LAX

Los Angeles World Airports

LAX - AIRPORT OPERATIONS

LAX Aircraft Design Group VI Operational Plan

LAX AIRSIDE OPERATIONS

Version 3.1

CORRECTIONS PAGE

Subject: Aircraft Design Group VI Operational Plan
Date: September 30, 2013
Version: 3.1

1. Cancellation – This version cancels LAX ADG VI Operational Plan 3, dated September 18th, 2013.

2. Principal Changes

   A. Page 8, amended Runway 06R/24L section item 3 to read "Runway Inspection by Airport Operations is required after A380 type aircraft departures only.
   B. Added Taxiway restrictions from ADG VI map

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EXECUTIVE SUMMARY

As LAX continues to support commercial, cargo, and military flights with Aircraft Design Group (ADG) VI aircraft, many concerns raised initially have been mitigated. However, the operational impact of these aircraft on the airport and its users continue to be monitored and evaluated. Additionally, LAX Airside Operations will ensure that sufficient qualified airfield personnel are available to respond to emergencies and other airfield responsibilities during ADG VI movements as required by CFR part 139.303. This document is a description of the anticipated maneuvers and the contingencies that would be required to ensure safe and efficient operation of the ADG-VI aircraft into and out of LAX.

The size of ADG VI aircraft (wingspan 214' (65m) – 262' (80m) and tail height 66' (20.1m) – 80' (24.4m)) has presented several challenges during ground operations which has necessitated a review of current processes and procedures that govern aircraft operations at LAX. Many of these issues pertain to restrictions on the airfield, calling for deliberate measures that will help achieve smooth operations for the ADG VI aircraft. The LAX Airside Operations Section has assumed the responsibility to evaluate these issues and execute strategies that would not only facilitate safe ADG VI operations but also focus on minimizing disruptions to routine operations. Therefore, the ADG VI Operational Plan (The Plan) presents the LAX Airside's perspective on challenges relating to airfield safety and efficiency, gate assignment policies, and future improvements, along with protocols that are currently being implemented.

This impact analysis and the Operational Plan addresses:

- Airfield safety measures and regulatory compliances during aircraft landing, take off, taxi, push back and tow off for parking
- Mandatory restrictions on movement areas and service roads along with procedures to enforce these restrictions
- Aircraft gate policies and assignments
- Ramp and passenger boarding bridge operations
- Contingencies for non-routine operations, including disabled aircraft recovery operations

It is to be noted that although the majority of improvements and modifications have been completed to support ADG VI operations, some challenges remain. Many of these were completed early 2009 while others have been resolved through sound processes and procedures. The protocols remain fluid and are being updated and revised based upon observations and experiences with ADG VI aircraft operations.

INTRODUCTION

The Plan describes procedures and protocols at Los Angeles International Airport (LAX). LAX has supported these aircraft successfully and the LAX Airside Operations Division feels confident that with a proper execution of this plan, all stakeholders will find an acceptable level of safety when operating these aircraft at LAX.

Procedures and protocols described within are in accordance with Federal Aviation Regulations and LAX Rules and Regulations. The Plan reflects a compilation and analysis of FAA approved Modification of Standards (MOS), previous ADG VI operations at the airport, and feedback received from involved working groups.

This document does not supersede established policies and procedures as described in the LAX Rules and Regulations. The Plan does prescribe certain operating procedures focused on enhancing safety and efficiency of A380 movements on the Airfield, and in most cases mitigating the overall impact on the vehicle service road (VSR) system at LAX.

The Plan also provides for an understanding between Air Carriers, FAA Airport Traffic Control Tower, and LAX ARCC on the expected maneuvers of the ADG VI aircraft. By simplifying the taxi routes and designating an expected route of travel, LAX ARCC staff is better positioned to provide the support needed to move the aircraft around the airport. The Plan outlines what Air Carriers, FAA Airport Traffic Control Tower, and LAX ARCC have acknowledged as acceptable routes.

