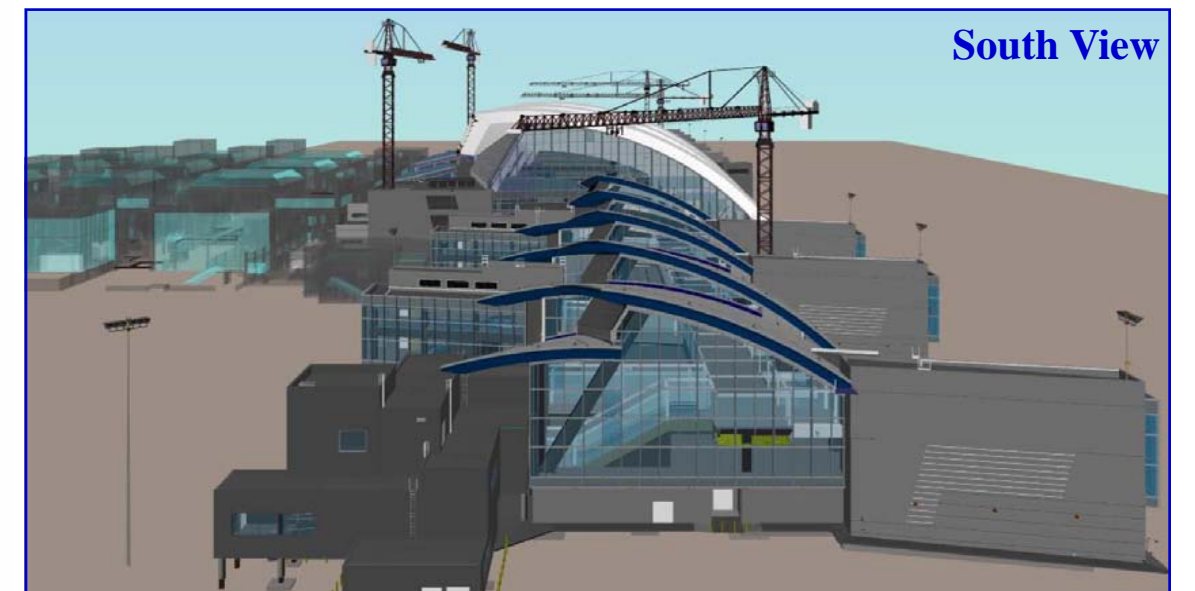
Tower Cranes

Another major milestone in the development of the new Bradley West will be reached in April as the structural steel erection for the Central Core begins. The complexity of constructing the Central Core will be interesting to follow as it connects all elements of the Bradley West Program; the north concourse, south concourse and the existing Tom Bradley International Terminal. Construction impacts to the TBIT community will be felt as the Central Core structure rises alongside and above the existing TBIT and as the concrete panels and windows on the west wall of the existing TBIT need to be protected and eventually removed.

Of particular importance to the TBIT community will be the erection of five (5) tower cranes that will be needed to complete the steel erection, facilitate material movement and assist construction of all other elements of the building. The tower cranes shall be con-

structed in place and will not move off of their base for the duration of the project. Additionally there will be one more movable crane, a crawler, similar to the one that has been used for the concourse construction. This additional movable crane will be even higher than the one currently on site and will be used for erecting the large Central Core trusses.

For those in the TBIT community that are unaccustomed to seeing such a large visual impact in and around the terminal, concourse and gates, these cranes may be a little disconcerting with aircraft parked close by. Caution and safety are paramount in constructing and operating these cranes. The installation of all cranes is approved by the FAA ATCT. Cranes are an integral part of the Bradley West construction process and therefore are a great benefit in maintaining the project schedule. The tower cranes are currently scheduled to be on-site until late 2012.



Bradley West Construction Progress

In just two months the entire landscape around TBIT has changed dramatically. Watching the core excavation and structural steel erection of the concourses has been noteworthy and erection of the new Central Core structural steel will be even more impressive. One has to walk the entire site to truly understand the full magnitude of the construction. The below photographs clearly show how fast the Bradley West construction is progressing. The key progress to note on the two photographs are the following:

January 28, 2011

- Completion of the north concourse structural steel and the beginning stages of steel erection in the south concourse.
- Taxiway S was closed for pavement demolition, relocation and reconstruction.
- Demolition of the TBIT lower level west wall and installation of the temporary wall (green board) had begun. The excavation for the new Central Core continued, which was integral to the demolition of the backside of TBIT.

March 28, 2011

- Passenger boarding piers on the North Concourse are being constructed. These are the rectangular “buildings” you see in the photo, that are perpendicular to the concourse.
- South Concourse steel erection continues.
- Demolition of the TBIT lower level west wall is complete with the temporary walls in place and the excavation for the Central Core nears completion.
- Taxilane S, in the foreground, has made significant progress.

Future

- Central Core steel erection will start in April and the first large truss for the Central Core is scheduled for mid May.
- Once the Central Core steel erection progresses, the back side of TBIT will be impacted. The upper level west walls will have to be protected and eventually removed which will impact the current Airline Premium Lounges. The construction impacts to the lounges shall be coordinated when more information is available.

January 28, 2011



March 28, 2011

