SPOKANE INTERNATIONAL AIRPORT
PASSENGER BOARDING BRIDGE
CONDITION ASSESSMENT

PREPARED FOR:

SPOKANE INTERNATIONAL AIRPORT

PREPARED BY:

AERO SYSTEMS ENGINEERING, INC.

ASE PROJECT NO.:
118716GEGGEG
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EXECUTIVE SUMMARY

BACKGROUND:
The airport is seeking an independent opinion on the overall operational integrity and estimated life expectancy of all airport PBBs. This independent evaluation will be used to help inform the airport as to the current condition and potential life expectancy of the passenger boarding bridges.

PURPOSE:
AERO Systems Engineering, Inc (ASE) was contracted by the Spokane International Airport in February of 2019 to:

- Visually survey and assess the condition of the passenger boarding bridges and related equipment.
- Selected Gates: 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 30, 31, and 32

ANALYSES:
The first step in the survey was to visually inspect each piece of equipment and observe their operation by others to determine their conditions. A total of fourteen (14) PBBs were inspected.

While all bridges had unique issues associated with them, there were common items seen across many of the bridges. The following items were present on nearly every bridge:

- Tunnel Rollers were out of adjustment with some roller failures
- Wall panels were damaged primarily from water infiltration
- Carpeting was very dirty and worn
- Ribbed Rubber floor coverings were very worn
- Exterior paint was chalking with minor oxidation
- Carpet squares have been utilized vs. broadloom carpet
- Condensate/potable water lines are cut in festoon system
- Canopies are worn
- 400 Hz equipment is no longer supported by the manufacturer

Each PBB was exercised during the inspection by airport staff, with ASE staff observing the operation. All bridges were able to achieve full design operations and meet NFPA 415 standard. While we were able to observe the operation of these PBBs, they were not evaluated to determine if they can service every aircraft parked at each gate.

As can be seen in the individual Passenger Boarding Bridge Reports, the following PBB disposition categories were used to categorize each bridge. The different categories identified below provide a general cost range associated any refurbishment activities recommended:
N-M  Normal maintenance  
R-L  Refurbishment – Light (Costs $0 - $100,000)  
R-M  Refurbishment – Medium (Costs $100,001 - $150,000)  
R-H  Refurbishment – Heavy (Costs $200,001 +)  
S  Scrap (ASE Recommends Scrapping these PBBs)  
S-D  Scrap – Discretionary (ASE Recommends scrapping these PBBs at the Owners Discretion)  

Virtually all the units inspected fell into the categories of R-M and R-H. Three (3) bridges were assigned R-M and eleven (11) were shown as R-H.

INVENTORY OF EQUIPMENT:

<table>
<thead>
<tr>
<th>Asset Number</th>
<th>Asset Name</th>
<th>Manufacturer</th>
<th>Model</th>
<th>Serial Number</th>
<th>Tunnels</th>
<th>Controls</th>
<th>MFR Date</th>
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<td>JETWAY 1</td>
<td>JBT</td>
<td>A3--53/104--125R</td>
<td>37821</td>
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Passenger Loading Bridges
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<tr>
<th>Asset Number</th>
<th>Asset Name</th>
<th>Manufacturer</th>
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400 Hz Equipment
*Data pending receipt of information from manufacturer.

**CONCLUSIONS:**
The airport has done a fairly good job of maintaining these bridges. For the most part, they are mechanically sound with very few structural concerns. Four of the bridges have had the electrical controls upgraded to PLCs.

These bridges are all within 10 to 15 years of the end of their useful life. To utilize them to that point, ASE would suggest that all be refurbished. Upgrading the controls to PLC on the 10 bridges that are not already upgraded is discretionary. We have included the upgrade in the refurbishment budgets. Parts support will progressively get weaker as the units age. It is recommended to replace the 400 Hz equipment on each bridge.
If all the bridges were to be refurbished based on our assessments and recommendations, the following table would represent an initial PBB budget:

