

Bradley West - CAB (Construction Advisory Board)

***June 16, 2010
Meeting Minutes***



**Chairperson: Richard Ide
Co-Chairperson: Larry Salazar
LAXTEC Facilitators Steve Swanson/Jeff Wosman**

Power Outage – Sunday, June 13, 2010

1. The outage was caused by an interruption in the power supply from DWP due to work adjacent to LAX.
2. The process of notification & communication of disruption is currently a problem, apparently the Everbridge system is not working. There needs to be a leadership or responsible party to lead the notification process, assess the situation and initiate the contingency plan with community. This should be LAWA Ops.
3. One TBIT Airline initiated a process for TSA screening at T4, however it was denied because communication protocols were not followed. While this option may work well in the future, this option needs to be part of the contingency planning.
4. In order to help address this situation, LAWA Operations is scheduled to conduct Emergency Situation/Contingency Plan meetings every Thursday from 1200 – 1600. TSA participation and involvement with LAWA is critical for an integrated contingency plan.

Action Items:

1. LAXTEC to participate in the Emergency Planning meetings to assist in helping LAWA finalize these plans.

TBIT Refurbishment

1. The CUSS installation of the individual kiosks is now complete. Those airlines that intend to use CUSS need to contact SITA and make arrangements to get their applications installed on these units.
2. Originally there were 11 airlines who had planned on using CUSS, currently there is only one airline who is planning on using CUSS.
3. It should be noted that the cost of the CUSS units is part of the CUTE Club contract so this cost is spread out among all airlines.
4. There are still some lingering issues with various components of TASS. We have accumulated the comments from the Airlines on this issue and they have been forwarded to LAWA IT, among these issues are problems with the PA system. It is anticipated that we will have LAWA IT in next month's CAB meeting to discuss these issues.

Action Items:

1. LAXTEC/AvAirPros to coordinate LAWA IT participation at the next CAB meeting.
2. LAXTEC to assist in facilitating usage of the CUSS units

Bradley West CAB

1. Gate 106 & 119 – These gates have been closed since March for major utility construction. The completion dates have slipped approximately 4-6 weeks due to contaminated soil and inaccurate As-Built drawings, the contractor continues to discover utilities when excavating, adding to the extended period of time these gates are closed. Gate 119 is now scheduled for completion in late September with Gate 106 to follow in October.
2. Power and Communication Relocations – Currently power and communication lines run underneath the existing vehicle service road on the west side of TBIT. Consequently, 4160V circuits, 480V circuits, 400Hz power systems, fire alarm systems and AT&T/SITA systems must be relocated to allow for the excavation and construction of the new Bradley West Core and Concourses. The relocation of these systems shall have corresponding shutdowns. The shutdowns are tentatively scheduled for July 15th and 16th. The shutdown work plan, schedule and disruption notices shall be provided to the TBIT Community for coordination purposes.
3. Communication Ductbank Relocation – To make way for the construction of the Bradley West Central Core, major communication duct banks on the north and south of the existing TBIT terminal need to be relocated. The shutdowns associated with the north duct bank are currently scheduled for July 28th and August 4th. Advance notice will be provided once details are known because of the potential significant nature of the impact. The finalized work plan and shutdown schedules will be closely coordinated with the TBIT community. Additional information regarding shutdowns will be forthcoming.
4. Interim West Busing Terminal (IWBT) – Construction continues for the Interim West Busing Terminal with an anticipated completion date of September 28th. Inspections, activation, commissioning and training will be initiated in the next few months to prepare for this relocation.
5. East Egress – Current west side emergency exits in the sterile corridors on both the north and south concourses would exit passengers into a construction site because the new concourses will be built in close proximity to existing concourses. Consequently, new metal stairs will need to be installed at each gate area. Construction of the stairs and exits at Gates 119, 120 and 121 commenced the first week of June and are on scheduled for completion the first week of July. The east egress project shall switch to the south concourses in July.
6. Premium Lounge Space – We are currently trying to determine all potential requests for premium lounge space in the future Bradley West building. An email has recently been distributed to all TBT Airlines asking one last time for any further requests. Both the TBIT Airlines as well as LAWA would like to encourage the Alliances to remain together as premium lounge space is limited in the new facility. Consequently, while there have been a few requests for space other than Alliance lounge space, the likelihood that any additional space can be accommodated is minimal. It should also be noted the LAWA is planning on developing a high end common use lounge as part of the concessions program.
7. Ramp Level Tenant Improvement (TI) Work – When the new Bradley West concourses are complete, the existing TBIT concourses will need to be demolished. Consequently,

there is a need to begin meeting with the current TBIT tenants who lease space on the ramp level, to determine what space they may want in the new facility. However, there are two issues that need to be resolved before any tenant can commit to this new space, they are 1) will LAWA lease directly to a tenant rather than through the airline as they do today and 2) what if any impact will the Certified Service Provider Program have on consolidating any of the current ramp tenants. Note that all future tenants should be planning on a future cost per square foot in the new facility of around \$175.

Action Items:

1. AvAirPros to keep the TBIT airlines informed in any changes in dates and schedule for the above mentioned items. Note that these elements of the Bradley West program are constantly changing.