



LAX TERMINAL-CARGO OPERATIONAL MANAGEMENT POLICY

Los Angeles World Airports (LAWA), LAX Airport Operations Division is responsible for the operational management of the Tom Bradley International Terminal, Terminal Three, Terminal Six, LAX cargo aircraft parking spots, the West gates, and Airfield Bus operations.

LAX Controlled Gate Management Policy

The goal of the Operational Management Policy is to achieve equitable treatment for all airlines. Airlines are urged to provide the most accurate information and schedules possible. Accurate information is the most important factor in making equitable gate assignments.

The LAX Airport Operations Center maintains and assigns common-use hold-rooms and aircraft gates at the Tom Bradley International Terminal, Terminal Three and Terminal Six passenger.

This section sets forth the basic gate management policy; Inquiries regarding this policy should be directed to the Airport Operations Center at 310-646-4265.

The LAX Airport Operations Center Terminal Gate Management Policy

1. Tom Bradley International Terminal Gate Planning

The goal of the LAX Gate Management Policy at the Tom Bradley International Terminal (TBIT) and the West Gates is to facilitate the optimum use of the resources of the common use aircraft gates.

The policy is based on best use of available aircraft parking positions. Aircraft parking will be assigned based on the following criteria:

Aircraft parking priorities:

1. Through and turn-around flights with a scheduled ground time of three hours or less for wide body aircraft and one and a half hours for narrow-body aircraft (B757) and smaller.
2. Departure flights with an allotted ground time of one and a half hours for wide-bodies and forty-five minutes for narrow-body aircraft (B757) and smaller.
3. Arrival flights with an allotted ground time of one and a half hours for wide-bodies and forty-five minutes for narrow-body aircraft (B757) and smaller.
4. Flights exceeding the above standards of ground time **may** be required to tow off Terminal Gates depending on operational necessity.



All carriers operating at the Tom Bradley International Terminal Facilities including the West Gates are required to submit their advance seasonal schedules to the LAX Airport Operations Center. The deadline for schedule submittal is twenty-seven days prior to the commencement date of the semi-annual International Air Transport (IATA) Schedules Conference.

2. West Gate Planning

When a Terminal Gate is not available or upon request, West Gate parking slots will be assigned by the following priority:

- a. Scheduled arriving/departing flights TBIT tenants.
- b. Scheduled arriving/departing flights to, or from Terminal 1, Terminal 3 and Terminal 6 tenants.
- c. Scheduled arriving/departing flights of any airline displaced from a terminal gate as a result of an emergency or LAWA maintenance or construction activity.
- d. Scheduled arriving/departing flights of other airlines.
- e. U.S. Government flight operations
- f. Cargo Flights
- g. Aircraft parking only.

Procedures for Aircraft Parking Only

- a. Any parking requests will be granted on a space available basis.
- b. Aircraft will not be allowed to park on LAX public parking spots for longer than the scheduled parking time assigned, and in no event longer than 24 hrs, or for the expressed reason of staging aircraft without prior approval of the LAX Airport Operations Center (310) 646-9078.
- c. In the event a carrier requests additional time at the gate, this must be approved by the Airport Operations Center. Failure to vacate the gate at the scheduled time may result in suspension or revocation of parking privileges.
- d. A 24-hour contact number must be provided for emergency purposes.
- e. When instructed by the Executive director (or his/her designee), the operator of any aircraft parked or stored at the Airport shall move said



aircraft from the place where it is parked or stored. If the operator refuses to comply with such instructions, the Executive Director (or his/her designee) may order such aircraft moved at the expense of the owner or operator, and without liability for damage, which may result in the course of such moving.

This policy is not intended to overrule the cargo aircraft parking procedures.

3. Tom Bradley International Terminal Daily Operations

Daily gate scheduling is the process of assigning flights to gates. Aircraft are assigned a gate per the best use policy.

- a. Aircraft are to have a minimum of 10 minutes scheduled separation interval between flights on a gate. In actual day-to-day operations, however, gates may be assigned for use as soon as they become available, particularly during peak periods.
- b. Additional gate management considerations for aircraft parking assignments for daily operations include:
 1. Passenger counts, minimizing the number of passengers requiring transportation to or from a West Gate.
 2. Impact on Airfield Bus Operations.
 3. Number of passengers with restricted mobility requiring special transportation facilities (ADA vehicles).
 4. Air carrier recent performance of on time aircraft departures.
 5. Peak times causing increased airfield traffic and alley way congestions.
- c. For new flights, all factors being equal, tenants will have preference for gates over non-tenants. Tenants are defined as carriers based solely at TBIT and that rely on TBIT for their entire operation.
- d. All aircraft operations must be reported to the LAX Airport Operations Center at (310) 646-6258.

The LAX Airport Operations Center (AOC) personnel will strive to maximize the efficient use of gate slots. In day-to-day operations their decisions are final. Any concerns or questions shall be directed by the airline Station Manager to the Duty Manager, (or Chief of Operations) at the Airport Operations Center (310) 646-4265.