This document continues to be in a “Work In Progress” mode and as such may undergo several revisions to accommodate the airport’s changing conditions. Any feedback received will ultimately prove valuable to this plan. If you have comments that you wish to share with the LAX – Airport Operations Division, please contact LAX – Airside Manager, Jeff Mort at jmort@lawa.org or (424) 646 - 7489.

AIRCRAFT OPERATIONAL COORDINATION

PRE ARRIVAL AND DEPARTURE PROCESS

- The LAX ARCC will contact FAA Airport Traffic Control Tower to confirm the runway assignment and preferred taxi route for ADG VI arrivals
- If able, operating airline should file an approach flight plan that will prompt appropriate arrival runway most conducive to parking gate assignment
- Since the movement of the ADG VI aircraft requires the support of LAX Airside Operations personnel, it is the responsibility of the operating airline to indicate their runway requirement and taxi route to the LAX ARCC (424.646.LAWA) at least 30 minutes prior to departure

AIRCRAFT IMPACTS TO AIRFIELD OPERATIONS

The movement of ADG VI aircraft on the airfield may necessitate service road restrictions to facilitate the safe and efficient passage of the aircraft. Hence, in an effort to minimize impact to routine operations of other stakeholders on the airport, the following protocol must be adopted:

- Advance notification of aircraft movement to the LAX ARCC is critical
- After initiating communications with ATC, all aircraft must establish contact with LAX Airside Operations on VHF frequency 123.45
- LAX Airside Operations will provide support for aircraft during all movements on the airfield
- LAX Airside Operations units will monitor and control VSR traffic at appropriate points to provide the required clearances for moving aircraft
- Communications with ADG VI aircraft will be on discrete VHF frequency 123.45. It will be the responsibility of the airline to monitor this frequency
- If any hazard is observed and there is a need to stop, LAX Airside Operations unit will communicate with the aircraft on VHF frequency 123.45. The same frequency will be used to advise clear
- LAX Airside Operations will ensure that sufficient qualified airfield personnel are available to respond to emergencies and other airfield responsibilities during ADG VI movements, as required by 14CFR Part 139.303
- **The operating airline must Contact LAX ARCC (424. 646.LAWA) fifteen minutes prior to A380 relocation to allow time for Airside Ops to deploy required personnel**
- It is the responsibility of the airline to ensure PBB at gates are positioned appropriately in the right stow boxes for arriving aircraft. PBB positioning includes bridges at adjacent gates. All PBB need to return to original “yellow” stow boxes
- LAX Airside Operations personnel will ensure that all equipment parked north of Gate 123A/B have been removed to provide the adequate clearances as noted in the FAA Modification to Standards

- LAX Airfield Operations monitors will ensure that required clearances are met by shadowing the ADG VI aircraft wingtips and ensuring that VSR traffic and equipment remain clear of minimum distances prescribed in the FAA Modification to Standards
- After aircraft has left the gate the airline is responsible for clearing all GSE equipment from the gate

AIRCRAFT MOVEMENT AREA RESTRICTIONS

RUNWAYS

Runway 06L/24R

- Runway 06L/24R is available for landing for all ADG VI aircraft
- Runway 06L/24R is available for departure for the B747-8 only
- Runway 06L/24R is available for taxi to all ADG VI aircraft
- Approved exists off of Runway 06L/24R are Taxiways V, AA, and BB only

Runway 06R/24L

- Runway 06R/24L is available for arrivals and departures for all ADG VI aircraft
- Runway 06R/24L is available for taxi to all ADG VI aircraft
- Runway inspection by Airport Operations is required after A380 type aircraft departures only
- Approved exits are Taxiways V, Z (westbound only), AA, BB (eastbound only), and E16 (eastbound only)

Runway 07L/25R

- Runway 07L/25R is **not** available for arrival or departure for any ADG VI aircraft
- Runway 07L/25R is available for taxi to all ADG VI aircraft
- Approved exits are Taxiways F, J, G, N, P, T, and U
- **Runway 07L/25R is not available for any other aircraft departure or arrival operations when an ADG VI aircraft is on Taxiway B or when an ADG VI aircraft is facing east/west on Taxiway H**

Runway 07R/25L

- Runway 07R/25L is available for arrivals and departures for all ADG VI aircraft
- Runway 07R/25L is available for taxi to all ADG VI aircraft
- Approved exits are Taxiways F, G, A4, A7, H8, H9, N, T, and U

TAXIWAYS AND TAXILANES

Please refer to the LAX ADG VI Operational Plan Map (attachment 1) for available taxiways and taxilanes for ADG VI aircraft.

