

TBIT Construction News



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Bradley West Progress



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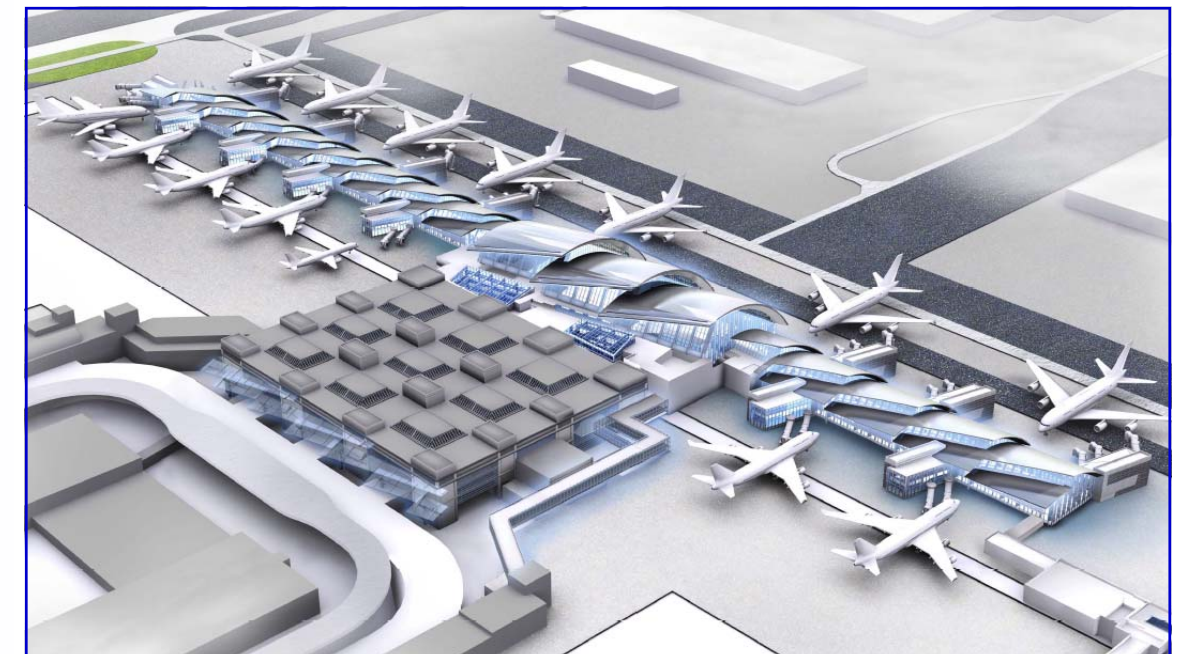
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West Gate Piers - Boarding Process

West Gate Piers - Deplaning Process

As the construction on Bradley West proceeds, it becomes important for the TBIT community to be reminded of 1) the magnitude of the project; 2) the future operational changes and; 3) how fast the time is approaching for transition into this new facility. As the steel erection for the Concourses nears completion and the Central Core begins to take shape, it becomes easier to be reminded on a daily basis of these three things. There is enough construction in place now with the glass "curtain wall" on the north end, the roofing, the mechanical elements and the walls on the ramp to help even the casual viewer understand the magnitude of this iconic new building.

Consequently, it is important for the TBIT community to change their focus from understanding the planning and design of some future facility, to the reality of the pending transition into this new facility. The new Bradley West facility will not only change and improve the way the airlines do business but also provide a quantum leap in providing passenger amenities that TBIT has never had in the past. To help prepare the TBIT Community for this change, the graphics in the LMC conference room have recently been changed to provide new, updated information. The new graphics show various elements of the Bradley West facility and passenger movement and processing through the facility. The photos and information included in this newsletter reflect some of those new graphics. For more, detail information you are encouraged to visit the LMC conference room, attend the various LMC subcommittee meetings, watch for further announcements, view the LAXTEC and LAWA website and continue to read future monthly editions of this newsletter!



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AvAirPros

Typical Aircraft Design Group (ADG) VI Gate Layout

The new Bradley West facility will provide more efficient aircraft parking for the TBIT airlines. With the exception of three gates all gates will accommodate up to ADG V and nine gates will accommodate up to ADG VI aircraft. The below drawing shows the relationship between Gates 152, 154 and 156 depicting typical ADG VI gates on the west

side of the new north and south concourses. Note the following advantages over the existing TBIT gates:

- All ADG VI gates have three (3) passenger boarding bridges
- Each gate will accommodate “power in” parking
- Each gate will have a minimum of 25’ wingtip clearance

- Each gate will have increased room for GSE parking
- Each gate will have a visual guidance parking system for the pilot
- Each gate will have a dynamic ramp information display (RIDS) panel to provide flight arrival/departure information for the ramp agent and pilots

The GSE parking is meant simply to depict how this equipment can be accommodated.

Please review the drawing details. The key provided below will help understand the layout of the various elements of aircraft parking and ground support at each of the gates.