Terminal Three and Terminal Six Gate Management Policy

3. Terminal Three and Terminal Six Gate Slot Planning.

Pending approval

4. Terminal Three and Terminal Six Daily Operations:

Pending approval

**5. LAX Cargo Gate Management Policy**

Los Angeles World Airports (LAWA) maintains and assigns cargo aircraft parking positions with the exception of exclusive leaseholds. The assignment policy is based on flight schedules in effect and priority gating precedence as stipulated in leasehold agreements. The policy is modified to meet the operational requirements, and to ensure equitable treatment of all the airlines.

- (2) Contact the LAX Airport Operations Center (310) 646-7375 for assignments for cargo aircraft parking on public gates. Any concerns or questions shall be directed by the airline Station Manager or equivalent to the Duty Manager (or Chief of Operations) at the Airport Operations Center (310) 646-4265.

6. Cargo Aircraft Gate Planning.

- a. There will be a minimum of 30 minutes scheduled separation interval between aircraft on an aircraft parking position.
- b. Airlines with year-round operations will have priority over seasonal, non-scheduled, or chartered airlines. Aircraft are scheduled with the following priority:
 - (1) Through or turn-around
 - (2) Departures only aircraft
 - (3) Arrival aircraft
- c. Carriers operating cargo flights on LAX aircraft parking positions are required to submit their schedules to the LAX Airport Operations Scheduling Team on or before February 1st and August 1st of each year. This is required even if the schedule does not change.
- d. Carriers submitting schedule changes or ad-hoc charter operations will receive planned aircraft parking position assignments after carriers with submitted flight schedules have been accommodated.

7. Cargo Aircraft Daily Operations

- a. Aircraft are planned with the following priority:
 - (1) Scheduled Turn-around flights
 - (2) Scheduled Departure flights
 - (3) Scheduled Arrival flights



- (4) Unscheduled/Off-scheduled flights (permitted carriers)
 - (5) Charter flights/Single-use Permit Operators
 - (6) Aircraft parking only
- b. Aircraft will not be scheduled within 30 minutes of each other. However, in actual day-to-day operation, gates may be assigned as soon as they become available, particularly during peak periods.
 - c. Airlines with year-round operations will have priority over seasonal, non-scheduled, or chartered airlines.
 - d. Aircraft will not be allowed to park on LAWA public parking spots for longer than the scheduled ground time and no longer than 24 hrs, or for the express reason of staging aircraft without prior approval of the LAX Airport Operations Center.
 - e. If for any reason a carrier requests additional extended parking in addition to scheduled times, to include weekend layovers, the LAX Airport Operations Center (310) 646-7375 must be contacted for approval on a daily basis.
 - f. Extended stays will only be approved in 24-hour increments and will be granted or denied on a case-by-case basis, dependent upon operational and scheduling needs of the airport. It will be the airline's responsibility to make any necessary arrangements to move their aircraft immediately when directed by the LAX Airport Operations Center.
 - g. Aircraft with a scheduled ground time greater than 12 hours may be required to relocate to another aircraft parking position or a tenant controlled facility, or at any time based on LAWA operational needs in order to clear the gate for other aircraft.
 - h. A 24-hour emergency contact must be provided to the LAX Airport Operations Center for each carrier and ground handler.
 - i. The LAX Airport Operations Center at (310) 646-7375 must be notified:
 - (1) Prior to any livestock loading/unloading activity.
 - (2) When any substances are spilled on the ramp.
 - (3) The LAX Airport Operations Center will strive to maximize the efficient use of gate slots. In day-to-day operations their decisions are final. Any concerns or questions shall be directed by the airline



station manager to the Airport Duty Manager (or Chief of Operations) at the LAX Airport Operations Center. (310) 646-4265.

8. TOM BRADLEY INTERNATIONAL TERMINAL GATE STATUS/PROCEDURES

a. South Concourse

General Gate /Start Taxi Position Restrictions

- (1) Aircraft will use minimum power while taxiing into the gate. If it is necessary to stop the aircraft while turning into the gate, the aircraft will shut down and be towed into the gate to prevent excess blast at breakaway power.
- (2) Any aircraft using Start Taxi positions shall use minimum breakaway power to taxi out of the taxilane.
- (3) Start Taxi position S-1 abeam Gate 101 may be used by B-747-400 and smaller aircraft.
- (4) Start Taxi position S-2, abeam Gate 103, may be used by B-747-400 and smaller aircraft only during single push-back operations.
- (5) A list of gate restrictions in Taxilane C-10 when an aircraft is positioned on start taxi position S-2 can be found on page 9-13.
- (6) Start Taxi position S-3, abeam Gate 104, may be used during dual push-back operations. The aircraft furthest South shall use Start Taxi position S-1, with the understanding that only DC-10 or smaller aircraft may use Start Taxi position S-3 abeam Gate 104.
- (7) Any airline receiving two verifiable reports of excessive jet blast during arrival power-in within a 12-month period will have their power-in privileges rescinded for six months.
- (8) A list of gate restrictions in Taxilane C-10 when an aircraft is positioned on start taxi position S-3 can be found on page 9-12.