Taxiway E16

- Exiting Runway 06R/24L, eastbound turn only
- Access for Runway 06R/24L from Taxiway E westbound only

Taxiway BB

- Exiting Runway 06R/24L, eastbound turn only
- May be used to access Runway 06R/24L from Taxiway E westbound only

Taxiway Z

- Exiting Runway 06R/24L, westbound turn only
- May be used to access Runway 06R/24L from Taxiway E eastbound only

Taxilane D

- Tow only on Taxilane D between Taxilane S and Taxilane D10

Taxiway B

- Taxiway B only available when adjacent service road is closed and instructions from LAX ATCT

LAX Airside Operations personnel assistance is needed for all ADG VI aircraft movements on all aircraft movement areas to monitor vehicle service road encroachment into wing safety areas.

WEST OPERATIONS

ARRIVALS

- Runway 24R is the designated primary runway and whenever possible should be used for ADG-VI aircraft parking on the north side of the airfield
- Runway 25L is the alternate runway and should whenever possible be used for ADG VI aircraft parking on the south side of the airfield
- LAX Airport Operations will coordinate the arrival runway with the local FAA Airport Traffic Control Tower
- Tom Bradley International Terminal (TBIT) gates 123A, 130, 134, 148, 150, 152, 154, and Gate 156 are the designated primary ADG VI gates for passenger aircraft
- Imperial Cargo Complex (ICC), Korean Air Cargo, Imperial Terminal, and the West Gate area are designated areas for cargo and military ADG VI aircraft
- Gates 212B, 216B, 206B, and 207B located at the West end of the airport may be used during irregular operations, off schedule operations and/or simultaneous ADG VI flights of passenger aircraft
- Gates 201, and 205 located at the West end of the airport may be used for Remain Over Night (RON) activity
- A designated LAX Airside Superintendent will monitor all ADG VI movements
- Contact with the flight/tow crews will be made on VHF 123.45 during all ground movements (this is in addition to the normal field frequencies and is not meant to be use in lieu of)
- Access to parking positions shall be via an acceptable route in accordance with the ADG VI Ops Plan Map (please see attachment 1)
- Access to Gate 123A via Taxilane D shall be “tow-only” East of Taxilane S and a three-point-turn at the D10 Taxilane onto the stand

DEPARTURES

- Runway 24L is the designated primary runway and should be used for ADG VI aircraft departures on the north and south side of the airfield
- Runway 25L is the alternate departure runway and could be used for ADG VI aircraft departures on the south side of the airfield or aircraft departing via Taxiway A
- Contact ARCC (424.646.LAWA) 15 minutes prior to push-back to allow time for Airside Operations to deploy required personnel
- Prior to seeking push back clearances, contact with LAX Airside Operations on VHF frequency 123.45, must be established for aircraft movement monitoring
- Access to the departure runway shall be via an acceptable route in accordance with the ADG VI Ops Plan Map (please see attachment 1)
- ADG VI Aircraft departing gate 123A shall push-back onto Taxiway E or Taxiway D for disconnect and engine start. Locations include:
    - Taxiway E short of Taxilane D10 (facing east)

- Taxiway E short of Taxilane D9 (facing east)
- Taxilane D short of Taxiway R (facing west)

