

TBIT Past, Present and Future

Happy New Year Everyone!

"Change is the law of life. And those who look only to the past or present are certain to miss the future."

--John F. Kennedy

This past year has been an eventful one for the TBIT community, specifically as it relates to the Bradley West Modernization Program:

- The new In-line Baggage Screening System for TBIT became fully operational
- Bradley West Modernization Program ground breaking
- Gates 106 and 119 were temporarily closed to facilitate major utility construction for the Bradley West Modernization
- TBIT Emergency exits were relocated to facilitate the changing conditions due to the construction
- Interim West Bus Terminal (IWBT) facility opened
- The loading dock was relocated to an interim location
- The backside (west side) of TBIT was completely closed off to facilitate construction of the Bradley West Modernization Program
- Taxiway S was closed to facilitate the construction of the concourse, this has proven to be a major time saving measure
- The first steel for the concourses was erected

Additionally,

- MX ceased operations
- Frank Clark, LAXTEC Executive Director Retired
- Leasing space for the new concourse, ramp level was initiated for the TBIT community
- The space allocations for the Airline Premium Lounge space was finalized

As we begin 2011, the coming year will also be an eventful year as well:

- A new Taxiway S will be under construction, relocated westerly and will reopen later this year
- Construction of Bradley West will con-

tinue and by the end of 2011 should be enclosed to allow for interior construction to begin in 2012

- The Alliance lounges will need to begin their planning and design process
- All tenants currently leasing space in the existing TBIT concourses will need to begin to make plans to either lease and relocate to the new Bradley West concourse or elsewhere on or off the airport

Input from the TBIT Airlines has been important to the Bradley West Program and in the past year has been facilitated by such things as design review presentations to the airlines, special SWAT Team work sessions to receive input from representative TBIT airlines, and distribution of CD's containing various presentations and other information. This input has been important as collectively we have decided on such things as the locations of check in podiums, ticket lifts and BGR's as well as signage directing passenger boarding.

The monthly newsletter has proven to be a good mechanism to communicate the progress of the Bradley West Program and the impacts to the TBIT Airlines. It will continue to be an important part of the communication process. It is distributed each month at the LMC meeting, and it is also posted on the LAXTEC website. This gives all TBIT Airlines the opportunity to stay current with the Bradley West Modernization Program.

Please continue to stay connected to the Bradley West Modernization Program through the newsletter and participation in various LAXTEC committees and meetings. Later in 2011 we will begin to discuss and prepare for transition into the new Bradley West building.

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TBIT Construction News



Service Road S Closure

As reported in the August and October 2010 Newsletters, Taxiway S is closed to facilitate the construction of the new relocated Taxiway S and the Bradley West Project. In conjunction with the on-going Taxiway S work, closure of Service Road S to all non-construction related vehicle traffic is now required.

Service Road S is scheduled to close on Tuesday, January 11 at 0000. All non-construction related vehicle traffic will be directed to Service Road R via message signs located at the northern and southern end of Service Road S. Service Roads AA and R will be the only North/South vehicle service roads

available as depicted in the below graphic. This will be one of the more major impacts to the operations at LAWA, however it is necessary as this is being caused by the Taxiway S relocation project.

LAWA recognizes that this is a major inconvenience to ground operations and asks for your cooperation. The re-routing of ground service traffic must follow this new temporary route. While there will be the temptation to utilize the TBIT bag room route, any unauthorized vehicles driving through the TBIT interstitial bag room are subject to Airport Police citation.