**GATES**

101 Up to and including Airbus A-380.

Special Procedures:

- (a) All MD-11 and larger aircraft power in to stop/connect markings
- (b) All MD-11 and larger aircraft **tow-on** gate from stop/connect markings
- (c) All MD-11 and larger aircraft **report** chocks in on 121.75
- (d) All other aircraft power into the gate.

No power in is permitted from eastbound on Taxiway C. All aircraft push back following push back line. At pilot's discretion and in accordance with company policy; one engine only may be started, at idle power, on the gate before push back. Start Taxi position S-1 abeam Gate 101 may be used.

Gate 101A lead in lines will allow parking of B747-400 and smaller aircraft without impeding on the capacity of Gate 102 which is designed to accommodate up to B747-400 aircraft. Aircraft (A-380 and smaller) on the 101B lead in line will allow dual boarding but will restrict Gate 102 to B757 -300 and smaller aircraft.

Prior to A-380 aircraft operations the Upper and Lower Passenger Boarding Bridges (PBB) must be stowed in A-380 position. At no time shall an A-380 aircraft be directed onto the gate prior to proper storage of the PBB's.

102 Up to and including B-747-400.

MD-11 and smaller aircraft power in, all other aircraft tow in. Restrictions are in place at this gate for A-340-300 aircraft parking due to insufficient room for aircraft servicing. All aircraft push back following push back line. At pilot discretion and in accordance with company policy, one engine only may be started, at idle power, on the gate before push back. The remaining engines may be started as the aircraft is towed forward to Start Taxi position S-1 abeam Gate 101.

Gate 102B lead in lines will be used to park 757 or smaller aircraft while Gate 102A lead in line will be utilized to park B767 and larger aircraft. When an A380 aircraft is on Gate 101 (101B lead in line),



Gate 102 will be restricted to B757 and smaller aircraft on the 102B lead in line.

- 103 Up to and including B-747-400 / A-340-600 / B-777-300. MD11 and smaller aircraft power in, all other aircraft tow in. All aircraft push back following push back line. At pilot discretion and in accordance with company policy; one engine only may be started, at idle power, on the gate before push back. The remaining engines may be started as the aircraft is towed forward to the Start Taxi position S-1 abeam Gate 101 or Start Taxi position S-2 abeam Gate 103. **If Start Taxi position S-3 is utilized (DC-10 and smaller) the remaining engines may be started once the aircraft is towed to Start Taxi position S-3.**
- 104 Up to and including B-747-400. MD11 and smaller aircraft power in, all other aircraft tow in. All aircraft push back following push back line. At pilot discretion and in accordance with company policy; one engine only may be started, at idle power, on the gate before push back. The remaining engines on aircraft may be started as the aircraft is towed forward to the Start Taxi position S-1 or Start Taxi position S-2 and has been towed past Gate 104. **If Start Taxi position S-3 is utilized (DC-10 and smaller) the remaining engines may be started once the aircraft is towed to Start Taxi position S-3.**
- 105 Up to and including B-747-400 / A-340-600 / B-777-300. MD11 and smaller aircraft power in, all other aircraft tow in. All aircraft push back following push back line. At pilot discretion and in accordance with company policy; engines may be started once the aircraft is towed forward to Start Taxi position S-1 or Start Taxi position S-2 and has been towed past Gate 104. **If Start Taxi position S-3 is utilized (DC-10 and smaller) the remaining engines may be started once the aircraft is towed to Start Taxi position S-3.**
- 106 Up to and including all MD11. All four-engine and wide-body aircraft tow on. MD-11/B-767-300ER or larger aircraft should push back to Taxilane C before engine start (impaired push back clearance behind Gate 106). If pushing back tail first to Taxilane C the C-10 Ramp Tower and FAA Tower shall be notified of this procedure before push back. All DC10 and smaller aircraft push back to Start Taxi position S-3, abeam Gate 104 before starting engines; or tow to Start Taxi position S-2 abeam Gate 103 or S-1 abeam Gate 101 while starting engines past S-3.

**b. North Concourse****General Gate /Start Taxi Position Restrictions**

- (1) Aircraft will use minimum power while taxiing into the gate. If it is necessary to stop the aircraft while turning into the gate, the aircraft will shut down and be towed into the gate to prevent excess blast at breakaway power.
- (2) Aircraft using Start Taxi position N-2 shall use minimum breakaway power to taxi out of the taxilane.
- (3) Start Taxi position N-1 abeam Gate 123 may be used by B-747-400 and smaller aircraft.
- (4) Start Taxi position N-2 abeam Gate 120 may be used by A-320 or smaller aircraft.
- (5) If two aircraft are in the taxilane, the aircraft farthest North shall use start taxi position N-1, with the understanding that only A-320 or smaller aircraft may use Start Taxi position N-2.
- (6) A list of gate restrictions in Taxilane D-10 when an aircraft is positioned on start taxi position N-2 can be found on page 9-12 & 9-13.

