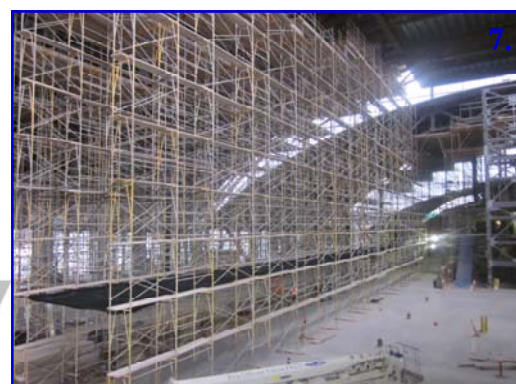




Construction Photographs

1. Connector Building
2. North Concourses
3. Gate 132 & 134
4. Central Core
5. Sterile Corridor
6. North Concourse Terrazzo
7. Central Core Scaffolding
8. TBIT West Wall Demolition



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North Concourse Construction

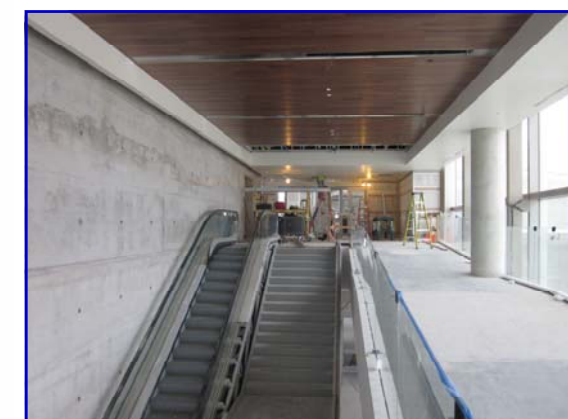
Another major milestone is fast approaching in the Bradley West program. As shown in the photographs below, the PBB's have been installed at Gate 134, the concrete apron has been poured and the work within the building is moving at a furious pace. The current plan has LAWA taking over the Gate 134 area from the contractor in early August. Gate fit checks with all the various aircraft types, review of GSE parking, training with the new equipment as well as opportunities to experience the gate piers and boarding process shall be conducted in the month of August. Flight operations are planned to begin in September.

Inside this issue:

- D-10 Taxilane Closure 2
- Rapid Recharge Stations 2
- Construction Photographs 4

Insert

- South Concourse Seating Plan
- Gate 148 Seating Plan
- North Concourse Seating Plan



D-10 Taxilane Closure

Another major impact soon to be felt by the TBIT airlines will be the closure of the D-10 Taxilane for reconstruction. This closure is currently scheduled to begin July 26 and will continue for approximately 30 days. During this period, Gates 119, 120, 121 and 122 will be closed as depicted in the aerial photograph below. Gate 123 will remain in operation for the duration of the project. This work will once and for all create the appropriate concrete taxilane surface needed to accommodate increased traffic and future use of the new Bradley West facility.

LAWA plans to follow the new gating procedure policy during construction based on the following:

- ➔ Maximize the utilization of available resources, specifically contact gates and airfield buses
- ➔ Minimize the negative impacts to passenger convenience and customer experience

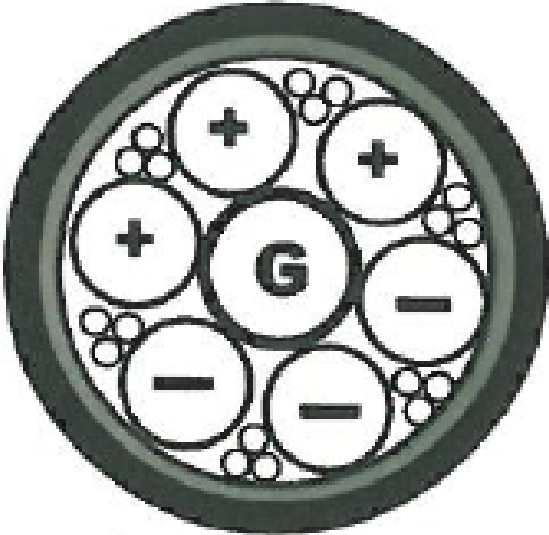
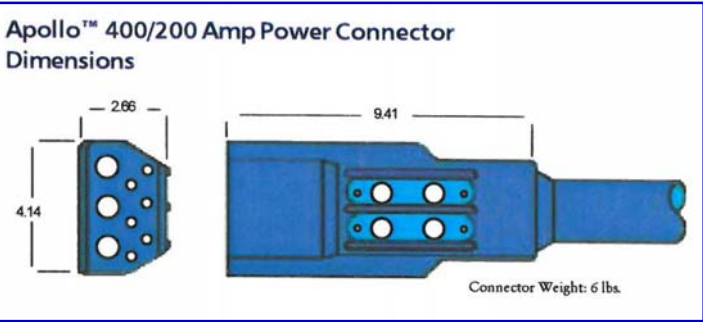
LAWA will establish a rotation calendar to ensure fair consistent remote operations. Bus operation protocols remain unchanged during the duration of the closure. As always the patience of the TBIT airlines is greatly appreciated.