Alternate instructions may be issued by the FAA Air Traffic Control Tower

EAST OPERATIONS

ARRIVALS

- Runway 06L is the designated primary runway and whenever possible should be used for ADG VI aircraft parking on the north side of the airfield
- Runway 07R is the alternate runway and whenever possible should be used for ADG VI aircraft parking on the south side of the airfield
- LAX Airport Operations will coordinate the arrival runway with the FAA Airport Traffic Control Tower
- Tom Bradley International Terminal (TBIT) gates 123A, 130, 134, 148, 152, 154, and Gate 156 are the designated primary ADG VI gates for passenger aircraft
- Imperial Cargo Complex (ICC), Korean Air Cargo, Imperial Terminal, and the West Gate area are designated areas for cargo and military ADG VI aircraft
- Gates 212B, 216B, 206B, and 207B located at the West end of the airport may be used during irregular operations, off schedule operations and/or simultaneous ADG VI flights of passenger aircraft
- Gates 201, and 205 located at the West end of the airport may be used for RON activity
- A designated LAX Airside Superintendent will monitor all ADG VI movements
- Contact with the flight/tow crews will be made on VHF 123.45 during all ground movements (this is in addition to the normal field frequencies and is not meant to be use in lieu of)
- Access to parking positions shall be via an acceptable route in accordance with the ADG VI Ops Plan Map (please see attachment 1)

DEPARTURES

- Runway 06R is the designated primary runway and should be used for ADG VI aircraft departures on the north side of the airfield
- Runway 07R is the alternate departure runway and should be used for ADG VI aircraft departures on the south side of the airfield
- Contact ARCC (424.646.LAWA) 15 minutes prior to push-back to allow time for Airside Operations to deploy required personnel
- Prior to seeking push back clearances, contact with LAX Airside Operations on VHF frequency 123.45 must be established for aircraft movement monitoring
- Access to departure runway shall be via an acceptable route in accordance with the ADG VI Ops Plan Map (please see attachment 1)
- ADG VI aircraft departing gate 123A shall push-back onto Taxiway E abeam Terminal 3 (facing west) for disconnect and engine start

ADG VI REPOSITION AND TOW OPERATIONS

- All push-back requests shall be made on the appropriate Ground Control frequency
- Contact ARCC (424.646.LAWA) fifteen minutes prior to relocation to allow time for Airside Ops to deploy required personnel
- Prior to seeking push back clearances to initiate a relocation tow, contact with LAX Airside Operations on VHF frequency 123.45 must be established
- Aircraft departing gate 123A shall push-back on Taxilane D10 south of Taxiway E and pull forward abeam the gate (facing west) onto Taxilane D or push-back onto Taxiway E abeam Terminal 3 facing west
- Access to parking area shall be via an acceptable route in accordance with the ADG VI Ops Plan Map (please see attachment 1)

RAMP/GATE/APRON OPERATIONS

PASSENGER

Gate 123 A / B

Gate 123 is striped to accommodate aircraft on two separate lead in lines to gates 123A and Gate 123B respectively. The following information is relevant for ADG VI passenger operations at Gate 123A.

- Separate lead-in lines have been striped for Gates 123A and Gate 123B
- Gate 123A will be assigned for A380 and smaller aircraft
- With an ADG VI aircraft using gate 123A, 123B will be closed for aircraft parking and can be used for Ground Service Equipment (GSE) staging
- Gate 123B will be assigned for ADG III and smaller aircraft
- An A380 aircraft should follow the lead in lines for 123A
- **A "Clear Zone" must be maintained when ADG VI aircraft are moving on Taxilane D abeam the gate. This clear zone is 146' from Taxilane D centerline towards gate 123A/B and is marked. This includes another aircraft on gate 123 A/B**

Gate 134

Gate 134 is striped for both ADG VI aircraft and ADG V aircraft with separate lead-in lines. The gate is equipped with a self-docking system and has three boarding bridges. Two for lower deck operations and a third for upper deck operations for A380 type aircraft. Access to the gate is via Taxilane S and the approved routing of the Ops Plan Map (see attachment #1).

Gate 130

Gate 130 will be striped for both ADG VI aircraft and ADG V aircraft with separate lead-in lines. The gate is equipped with a self-docking system and has three boarding bridges. Two for lower deck operations and a third for upper deck operations for A380 type aircraft. Access to the gate is via Taxilane S and the approved routing of the Ops Plan Map (see attachment #1).