Push back position N-3

- (7) Push back operations only – no engine start-ups or utilization with engines running.
- (8) Largest aircraft – B-747-400 / A-340-600 / B-777-300
- (9) Designed to allow aircraft onto Gate 121 and Gate 31B with aircraft positioned on N-3
- (10) No dual push back operations
- (11) Any airline receiving two verifiable reports of excessive jet blast during arrival power-in within a 12-month period will have their power-in privileges rescinded for six months.

Gates

- 119 Up to and including A-320.



All aircraft tow on. All aircraft push back to centerline. A-320 and smaller aircraft may tow to Start Taxi position N-2 abeam Gate 120 before starting engines. If there is a requirement to start one engine on the gate; Contact the Airport Operations Center for authorization and push-back instructions. If pushing back tail first to Taxilane D, the Ramp Tower and FAA Tower shall be notified of this procedure before push back.

- 120 Up to and including B-747-400, an A-340-600 or a B-777-300. MD11 and smaller aircraft power in, all other aircraft tow in. All aircraft push back following push back line. A-320 and smaller aircraft may push back to Start Taxi position N-2 abeam Gate 120. B-757 and larger aircraft MUST tow to Start Taxi position N-1 abeam Gate 123. At pilot's discretion and in accordance with company policy; engines may be started once the aircraft is on Start Taxi position N-2. If the aircraft is towing to Start Taxi position N-1, engines may be started once the aircraft has been towed past Gate 121. If there is a requirement to start one engine on the gate; Contact the Airport Operations Center for authorization and push back instructions. If pushing back tail to the North, the Ramp Tower and FAA Tower shall be notified of this procedure before push back.
- 121 Up to and including B-747-400. MD11 and smaller aircraft power in, all other aircraft tow in. All aircraft push back following push back line. At pilot's discretion and in accordance with company policy, one engine only may be started, at idle power, on the gate before push back. At pilot's discretion and in accordance with company policy, engines may be started once the aircraft is on Start Taxi position N-2. If towing to Start Taxi position N-1, engines may be started once the aircraft has been towed past Gate 121.
- 122 Aircraft including A320 and smaller. All aircraft may power in to gate. Aircraft pushing back must follow push back line. At pilot's discretion and in accordance with company policy; one engine only may be started, at idle power, on the gate before push back. The remaining engines may be started as the aircraft is towed forward to the Start Taxi position N-1 abeam Gate 123. The remaining engines on A-320 and smaller aircraft may be started as the aircraft is towed to Start Taxi position N-2.
- 123A Up to and including A-380. Aircraft pushing back must follow push back line. At pilot's discretion and in accordance with company policy; one engine only may be started, at idle power, on the gate before push back. The remaining engines may be started as the aircraft is towed onto Taxiway C abeam Gate 123.



B-757-300 and smaller aircraft may power in to the gate. A-380 aircraft must tow in to gate.

Prior to A-380 aircraft operations the Upper and Lower Passenger Boarding Bridges (PBB) must be stowed in A-380 position. At no time shall an A-380 aircraft be directed onto the gate prior to proper storage of the PBB's.

123B Up to and including B737-900
Power in. No containerized A-320 operations are permitted on this gate. At pilot's discretion and in accordance with company policy; engines may be started at idle power at the gate before push back.

When an A380 aircraft is on Gate 123A, gate 123B is completely closed.

Note: Simultaneous operations - It is the responsibility of the Airlines conducting simultaneous operations at Gate 123 A&B to ensure there is no co-mingling of domestic and international passengers during the boarding and/or deplaning process.

9. Gate Restrictions

The following is a list of gate restrictions in Taxilane C-10 when an aircraft is positioned on start taxi position S-3:

| <u>TERMINAL 4</u> | | <u>TBIT</u> | |
|-------------------|-------------------|-------------|--------------------|
| Gate 49A | B-777 and smaller | Gate 101 | All aircraft types |
| Gate 47B | B-767 and smaller | Gate 102 | All aircraft types |
| Gate 47A | B-767 and smaller | Gate 103 | Narrow body only |
| Gate 45 | NO ACCESS | Gate 104 | NO ACCESS |
| Gate 43 | NO ACCESS | Gate 105 | NO ACCESS |
| Gate 41 | NO ACCESS | Gate 106 | NO ACCESS |

The following is a list of gate restrictions in Taxilane D-10 when an aircraft is positioned on start taxi position N-2:

| <u>TERMINAL 3</u> | | <u>TBIT</u> | |
|-------------------|-----------------------|-------------|--------------------|
| Gate 33 | B-757 and smaller | Gate 123A | A-320 and smaller |
| Gate 32 | B-737-800 and smaller | Gate 122 | All aircraft types |
| Gate 31C | B-737-800 and smaller | Gate 121 | NO ACCESS |
| Gate 31B | NO ACCESS | Gate 120 | NO ACCESS |
| Gate 31A | NO ACCESS | Gate 119 | NO ACCESS |
| Gate 30 | NO ACCESS | | |