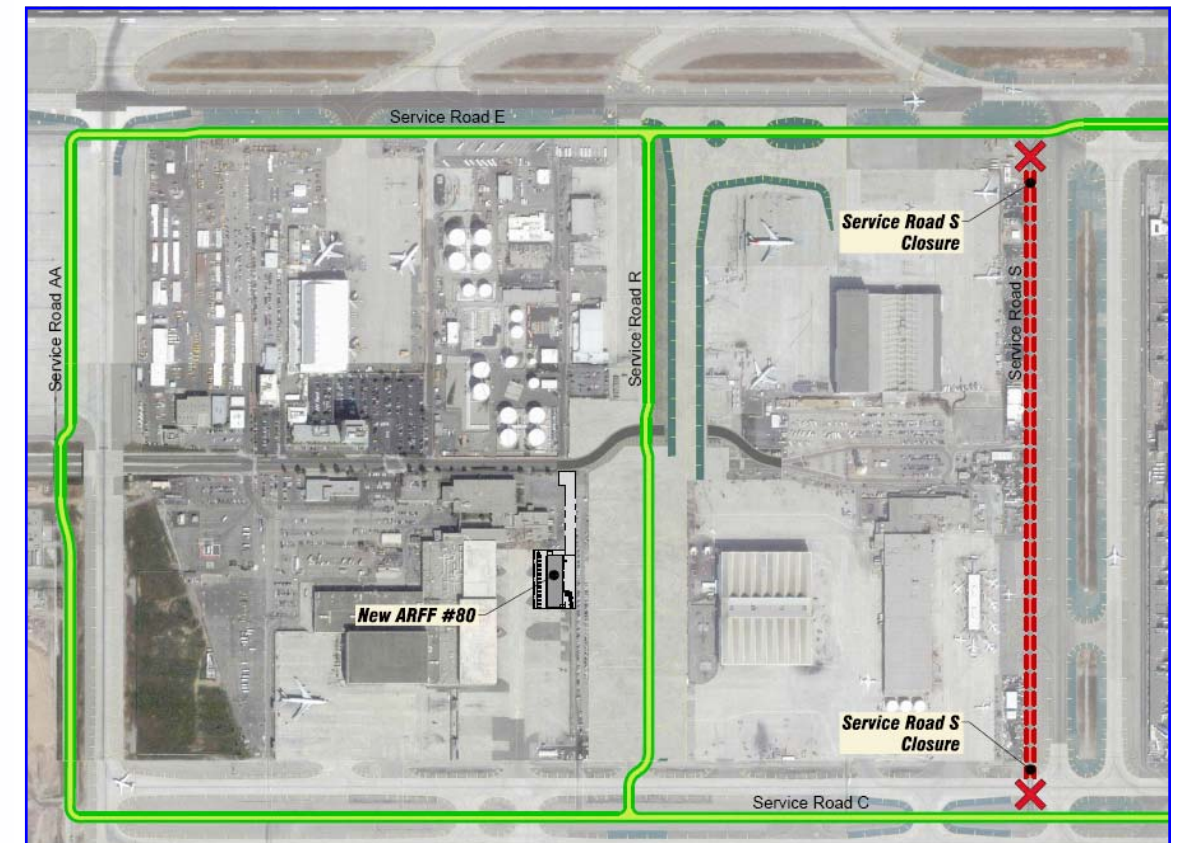


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Insert

- Bradley West Program Schedule
- Building Information Modeling



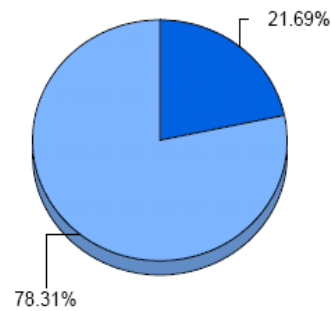
Budget Status

A high level overview of the Bradley West budget is a new feature that will be periodically provided in the monthly newsletter. The below pie charts are a simple graphic which represents the current budget and schedule status for the Concourses and the Core. While it is too early in the project to make definitive statements about the progress and the budget, currently the budget is tracking very well, as bids for various building components are coming in be-

low estimate. The schedule has been a significant challenge so far as, anyone who lives and works at LAX knows, the weather has been wholly uncooperative so far this winter with rainfall far above normal levels. Note that we are about 22% complete with the Concourses with about 12% of the budget committed, similarly for the Core we are about 18% complete with only about 5% of the budget committed.