Gates 148, 150, 152, 154, 156

The gates are equipped with a self-docking system and have three boarding bridges. Two for the lower deck operations and a third for upper deck operations for an A380 type aircraft. Access to the gates is via Taxilane S and the approved routing of the Ops Plan Map (see attachment #1)

West Gates

At the West Gates, there are a total of six available parking positions for ADG VI aircraft, four for passenger operations and two for RON operations. The list of available gates is as follows: Gates 201, 205, 206B, 207B, 212B, and 216B. Gates 206B, 207B, 212B, and 216B all have a second jetbridge for passenger

operations. However, only Gates 212B and 216B provide for upper deck operations.

West Gate Arrival Procedures

- Gate 201 – Access via Taxilane E15. Southbound on Taxilane E15, aircraft may taxi onto the apron. Northbound on Taxilane E15 aircraft must stop clear of Taxilane E17 and be towed onto the apron.
- Gate 205 – Access via Taxilane E15. Southbound on Taxilane E15, aircraft may taxi onto the apron. Northbound on Taxilane E15 aircraft must stop clear of Taxilane E17 and be towed onto the apron.
- Gate 206B – Access via northbound on Taxilane E17 only
- Gate 207B – Access via northbound on Taxilane E16 only
- Gate 212B – Access via Taxilane E15. Southbound on Taxilane E15, aircraft may taxi onto the apron. Northbound on Taxilane E15 aircraft must stop clear of Taxilane E17 and be towed onto the apron.
- Gate 216B – Access via Taxilane E15. Southbound on Taxilane E15, aircraft may taxi onto the apron. Northbound on Taxilane E15 aircraft must stop clear of Taxilane E17 and be towed onto the apron.

West Gate Departure Procedures

- Gate 201 – Pushback tail north or south on Taxilane E15 as instructed by FAA Airport Traffic Control Tower
- Gate 205 – Pushback tail north or south on Taxilane E15 as instructed by FAA Airport Traffic Control Tower
- Gate 206B – Pushback tail north on Taxilane E17 south of Gate 206 only then tow forward and stop short of Taxilane E15 for disconnect and taxi
- Gate 207B – Pushback tail north on Taxilane E17 south of Gate 206 only then tow forward and stop short of Taxilane E15 for disconnect and taxi
- Gate 212B – Pushback tail north or south on Taxilane E15 as instructed by FAA Airport Traffic Control Tower
- Gate 216B – Pushback tail north or south on Taxilane E15 as instructed by FAA Airport Traffic Control Tower

CARGO/MILITARY

ICC

- Spots 7A and 8A will be used to accommodate the B747-8F
- When Spot 7A is used, Spot 6 and Spot 7 are closed for aircraft parking
- When Spot 8A is used, Spot 7 and Spot 8 are closed for aircraft parking

Korean Air Cargo (KE)

- KE spot 2 will be used to accommodate the B747-8F

Imperial Terminal

- All ADG VI aircraft shall use Spot B
- Spot C is available for B748 only

West Gate Area

All ADG VI aircraft shall park in one of the following configurations:

- Perpendicular to the lead-in lines for Gates 211 and 213
- Perpendicular to the lead in lines for Gates 217 and 219
- Along the E16 Taxilane Center-line in a North-East/South-West configuration

EQUIPMENT STAGING

All TBIT and west gates are common use gates and have no provision for equipment storage parking. Aircraft servicing equipment are staged only for flight arrivals and departures for a period of time that is reasonable to prepare for flights.

With ADG VI operations, it becomes critical that equipment parking at all aprons and gates will require being free of equipment parking. Besides violating required clearances (146') for ADG VI aircraft pushback and taxi maneuvers on adjacent taxiways, it creates a safety hazard.

An "A380 Clear Zone" (marked with yellow dashed stripes) has been laid on the ramp at 123A/B that marks the required 146' clearance for ADG VI movements on Taxilane D abeam the gate. No equipment or parked vehicles are to be in this clear zone during aircraft movement on Taxilane D.

LAX Airside Operations Superintendents will be deployed to monitor equipment parking and repeated violators will be charged under the LAX Airfield safety programs. ALL GSE EQUIPMENT AFTER EACH FLIGHT IS TO BE RELOCATED AWAY FROM THE GATE.