The following is a list of gate restrictions in Taxilane C-10 when an aircraft is positioned on start taxi position S-2:

| <u>Terminal 4</u> | | <u>TBIT</u> | |
|-------------------|-----------------------|-------------|--------------------|
| Gate 49A | B-777 and smaller | Gate 101 | All Aircraft Types |
| Gate 47B | B-767-300 and smaller | Gate 102 | All aircraft types |
| Gate 47A | NO ACCESS | Gate 103 | NO ACCESS |
| Gate 45 | NO ACCESS | Gate 104 | NO ACCESS |
| Gate 43 | NO ACCESS | Gate 105 | NO ACCESS |
| Gate 41 | NO ACCESS | Gate 106 | NO ACCESS |

Airlines NOT in compliance with these taxi procedures will not be allowed to participate in this program to expedite aircraft movement out of the taxilanes.

10. West Gates

- a. General description: The West Gates are designed to accommodate airline operations whenever a terminal gate is not available, or by operator preference. The West Gates are located west of Taxiway AA and south of Taxiway E. They are approximately 1.5 miles (2.5 km) west of the central terminal area. **Refer to Drawing No.1.**

This facility contains 29 aircraft parking positions with a variety of parking schemes, of which 20 will accommodate B-747-400 and smaller aircraft and 15 will accommodate MD-11 and smaller aircraft.

- b. Gate location and procedures: West gates are numbered from south to north with even numbered gates facing east and odd numbered gates facing west with the exception of 208 which faces west and 207 which faces east. **Refer to Drawing No. 3.** Aircraft may power-in but must push back, with some exceptions at Gates 206, 207, 208 & 209. Below is a chart that summarizes gate characteristics and recommended arrival and departure procedures.

WEST GATES

| <u>Number</u> | <u>Nose Faces</u> | <u>Max. Acft. Size</u> | <u>Arrival/Departure Info*</u> |
|---------------|-------------------|------------------------|--|
| 201 | West | MD-11 | Taxi in/push back on Taxilane E-15. No PBB, AC, or 400 Hz. Hydrant fuel available. |
| 201A | West | B737-900W | Taxi in/push back on Taxilane E-15, No PBB, AC or 400 Hz. |



| | | | |
|-------|-------|-----------|--|
| 201B* | West | A340-600 | Taxi in/taxi-out via Taxilane E-17. *Taxilane E-17 must be closed for Use (irregular ops). No PBB, AC or 400 Hz. |
| 202 | East | A340-600 | Taxi in/push back on Taxilane E-17. No PBB, AC or 400 Hz. Hydrant fuel available. |
| 202A* | North | B737-700W | Taxi in/push back on Taxilane E-17. *This gate is determined by aircraft length (110.33). No PBB, AC or 400 Hz. |
| 202B | North | B737-900W | Taxi in/push back on Taxilane E-17. No PBB, AC or 400 Hz. |
| 203 | West | B747-400 | Taxi in/push back on Taxiway E-15. No PBB, AC or 400 Hz. Hydrant fuel available. |
| 203A* | West | B737-900W | Taxi in/push back on Taxilane E-15. *Gate 203A can only be used if Gate 201 is not in use. No PBB, AC or 400 Hz. |
| 203B* | West | B737-900W | Taxi in/push back on Taxilane E-15. *Gate 203B can only be used if Gate 203 is not in use. No PBB, AC or 400 Hz. |
| 204 | East | | Removed and no longer available |
| 204A* | East | | Removed and no longer available |
| 205 | West | B747-400 | Taxi in/push back on Taxilane E-15. No PBB, AC or 400 Hz. Hydrant fuel available. |
| 205A* | West | B737-900W | Taxi in/push back on Taxilane E-15. *Gate 205A can only be used if |



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|-----|------|----------|--|---|
| | | | | Gate 205 is not in use. No PBB, AC or 400Hz. |
| 206 | East | A-380 | | Taxi in via Taxilane E-17/ Taxi out via Taxilane E-16 <u>ONLY for B767 (156.08 ft) & smaller.</u> All A -380, B-747, A330, A340 (200, 300), MD-11, B777(200) must Push back onto Taxilane E-17. Dual PBB, 400 Hz, Dual AC, Hydrant Fuel. New PBB (ThyssenKrupp) is primary bridge. This gate will NOT accept A340-600 or B777-300. |
| 207 | East | A-380 | | Taxi in via Taxilane E-16/ Taxi out via Taxilane E-15 <u>ONLY for B767 & smaller.</u> ALL A-380, B747, A330, A340 (200, 300, 500, 600), MD11 & B777 (200, 300) must tow tail south for engine start. Use caution during during push back for aircraft parked at Gate 206. Dual PBB, 400Hz, Dual AC, Hydrant fuel. New PBB (ThyssenKrupp) Is primary bridge. |
| 208 | West | A340-600 | | Taxi in via Taxilane E-16 / Taxi out via Taxilane E-17 for all aircraft except A340-600 or B777-300 which need to push back into Taxilane E-16, tail south for engine start. PBB, 400 Hz, AC. Hydrant fuel available. |
| 209 | West | A340-600 | | Taxi in via Taxilane E-15 / Taxi out via Taxilane E-16 for all aircraft. PBB, 400 Hz, AC. Hydrant fuel available. |
| 210 | East | MD-11 | | Taxi in/push back into Taxilane E-15 tail south or north. PBB, 400 Hz, AC. Hydrant fuel available. During A-380 operations |



on Gate 212 this gate will be closed.

