

TBITEC Newsletter



Asiana Airlines Inaugural A380

Asiana Airlines became the eighth airline to bring the superjumbo jet to LAX with their inaugural Airbus A380 service on 20 August 2014. This 495-seat configuration features 12 first class suites, 66 business seats and 417 travel class seats. Each first class suite offers privacy with sliding doors, a buddy seat for sharing a meal or conversation, the world's largest entertainment screen at 32" and fully reclining flat-bed seats for ultimate comfort. The business cabin boast a zigzag staggered seat layout offering private space, a 15.6" HD monitor, detached video handset and a 180 degree full-flat seats with direct access to the aisle with no disruption to other passengers. Travel class has a 2-4-2 configuration on the upper deck and 3-4-3 on the main deck with slimmer seats providing passengers with additional leg room, an 11.1" inch HD monitor, foot rests and personal lockers on 2nd floor window seats. Other aircraft amenities include a combination lavatory, powder and dressing room as well as a premium lounge with luxurious upholstered sofas and a bar for conversations in a comfortable setting.



One Year Later

This month marks the one year anniversary of the Central Core and South Concourse grand opening that featured five new gates each with three passenger boarding bridges to accommodate the Airbus A380. Since that opening three additional TBITEC airlines began A380 service, multiple airlines have relocated or are planning to relocate from Terminal 2 and several new airlines began LAX operations at TBIT.

After the 18 September 2013 Bradley West grand opening, the Program transitioned to the demolition of the existing south concourse, ramp reconstruction and renovation of the ticketing lobby and old FIS hall. Upcoming milestones for the renovation component of the Bradley West Modernization include the opening of four gates, consolidated Security Screening Check Point and expansion of the CBP Secondary facility.

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Terminal 2 Program Update

Except for the Duty Free Shop, starting in September, all remaining Terminal 2 concessions will close by early October. On 16 September 2014 the dominoes begin to fall with Wolfgang Puck, followed by Nate 'N Al's, Burger King, La Brea, Flight Time, Pacific Coast Traders and Starbucks on the departures level as well as the Hudson News and Starbucks on the arrivals level.

While the concessions are being modernized, Duty Free will remain open to the traveling public along with temporary concessions and coffee stands on both levels. The restaurants, concessions and retail shops that will move into these newly renovated spaces are scheduled to open in the April 2015 time frame.

Gate 23 is scheduled to close on 12 September 2014 for approximately thirty days in order to replace the Passenger Boarding Bridge (PBB). This thirty day PBB replacement schedule will continue with the following gates:

- 24A
- 22
- 21B
- 26
- 21A
- 28

AvAirPros is working closely with LAWA and TBITEC to maintain airline and airport operations with as minimal disruption as possible.



New Terrazzo

As green and sustainable architecture becomes increasingly important, the longevity and use of recycled materials remain strong assets for terrazzo. Terrazzo is durable, easily maintained and can withstand the heavy traffic of an airport terminal. The Terminal 2 Concession Project hit a milestone in July 2014, completing and unveiling the first of many areas with new terrazzo flooring. Installation of new terrazzo continues behind the barricades and will become available as the phasing schedule dictates. The departures level terrazzo pattern can be seen in the above artist renderings.

Terminal 2 BHS Improvement Project Begins

TBITEC has executed the necessary construction agreement with the BHS Contractor and site work is scheduled to begin as part of the Terminal 2 Baggage Handling System (BHS) Improvement Project at the end of this month. Phase 1, shown in red on the graphic to the right, includes the demolition of 5 sort piers and the crossover conveyors. This demolition is necessary to allow LAWA to construct the new screening room as well as provide space for the TSA to deliver six (6) CTX 5500 EDS units later this year.

After Phase 1 is complete in October 2014 there will be a considerable amount of construction activity to prepare the space for the BHS modifications; however, BHS Phase 2 will not begin until February 2015. Between October 2014 and February 2015 the BHS Contractor will engineer and test the new BHS Control System as well as procure and install the necessary components for a new BHS Control Room, Sortation Scanner and Manual Encode Station. The major milestones for the project are the partial operation of the new screening location (29 May 2014) and removal of the lobby EDS units (12 June 2015), shown below in the overall Project Schedule.