<table>
<thead>
<tr>
<th>PBB Budget Estimate</th>
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<tr>
<td>Refurbishment R-H</td>
<td>11</td>
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<tr>
<td></td>
<td>$1,627,910.00</td>
</tr>
<tr>
<td>Refurbishment R-M</td>
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</tr>
<tr>
<td></td>
<td>$311,650.00</td>
</tr>
<tr>
<td>Refurbishment R-L</td>
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<td></td>
<td>$ -</td>
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<tr>
<td>Normal Maintenance N-M</td>
<td>0</td>
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<tr>
<td></td>
<td>$ -</td>
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<p>| | |</p>
<table>
<thead>
<tr>
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<tr>
<td>Subtotal</td>
<td>$1,939,560.00</td>
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<tr>
<td>General Conditions (5%)</td>
<td>$96,978.00</td>
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<tr>
<td>Bonds (1%)</td>
<td>$20,365.00</td>
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<tr>
<td>Design Fees (6%)</td>
<td>$123,415.00</td>
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<tr>
<td>CA Fees (6%)</td>
<td>$123,415.00</td>
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<tr>
<td>Contingency (10%)</td>
<td>$230,373.00</td>
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<td>GRAND TOTAL</td>
<td>$2,534,106.00</td>
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</table>

The budgets indicated above are provided for reference only and use an average assumed cost for each level of PBB refurbishment. More thorough and detailed refurbishment estimates specific to each PBB would be required to further define and refine the estimates.

**400Hz UNITS:**

All of the 400 Hz units observed are Jetpower II frequency converters manufactured by Jetway Systems. The Jetpower II unit has been out of production for at least 10 years. The technology utilized in the Jetpower II was replaced with a Pulse Width Modulated (PWM) style. This new style offered cleaner output power and reduced the input power requirements by 35 amps. While the Jetpower II was a very solid unit, it is not currently supported by the manufacturer and has not been for some time. Parts procurement is very difficult and will get worse as time passes.

It is the recommendation of ASE that all of the existing 400 Hz units be replaced with the newer PWM style units.

**400 Hz Replacement Estimate:**

<table>
<thead>
<tr>
<th>Replace 400 Hz units</th>
<th>14 ea x $57,000 ea.</th>
<th>$798,000 *</th>
</tr>
</thead>
</table>

*Includes installation and assumes re-use of existing electrical feeders; excludes markup, taxes, freight.
**Gate 1**

**Spokane International Airport**

<table>
<thead>
<tr>
<th>Owner:</th>
<th>Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer:</td>
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</tr>
<tr>
<td>Model:</td>
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<td>Serial:</td>
<td>OG-37821</td>
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<tr>
<td>Manufacture Date:</td>
<td>1995</td>
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</tbody>
</table>

**Ancillary Equipment:**

- INET PDX-15 PCA
- Jetpower II 90kVA 400 Hz
- Cable hoist- left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – Nova slide (uncovered)
- Potable Water cabinet on landing

**Service Bulletins Performed:**

Service Bulletins have been performed.

**Modifications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A300</td>
<td></td>
</tr>
<tr>
<td>ACF Floor</td>
<td>Yes</td>
</tr>
<tr>
<td>Ceiling</td>
<td>8” Slat</td>
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<tr>
<td>Solid Rubber Tires</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**ADA Compliance**

Handrails in A Tunnel Yes – Both Sides

**NFPA Compliance**

<table>
<thead>
<tr>
<th>Description</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wallpanels</td>
<td></td>
</tr>
<tr>
<td>Ceiling</td>
<td></td>
</tr>
<tr>
<td>Canopy</td>
<td></td>
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<tr>
<td>Cab Curtains</td>
<td></td>
</tr>
<tr>
<td>Rotunda Curtains</td>
<td></td>
</tr>
<tr>
<td>Cab Curtain Windows</td>
<td></td>
</tr>
<tr>
<td>Aircraft Interface Bumper</td>
<td></td>
</tr>
<tr>
<td>Service Door</td>
<td></td>
</tr>
<tr>
<td>Tunnel Seals</td>
<td></td>
</tr>
<tr>
<td>Exterior Flashing</td>
<td></td>
</tr>
</tbody>
</table>

**Structural**

No structural issues noted during this inspection.

**Cosmetic**

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. B tunnel wall
panels exhibit signs of water infiltration and are beginning to swell on the bottom. The carpet needs to be replaced due to staining.

**Electrical**

The light diffuser in the rotunda fixture is broken. The console faceplate has numerous cracks.

**Mechanical**

Tunnel rollers are out of alignment with a few potentially bad bearings. The vertical lift columns appear to be slightly out of rack. The equalizer cable is rusting. There are small holes in the canopy.