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|-------|------|----------|---|
| 210A* | West | A340-600 | Taxi in/out via Taxilane E-17. *Taxilane E-17 Must be closed for use (irregular ops). No PBB, AC or 400 Hz. |
| 211 | West | MD-11 | Taxi in/taxi out into Taxiway AA tail north or south. No PBB, AC, or 400 Hz. Hydrant fuel available. |
| 211A* | West | A340-600 | Taxi in/taxi out via Taxilane E-17. *Taxilane E-17 must be closed for use (irregular ops). No PBB, AC, or 400 Hz. |
| 212 | East | A-380 | Taxi in/push back onto Taxilane E-15 tail north or south, Only for B-747-400, A-340-400, B-777-300, and smaller aircraft. All A-380 aircraft must taxi in to gate via Taxilane E-15 southbound. Taxi out via E-15 for all aircraft. Dual PBB, 400Hz, Dual AC, Hydrant fuel. New PBB (ThyssenKrupp) is primary bridge. Hydrant fuel available. Use visual docking system to park aircraft, except for A-380. Prior to A-380 aircraft operations the Upper and Lower Passenger Boarding Bridges (PBB) on Gate 212 and the PBB on Gate 210 must be stowed in the A-380 position. At no time shall an A-380 aircraft be directed onto the gate prior to proper storage of the PBB's. |
| 213 | West | A340-600 | Taxi in/push back onto Taxiway AA tail north or south. No PBB, AC or 400 Hz. Hydrant fuel available. |



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|-------|------|-----------|--|
| 213A* | West | B737-900W | Taxi in/push back into Taxiway AA tail north or south. *Gate 213A can only be used if Gate 213 is not in use. No PBB, AC 400 Hz. |
| 213B* | West | B737-900W | Taxi in/push back into Taxiway AA tail north or south. *Gate 213B can only be used if Gate 213 or 215 are not in use. No PBB, AC or 400 Hz. |
| 214 | East | A340-600 | Taxi in/push back on Taxilane E-15 tail north or south. PBB, AC & 400 Hz. Hydrant fuel available. Recommend the use of towbarless tractors with B777-300ER & A340-600 aircraft. Existing space constraints will require tow equipment with tow bar to “angle” into position, when aircraft blocks at the designated nose wheel mark. During A-380 operations on Gate 216 this gate will be closed. |
| 215 | West | A340-600 | Taxi in/push back onto Taxiway E-15 tail north or south. No PBB, AC or 400 Hz. Hydrant fuel available. |
| 216 | East | A-380 | Taxi in/push back onto Taxilane E-15 tail north or south. Only for B-747-400, A-340-400, B-777-300, and smaller aircraft. All A-380 aircraft must taxi in to gate via Taxilane E-15 southbound. Tow out via E-15 for all aircraft. Dual PBB, 400Hz, Dual AC, Hydrant fuel. New PBB (ThyssenKrupp) is primary bridge. PBB, AC, 400Hz. Hydrant fuel available. Use visual |



docking system to park aircraft, except for A-380.. **Prior to A-380 aircraft operations the Upper and Lower Passenger Boarding Bridges (PBB) on Gate 212 and the PBB on Gate 214 must be stowed in the A-380 position. At no time shall an A-380 aircraft be directed onto the gate prior to proper storage of the PBB's.**

| | | | |
|-------|------|-----------|--|
| 217 | West | A340-600 | Taxi in/push back onto Taxiway AA tail north or south. No PBB, AC or 400 Hz. Hydrant fuel available. |
| 217A* | West | B737-900W | Taxi in/push back onto Taxiway AA tail north or south. *Gate 217A can only be used if Gate 215 or 217 are not in use. No PBB, AC or 400 Hz. |
| 217B* | West | B737-900W | Taxi in/push back onto Taxiway AA tail north or south. *Gate 217B can only be used if Gate 217 is not in use. No PBB, AC or 400 Hz. |
| 218 | East | A340-600 | Taxi in/push back onto Taxilane E-15 tail north or South. PBB, AC, 400 Hz. Hydrant fuel is available. Recommend the use of towbarless tractors with B777-300ER & A340-600 aircraft. Existing space constraints will require tow equipment with tow bar to "angle" into position, when aircraft blocks at the designated nose wheel mark. |
| 219 | West | A340-600 | Taxi in/push back onto Taxiway AA tail north or south. No PBB, AC or 400 Hz. Hydrant fuel available. |



| | | | |
|-------|------|-----------|--|
| 219A* | West | B737-900W | Taxi in/push back into Taxiway AA tail north or south. *Gate 219A can only be used if gate 217 & 219 are not in use. No PBB, AC or 400 Hz. |
| 219B* | West | B737-900W | Taxi in/push back into Taxiway AA tail north or south. *Gate 219B can only be used if Gate 219 is not in use. No PBB, AC, or 400 Hz. |

c. Instructions: Listed below are general rules and regulations which will be followed when operating at the West Gates:

- (1) Call The Airport Operations Center (310) 646-6258 for West Gate assignment.
- (2) Passenger Boarding Bridge (s) must be stowed in proper position before arrival and departure.
- (3) Aircraft will use minimum power during taxi-in and taxi-out.
- (4) Airline agents will accompany arriving and departing passengers on each airfield bus.
- (5) Airline employees will maintain cleanliness of the service building and ramp areas.
- (6) The areas for ground equipment is for staging only, not to be used for storage. All equipment shall be removed after servicing the aircraft.

d. Services: Listed below are services available at the West Gates 206, 207, 208, 209, 210, 212, 214, 216 and 218:

- (1) Aircraft:
 - (a) 400HZ power
 - (b) Pre-conditioned air
 - (c) Passenger Boarding Bridge (s)
 - (d) Airfield bus docks



- (e) Ramp lighting
- (f) Hydrant Fueling
- (g) Electronic Aircraft Guide-In System (available at West Gates 212 and 216 only)

All others gates have ramp lighting and hydrant fueling.

- (2) Personnel:
 - a. Ready room and restrooms (available at West Gates 206, 207, 208 and 209 only)
 - b. Phones available at all Jetbridge gates.
- e. Use of West Gates for training: The West Gates are available for the purpose of vehicle and ground handling equipment training. In the event a company wishes to utilize the West Gates to conduct training, the policies and procedures listed below have been developed to assist with these requests:
 - (1) Station Managers must make request at least 24 Hrs. in advance during the hours of 0800 – 1600 (Monday through Thursday).
 - (2) Scheduling of gates will be subject to the needs of the airlines for parking of live operations.
 - (3) Emergencies will take priority, and anyone using this area should be prepared to leave on short notice if required.
 - (4) Specific gates will be assigned by the Airport Operations Center. Passenger Boarding Bridge (s) and non-Passenger Boarding Bridge (s) gates are available.
 - (5) The users will be responsible for clean-up after each use.
 - (6) Any violations will be deemed cause for denial for future use.
 - (7) The following request form shall be utilized when making request for training at the West Gates.



LAX AIRPORT OPERATIONS DIVISION

West Gate Training Request

DATE: _____ RECEIVED BY: _____

In order to facilitate your training needs, please fax this request form to the Airport Operations Center (310) 646-5026, one working day in advance. Requests must be submitted Monday through Thursday to ensure sufficient time for verification.

| |
|---|
| Organization: |
| Station Manager: |
| 24 hour/Operations telephone number: |
| FAX number: |
| Date(s) requested: |
| Equipment to be used for training: |
| Number of people to be trained: |
| Hours requested: From: To: |
| Passenger Boarding Bridge (s) requested? Yes No From: |
| To: |
| Will an aircraft be used for training? Yes No |
| |
| Requesting Station Manager's Signature: |

Approvals (LAX use only)

| |
|--|
| Approved By: |
| Gate Assigned: |
| Date: |
| Notes: |
| Insurance must be verified by Airfield Operations Administration or LAXLAX Risk Management (workers comp. & general liability) prior to approval. |
| Verified By: |

Cc: Airport Police



Cargo Gate Status/Procedures

11. IMPERIAL CARGO COMPLEX - ICC

All aircraft DC-8 and larger must be towed onto all ICC gates. All other aircraft may power onto assigned ICC gates under normal safety procedures and precautions.

a. ICC Gates

- Spot 1 Up to and including DC-8
- Spot 2 Up to and including B-747-400
- Spot 3 Up to and including B-747-400
- Spot 4 Up to and including B-747-400
- Spot 5 Up to and including B-747-400
- Spot 6 Up to and including B-747-400
- Spot 7 Up to and including B-747-400
- Spot 8 Up to and including B-747-400
- Spot 9 Up to and including B-747-400
- Spot 10 Up to and including DC-8

NOTE: All aircraft push back following push back line. At pilot discretion and in accordance with company policy; one engine only may be started, at idle power, on the gate before push back. The remaining engines on aircraft may be started when the aircraft is towed forward to the Start Engine position.

12. AIR FREIGHT 4 (Japan Airlines Cargo)

- Spot 1 Up to and including B-747-400 (Tow-in)
- Spot 2 Up to and including B-747-400 (Tow-in)

13. SINGAPORE CARGO

- Spot 1 Up to and including B-747-400 (Power-in)



14. SOUTH PADS

| | | |
|--------|-------------------------------|------------|
| Spot 1 | Up to and including B-747-400 | (Power-in) |
| Spot 2 | Up to and including B-747-400 | (Power-in) |
| Spot 3 | Up to and including B-747-400 | (Power-in) |
| Spot 4 | Up to and including B-747-400 | (Power-in) |
| Spot 5 | Up to and including B-747-400 | (Power-in) |

15. IMPERIAL TERMINAL

All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) arriving at the Imperial Terminal will taxi on Taxiway (A) adjacent to the terminal ramp. At this point, engines will be shut down and the aircraft towed into its assigned parking positions.