Appendix 1 – A380 BOARDING BRIDGE PROCEDURES

Gate 123A

- Relocate gate 123B PBB from normal stow position (yellow box) to A380 stow location (white circle)
- Confirm both gate 123A FWD and AFT PBB's are standing by in the normal stow locations (yellow box)
- Once an A380 aircraft has been secured onto the gate the AFT PBB can dock to the aircraft U1L door (upper deck)
- Once the AFT PBB has docked with the A380 aircraft, the FWD PBB can dock to the M2L door (main deck)
- At time of departure, the FWD PBB shall be retracted and stowed on its normal (yellow box) stow location. The AFT PBB shall be the last to be retracted and stowed on its normal (yellow box) stow location
- Return the gate 123B PBB to the normal (yellow box) stow location

Additional notes for gate 123A:

- The AFT PBB has a narrow body PBB stow location (white circle) between gate 123A and gate 122. Prior to A380 arrival confirm that the AFT PBB is **not** at this stow location. The AFT PBB needs to be at the normal (yellow box) stow location for A380 operations
- Both PBB's have computer controlled anti-collision systems installed, including engine #2 sensor. As the two PBB's get close or if the #2 engine is too close, the PBB will go into "slow-down" mode. The PBB's can still operate in "slow-down" mode. The computer will stop the PBB if a collision is eminent
- AFT PBB does not have exterior stairs to the ramp. However, stairs (exterior) to the ramp are located just prior to the PBB entrance via the east side of the TBIT building
- Two sets of two (four total) ground power cables (400mhz) and four pre-condition air hoses are available
- Retractable potable water hose is available

Gates 130, 134, 148, 150, 152, 154, and 156

- Ensure boarding bridges are in their proper storage areas prior to aircraft arrival
- Once aircraft is secure on the apron, boarding bridges #1 and #2 (lower deck) can be positioned on the aircraft
- Once bridges #1 and #2 are in position, #3 (upper deck) can be positioned on the aircraft
- For departures, bridge #3 will be stowed prior to #2 and #1 being repositioned

Gate 206B

- A380 operations at gate 206B utilize dual PBB's; however, the PBB's are for main deck operations only. The PBB's will not dock with the upper deck of the A380
- Once an A380 aircraft has been secured onto the gate the new ThyssenKrupp (TK or south side) PBB can dock to the aircraft M2L door (main deck)
- Once the TK PBB has docked with the aircraft M2L door, the FMC PBB (north side) can dock to M1L door (main deck)
- At time of departure, the FMC PBB (north side) shall be retracted and stowed in the normal (yellow box) stow location
- The TK PBB shall be the last to be retracted and stowed on its normal (yellow box) stow location

Additional notes for gate 206B:

- Both PBB's have computer controlled anti-collision systems installed. As the two PBB get close, the PBB will go into "slow-down" mode. The PBB's can still operate in "slow-down" mode. The computer will stop the PBB if a collision is eminent
- Passengers are off-loaded from busses at the same location. The airline will need to direct passengers to the proper PBB to enter the A380 aircraft
- Two pairs (for total of 4 from both PBB's) power cables and pre-conditioned air is available
- No potable water is available

Gate 207B

- A380 operations at gate 207B utilize dual PBB's; however the PBB's are for main deck operations only. The PBB's will not dock with the upper deck of the A380
- Once an A380 aircraft has been secured onto the gate the new ThyssenKrupp (TK or south side) PBB can dock to the aircraft M2L door (main deck)
- Once the TK PBB has docked with the aircraft M2L door, the FMC PBB (north side) can dock to M1L door (main deck)
- At time of departure, the FMC PBB (north side) shall be retracted and stowed in the normal (yellow box) stow location
- The TK PBB shall be the last to be retracted and stowed on its normal (yellow box) stow location

Additional notes for gate 207B:

- Both PBB's have computer controlled anti-collision systems installed. As the two PBB get close, the PBB will go into "slow-down" mode. The