**Maintenance**

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. Most major lubrication points are being addressed.

**Evaluation:**

This passenger boarding bridge is 24 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 4

Spokane International Airport

Owner: Airport
Manufacturer: Jetway
Model: A3-65/99
Serial: OG-38384
Manufacture Date: 1998

Ancillary Equipment:

- 12’ walkway
- INET PDX-15 PCA
- Jetpower II 90kVA 400 Hz
- Cable hoist- left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – None
- Potable water cabinet on Landing

Service Bulletins Performed: Service Bulletins have been performed.

Modifications:

- A300 Yes
- ACF Floor Yes
- Ceiling 8” Slat
- Solid Rubber Tires Yes

ADA Compliance

- Handrails in A Tunnel Yes – Both Sides

NFPA Compliance

- Wallpanels Yes
- Ceiling Yes
- Canopy Yes
- Cab Curtains Yes
- Rotunda Curtains Yes
- Cab Curtain Windows Yes
- Aircraft Interface Bumper Yes
- Service Door Yes
- Tunnel Seals Yes
- Exterior Flashing Yes

Structural

There may be minor stress cracks in the vertical column to baseplate welds.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. There is minor cab rust under the bubble flooring. The left A tunnel wall panels have water damage. Service door flashing is bent.

Electrical

The console faceplate has numerous cracks.

Mechanical

The A tunnel transition ramp hinge is broken. One transition ramp handrail on the right side A tunnel is missing. A right side A tunnel end block is loose. Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. The right side service stair handrail is bent. There appears to be some binding in the ACF actuator.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:
This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
<table>
<thead>
<tr>
<th>Gate 5</th>
<th>Spokane International Airport</th>
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</thead>
<tbody>
<tr>
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<td>Airport</td>
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<tr>
<td>Manufacturer:</td>
<td>Jetway</td>
</tr>
<tr>
<td>Model:</td>
<td>A3-53/104</td>
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<tr>
<td>Serial:</td>
<td>OG-37822</td>
</tr>
<tr>
<td>Manufacture Date:</td>
<td>1995</td>
</tr>
</tbody>
</table>

**Ancillary Equipment:**
- 12’ extended corridor
- INET PDX-25 PCA
- Jetpower II 90kVA 400Hz
- Cable hoist- left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – Nova slide (Uncovered)
- Potable water cabinet on landing

**Service Bulletins Performed:**
Service Bulletins have been performed.

**Modifications:**
- A300: Yes
- ACF Floor: Yes
- Ceiling: 8” Slat
- Solid Rubber Tires: Yes

**ADA Compliance**
- Handrails in A Tunnel: Yes – Both Sides

**NFPA Compliance**
- Wallpanels: Yes
- Ceiling: Yes
- Canopy: Yes
- Cab Curtains: Yes
- Rotunda Curtains: Yes
- Cab Curtain Windows: Yes
- Aircraft Interface Bumper: Yes
- Service Door: Yes
- Tunnel Seals: Yes
- Exterior Flashing: Yes

**Structural**
No major issues observed during this inspection.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. C tunnel wall panels have water damage. The left side canopy actuator cover is broken.

Electrical

The 400 Hz feeder is damaged in the festoon carrier. The console faceplate has numerous cracks. The right canopy actuator brake has failed.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. Both lower cab rollers should be replaced.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:

This passenger boarding bridge is 24 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 6

Owner: Airport
Manufacturer: Jetway
Model: A3-53/104
Serial: OG-38378
Manufacture Date: 1998

Ancillary Equipment:
- 4’ extended corridor
- INET PDX-15 PCA
- Jetpower II 90kVA 400 Hz
- Cable hoist- left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – KCI
- Potable water cabinet on wheel bogie – Left side

Service Bulletins Performed:
Service Bulletins have been performed.

Modifications:
- A300
- ACF Floor
- Ceiling
- Solid Rubber Tires

ADA Compliance
- Handrails in A Tunnel

NFPA Compliance
- Wallpanels
- Ceiling
- Canopy
- Cab Curtains
- Rotunda Curtains
- Cab Curtain Windows
- Aircraft Interface Bumper
- Service Door
- Tunnel Seals
- Exterior Flashing

Structural
No issues observed during this inspection.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. A portion of carpet trim is broken on the Rotunda radius. There is minor cab rust. Most wall panels exhibit signs of water infiltration and are beginning to swell on the bottom.