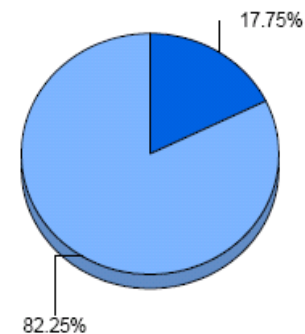
Time - North & South Concourses

Start Date: 1/12/10
Finish Date: 12/12/12
Total Days: 1,066

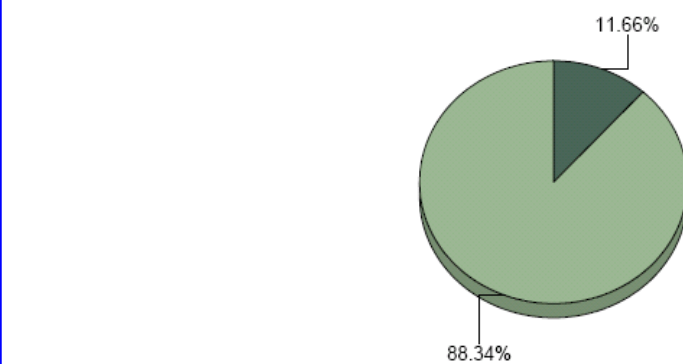


Time - Core

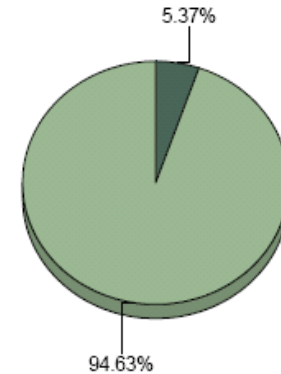
Start Date: 3/4/10
Finish Date: 12/12/12
Total Days: 1,015



Construction Cost - North & South Concourses



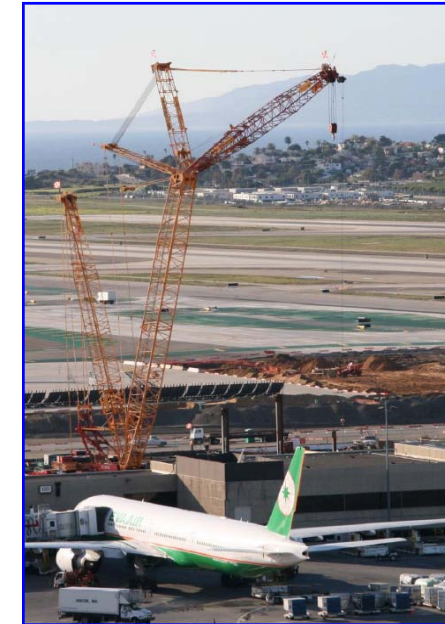
Construction Cost - Core



TPAR Update

Temporary Power and Associated Relocations (TPAR) is the designation for the utility relocations associated with construction of the new Central Utility Plant (CUP). The TPAR Project impacts to TBIT include shutdowns of electrical feeders and hot and chilled water pipes. The shutdown schedule recently provided to the TBIT community via December 2010 Newsletter and e-mail have slipped due to unforeseen weather conditions. The shutdowns are currently scheduled to begin January 10. LAWA shall provide official Disruption Notices to the LAX and TBIT Community.

The Crane



Manitowoc 2250 Crane & Bradley West Structural Steel Erection Fun Facts:

- The crane weighs 300 tons and is designed to construct the concourses and core from the west and pick the heaviest loads to the furthest point east.
- The Bradley West building foundations are designed to handle the loads imposed by the crane.
- FAA operating envelope allows for a crane elevation of 346 foot above Mean Sea Level (MSL) for the concourses and 446 foot above MSL at the core. In comparison the antennae on the Air Traffic Control Tower is 389 foot above MSL.



TBIT Airline Issues Follow-Up

Over the last LMC and CAB meetings, the TBIT airlines raised several questions and concerns on various issues related to the Bradley West Project. The following capture those issues and responses in red:

1. Passenger views of the temporary loading dock and trash containers at the Interim West Bus Terminal (IWBT).
Additional fencing shall be installed in the east-west direction to further shield the view of this area.

2. Air flow velocity at the IWBT doors.
The air curtains installed at the IWBT doors is an energy code requirement and must remain.
3. Additional CBP exit points.
CBP protocols dictate the layout and exit points. The Design Team worked closely with CBP on developing the current layout.
4. In-transit lounge seating capacity.
Some chairs were removed from the In-transit lounge for the IWBT

5. Transit times and elevator capacity for wheelchair passengers.
LAWA is conducting a study of wheelchair transit time.
6. Use of motorized carts to transit passengers on both the departing concourse and the arriving sterile corridor.
Pending discussion with Airport Executive Director.

Construction Photographs



1. TBIT West Wall Demolition



2. Core - Excavation & Foundations



3. North Concourse Structural Steel