Rapid Recharge Stations

In order to better facilitate charging of electrical Ground Service Equipment (GSE) on the new apron of Bradley West, the project will be strategically locating Rapid Recharge Stations at each new gate. Each Ground Service Provider will be required to obtain the appropriate adapter to connect their GSE to

the Rapid Recharge Stations. In preparation for Gate 134 operations in September it is recommended that each Ground Service Provider who uses electric GSE obtain these adapters. The DC Connector specifications are shown below. For more information please contact Jeff Wosman at j.wosman@avairpros.com.



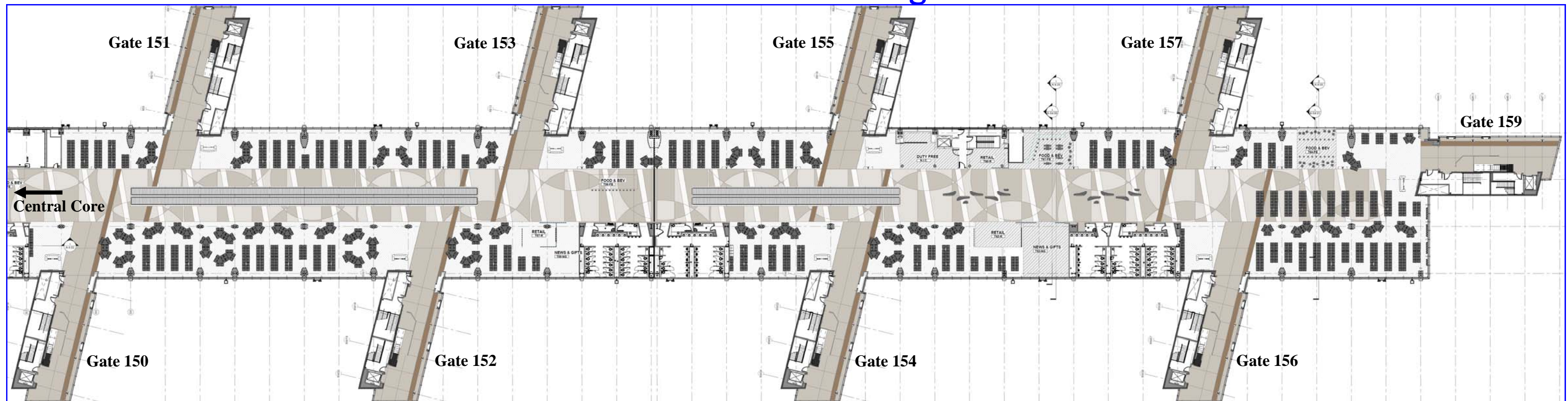
Apollo Connector Performance

Apollo 400 Series (UL Recognized)		400A
Current Rating - Control Contacts		35A
Power Contacts	2 each	
Ground Contacts	1 - First Make, Last Break	
Control Contacts	5 each	
Pilot Contacts	1 - Last Make, Frist Break	
Mechanical Crushing Load		2000 lbs. Minimum
Connector Engagement Force	40 lbs. Maximum	
Engagement Withdrawal Cycles	Tested to 10,000	
Ambient Operation Temperature		-40°C to +40°C
Maximum Conductor Temperature		+105°C