PBB's can still operate in "slow-down" mode. The computer will stop the PBB if a collision is eminent
- Passengers are off-loaded from busses at the same location. The airline will need to direct passengers to the proper PBB to enter the A380 aircraft
- Two pairs (for total of 4 from both PBB's) power cables and pre-conditioned air is available
- No potable water is available

Gate 212B

- Use of A380 aircraft at gate 212B uses two existing aircraft gates. The A380 parks onto the gate at a diagonal and uses PBB's from two different gates (gates 212 and 210). Passengers going onto the upper deck of the aircraft use the PBB at gate 212 (upper level PBB). Passengers going onto the main deck use the PBB at gate 210. Airline must confirm which bus is going to the correct Remote Boarding Building (RBB) prior to leaving TBIT
- Relocate the PBB at gate 210 to the A380 pre-position stow location (white circle). This PBB will dock with the main deck of the aircraft
- Gate 212 upper level PBB is already in the A380 stow box on the south side of gate 212. Note the existing FMC PBB at gate 212 is not used for the A380 operation. Passengers need to be directed to the Upper level PBB (new ThyssenKrupp PBB)
- Once aircraft has been secured onto the gate the gate 212 Upper level PBB can dock to aircraft U1L door (Upper deck)
- Once the gate 212 upper-level PBB has docked with the A380 aircraft, the gate 210 PBB can dock to M2L door (main deck)
- At time of departure, the gate 210 PBB shall be retracted and stowed on its A380 pre arrival (white circle) stow location
- The gate 212 upper level PBB shall be the last to be retracted and stowed on its normal (white circle) stow location
- After the aircraft has cleared the gate, return gate 210 PBB to the normal (yellow box) stow position
- Two pairs (for total of 4 from both PBB's) power cables and pre-conditioned air is available
- No potable water is available

Additional notes for gate 212B:

- Both PBB's have computer controlled anti-collision systems installed. As the two PBB's get close, the PBB will go into "slow-down" mode. The PBB's can still operate in "slow-down" mode. The computer will stop the PBB if a collision is eminent
- AFT PBB does not have exterior stairs to the ramp. However stairs (exterior) to the ramp are located just prior to the PBB entrance via the south side of the building

- Two pairs (for total of 4 from both PBB's) power cables and pre-conditioned air is available
- No potable water is available

Gate 216B

- Use of A380 aircraft at gate 216B uses two existing aircraft gates. The A380 parks onto the gate at a diagonal and uses PBB's from two different gates (gate 214 and 216). Passengers going onto the upper deck of the aircraft use the PBB at gate 216 (upper level PBB). Passengers going onto the main deck use the PBB at gate 214. Airline must confirm which bus is going to the correct RBB prior to leaving TBIT
- Relocate the PBB at gate 214 to the A380 pre-position stow location (white circle). This PBB will dock with the main deck of the aircraft
- Gate 216 upper level PBB is already at the A380 stow box on the south side of gate 216. Note the existing FMC PBB at gate 216 is not used for the A380 operation. Passengers need to be directed to the Upper level PBB (new ThyssenKrupp PBB)
- Once an A380 aircraft has been secured onto gate 216 the upper level PBB can dock to aircraft U1L door (Upper deck)
- Once the gate 216 Upper level PBB has docked with the aircraft, the gate 214 PBB can dock to M2L door (main deck)
- At time of departure, the gate 214 PBB shall be retracted and stowed on its A380 pre arrival (white circle) stow location
- The gate 216 Upper level PBB shall be the last to be retracted and stowed on its normal (white circle) stow location
- After the A380 aircraft has cleared the gate, return gate 214 PBB to the normal (yellow box) stow position

Additional notes for gate 216B:

- Both PBB's have computer controlled anti-collision systems installed. As the two PBB's get close, the PBB will go into "slow-down" mode. The PBB's can still operate in "slow-down" mode. The computer will stop the PBB if a collision is eminent
- AFT PBB does not have exterior stairs to the ramp. However stairs (exterior) to the ramp are located just prior to the PBB entrance via the south side of the building
- Two pairs (for total of 4 from both PBB's) power cables and pre-conditioned air is available
- No potable water is available