All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) departing the Imperial Terminal, will be pushed/towed to a position on Taxiway Alpha (A) adjacent to the terminal ramp and be positioned facing east or west on Taxiway A prior to starting engines.

Jet engine runs and run-ups, and turbine-based ground power units are prohibited on the ramp and auxiliary power units may only be operated when required during tow-in or departure.

a. Imperial Terminal Gates

| | | |
|--------|-------------------------------|---------------|
| Spot A | Up to and including DC-10-30 | (Tow-in Only) |
| Spot B | Up to and including B-747-400 | (Tow-in Only) |
| Spot C | Up to and including B-747-400 | (Tow-in Only) |
| Spot D | Up to and including B-727 | (Tow-in Only) |

All gates may not be available or may be restricted due to parking of certain aircraft types and certain restrictions

16. B - 1 CARGO

| | | |
|--------|---------------------------|----------|
| Spot 1 | Up to and including MD-11 | Power-in |
|--------|---------------------------|----------|



| | | |
|--------|-------------------------------|---------------|
| Spot 2 | Up to and including B-747-400 | (Power-in) |
| Spot 3 | Up to and including DC-10-30 | (Tow-in only) |

All charter operations must have the approval of the Airport Operations Center, Manager, or designee prior to any parking position being assigned.

18. Tom Bradley International Terminal Inbound International Baggage Carousels

TBIT carousel assignments ((310) 646-9285) shall be assigned as the aircraft arrive at their respective gates. All carousel assignments will be made at the discretion of the Airport Operations Center. In an effort to effectively utilize the Federal Inspection Services (FIS) facilities, carousels will be assigned utilizing following criteria:

- a. FIS requests for specific carousel assignments for high risk flights that involve special enforcement needs.
- b. Specific carousel assignments may be made on request by the airline representatives, if arriving passenger volume can accommodate the request.
- c. During peak periods, aircraft block times at the TBIT gates or bus arrival time at the bus gates will be used to determine the order in which the carousels are assigned. Carousels will be assigned on a first-come, first-serve basis and will be assigned after the arrival of the flight at the gate.
- d. If there are enough carousels available, flights with larger passenger loads may be assigned two adjacent carousels.
- e. During peak periods that result in a shortage of carousels more than one flight with smaller passenger loads may be combined together on one carousel.
- f. During peak periods, arriving flights will be assigned carousels based on their block time, with consideration given to passenger loads. Airlines will be allowed one hour to use a carousel for their passengers. The one-hour will begin once the passengers arrive in the Immigrations and Naturalization Service (INS) processing area.
 - (1) If there are any remaining bags on a carousel after one hour, and other airlines are waiting to use a carousel, the baggage supervisor will be contacted and instructed to remove the remaining bags from the carousel.



- (2) The time that passengers from a flight actually enter the INS processing area will be logged by the LAWA Visitor Service Representative (VSR) on duty at the VSR information counter.

- (3) In the event of a Customs and Border Protection “holds on board”, CBP will initiate the “TBIT Inbound West Gate Baggage Metering Plan” see **Appendix 07**. This will help alleviate passenger and baggage congestion in the FIS area by controlling the influx of baggage to correspond with the arrival of the inbound passengers.



18. Tom Bradley International Terminal Baggage Room Operating Regulations

- a. Traffic Regulations
 - (1) Only vehicles with a TBIT Bag room Decal or baggage tugs are permitted in the Bag room. NOTE: A Bobtail or a Supertug is not defined as a baggage tug.
 - (2) All posted traffic signs will be enforced. Violators are subject to citation.
 - (3) Equipment shall not be left in the Interstitial level of the roadway unless actively being used for loading or unloading of bags. Unattended equipment is subject to impound at owner's expense.
 - (4) Towing of equipment in the Interstitial level will be restricted to the following limits (only bags – no cargo/mail shall be towed in this area):
 - (a) One - LD7 dolly
 - (b) Two – LD8 or LD11 dollies
 - (c) Four LD3 dollies or four baggage carts, or any combination thereof
 - (d) No empty dollies will be allowed in the Bag room
- b. No diesel or gasoline powered tugs are allowed in the Bag room.
- c. The west roadway is separated by a white line to accommodate two-way traffic. The east roadway is one way from south to north only.
- d. At no time shall vehicles or equipment impede traffic or park on any roadway in the Bag Room.

The Tom Bradley International Terminal Gates, Terminals 3 and 6 Gates, West and Cargo Gates are under the supervision and control of Los Angeles World Airports, Airport Operations Center. Please direct any questions or comments to the Airport Duty Manager, Airport Operations Center at (310) 646-4265.