



## M E M O R A N D U M

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### *Los Angeles World Airports*

Date: June 4, 2008

Memo To: Raymond A. Jack, Airport Manager II

From: Steve Sipos, Airport Superintendent of Operations III

Subject: Gate 123A Dual Passenger Boarding Bridge Procedures (non A380)

Gate 123A dual passenger boarding bridge (PBB) operations will commence on Friday June 6, 2008 at 0600L hours. This memo contains the initial operating procedures identified after testing of the dual PBBs with aircraft operations. These procedures are gate specific and are important information to remember to avoid aircraft damage.

Gate 123A now has two operational PBBs. The PBB closest to the building is called 123A FWD (forward). This bridge will connect the L-1 door on all wide-body aircraft. For narrow body aircraft, this is the only operational PBB. Note that this bridge (123A FWD) is the only bridge with stairs to the ramp level and plug-in ground power (400Mz) and pre-conditioned air. The PBB stow position is a yellow box marked "FWD".

The taller bridge next to gate 122 is called 123A AFT (aft, or rear). This PBB will connect to the L-2 door on all wide-body aircraft and must be relocated to a different stow box for narrow-body aircraft operations (NOT for narrow body use). The wide-body PBB stow position is a yellow box marked "AFT-WB." The narrow-body PBB stow position is a white circle located next to gate 122 marked "AFT-NB." Ground power and pre-conditioned air will enter service from this bridge at a later time. Narrow body aircraft (B-737, B-757, A-320) flights assigned to gate 123A will be told by Gate Control (6-9078) to reposition the AFT PBB to the white circle prior to aircraft arrival on the gate.

Additional notes for operations at gate 123A:

- Airlines will need to provide additional staff to operate both PBBs. The forward bridge is the only bridge with stairs to the ramp for cabin service staff and ground power and pre-conditioned air to the aircraft. The aft bridge is the only PBB that can connect to wide-body L-2 door.
- Gate 123A and 123B share a common passenger loading corridor. Arriving passengers at gate 123A will take priority over departing passengers at gate 123B (123B loading must stop until arriving passengers are finished from gate 123A).
- PBB cab door stop damage; the double doors at the end of the PBB (just short of the aircraft) are receiving damage by operator error. To activate the door stop, just push down the rubber stop with your foot. To unlock the stop, press the metal stop (just below the rubber stop) to unlock. LAXTEC is replacing these units at \$70.00 a piece. Additional new PBB at TBIT will have a better design.

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- Vehicle parking. The ramp area underneath both bridges and the three stow boxes are striped with red paint and marked "NO PARKING." Please remind staff not to park in this designated no parking area to avoid being struck by the PBB. Additional parking for passenger service, cabin cleaners and mechanics are available at the top of gate 123B or along the closed lane of service road Q.

Please advise if you have any questions.

SS: ss

Attachment- air photo

cc: G. Hong  
D. Kwan  
U. Aguirre  
E. Andrews  
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