400 Amp Fast Charge Cable Cable #A180-0145

Insulation Material	EPR Rubber
Jacket Material	Neoprene, Fiber Reinforced
Stranding	Class M, Extra Flexible
Voltage Rating	150 VDC
Current Rating	400 A
Operating Temperature	-55°C to +55°C
Storage Temperature	-55°C to +65°C
Diameter	1.95 inches
Bending Radius	14 inches
Weight/Ft.	3.1 lbs/ft

South Concourse Seating Plan



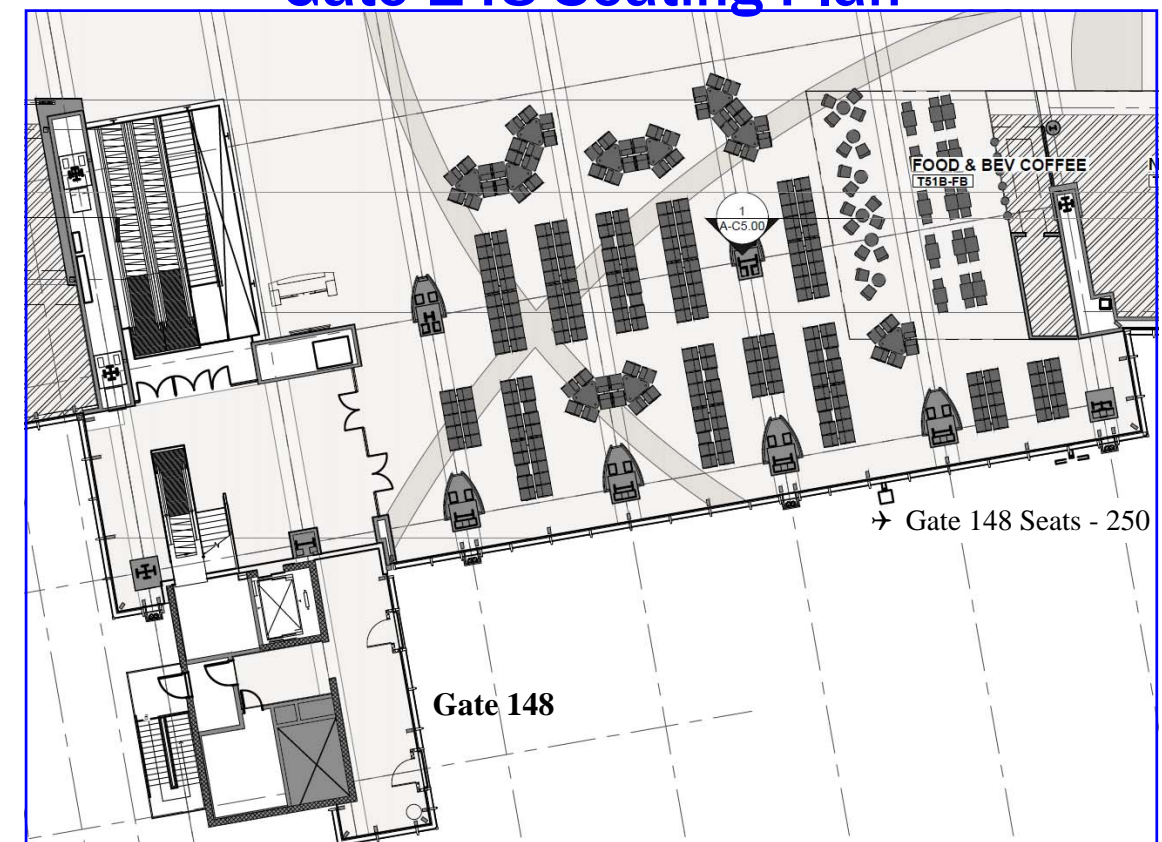
South Concourse Seating Breakdown:

- Gate 150/152 Seats - 353
- Gate 151/153 Seats - 372
- Gate 155 Seats - 224
- Gate 156 Seats - 282
- Gate 156/157/159 Seats - 661
- Total South Concourse Seats - 1,892

Each of the drawings on this insert show the planned seating layout in both the new North and South Concourses as well as Gate 148 which will be located in the new Central Core. The illustrations also provide a good visualization of the other elements including the pattern of the terrazzo flooring, location of concessions, gate podiums, restrooms and the moving walkways. The seating will consist of traditional in-line seating and more free flowing, pod style seating mixed with locations for recharging electrical equipment. Examples of the seating pods are shown in the pictures below.

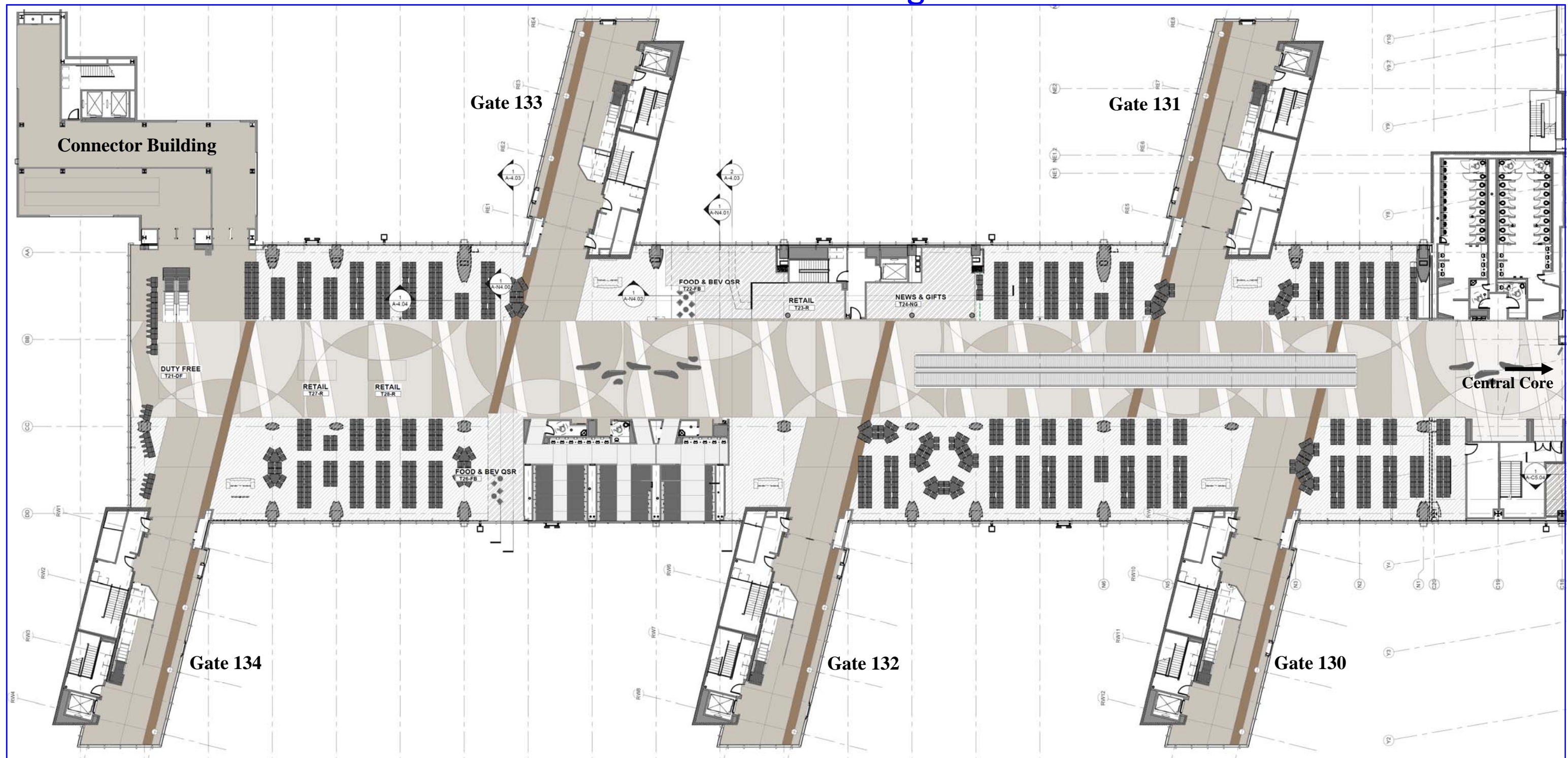


Gate 148 Seating Plan



→ Gate 148 Seats - 250

North Concourse Seating Plan



North Concourse Seating Breakdown:

- ➔ Gate 130/132 Seats - 428
- ➔ Gate 131 Seats - 232
- ➔ Gate 133/134 Seats - 416
- ➔ Total North Concourse Seats - 1,076