Electrical

The wire trough under the cab is bent.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. The equalizer cable is loose. The rotunda roof should be leveled.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced. The left rotunda curtain needs tensioning.

Evaluation:

This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 7

Owner: Spokane International Airport
Manufacturer: Jetway
Model: A3-53/104
Serial: OG-38379
Manufacture Date: 1998

Ancillary Equipment:
- 12’ extended corridor
- Cavotec PDX-25 PCA
- Jeptower II 90kVA 400 Hz
- Cable hoist- left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – J&B
- Potable water cabinet on landing

Service Bulletins Performed:
Service Bulletins have been performed.

Modifications:
- A300
- ACF Floor
- Ceiling 8” Slat
- Solid Rubber Tires

ADA Compliance
- Handrails in A Tunnel

NFPA Compliance
- Wallpanels
- Ceiling
- Canopy
- Cab Curtains
- Rotunda Curtains
- Cab Curtain Windows
- Aircraft Interface Bumper
- Service Door
- Tunnel Seals
- Exterior Flashing

Structural

The rotunda baseplate is partially covered in concrete.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. There are screw holes in 4 wall panels. Rips in the A tunnel carpet are evident.

Electrical

The console faceplate has numerous cracks.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:

This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 8

**Spokane International Airport**

- **Owner:** Airport
- **Manufacturer:** Jetway
- **Model:** A3-53/104
- **Serial:** OG-38380
- **Manufacture Date:** 1998

**Ancillary Equipment:**
- 12’ extended corridor
- Inet PDX-25 PCA
- Jeptower II 90kVA 400 Hz
- Cable hoist - left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – KCI
- Potable water cabinet on the wheel bogie – Left side

**Service Bulletins Performed:**
Service Bulletins have been performed.

**Modifications:**
- A300  Yes
- ACF Floor  Yes
- Ceiling  8” Slat
- Solid Rubber Tires  Yes

**ADA Compliance**
- Handrails in A Tunnel  Yes – Both Sides

**NFPA Compliance**
- Wallpanels  Yes
- Ceiling  Yes
- Canopy  Yes
- Cab Curtains  Yes
- Rotunda Curtains  Yes
- Cab Curtain Windows  Yes
- Aircraft Interface Bumper  Yes
- Service Door  Yes
- Tunnel Seals  Yes
- Exterior Flashing  Yes

**Structural**

The rotunda baseplate is covered in concrete.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. A portion of carpet trim is broken on the Rotunda radius. There is minor cab rust. Most wall panels exhibit signs of water infiltration and are beginning to swell on the bottom. The service door window is cracked. Multiple ceiling tiles are scraped from improper roller adjustment. The right canopy actuator cover is cracked. The floor sweep on the saloon doors is ripped.

Electrical

The console faceplate has numerous cracks. There is a delay in the steering function.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. A left side service stair handrail is bent. The cab rotate chain is too loose.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:
This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 11

Owner: Airport
Manufacturer: Jetway
Model: A3-65/99
Serial: OG-38383
Manufacture Date: 1998

Ancillary Equipment:
- Jetaire XPC 3010 PCA
- Jetpower II 90kVA 400 Hz
- Cable hoist- left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Ramp snake hose management
- Bag Chute – Nova slide (Uncovered)
- Potable water cabinet on landing

Service Bulletins Performed: Service Bulletins have been performed.

Modifications:
A300: Yes
ACF Floor: Yes
Ceiling: 8” Slat
Solid Rubber Tires: Yes

ADA Compliance
Handrails in A Tunnel: Yes – Both Sides

NFPA Compliance
Wallpanels: Yes
Ceiling: Yes
Canopy: Yes
Cab Curtains: Yes
Rotunda Curtains: Yes
Cab Curtain Windows: Yes
Aircraft Interface Bumper: Yes
Service Door: Yes
Tunnel Seals: Yes
Exterior Flashing: Yes

Structural
Minor rust under cab bubble floor.

Cosmetic
Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. Wall panels are
scuffed with some water damage. Tunnel roller access covers need to be reinstalled under C tunnel.

**Electrical**

PBB has had a controls upgrade to PLC.

**Mechanical**

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. The auto leveler wheel has a flat edge.

**Maintenance**

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

**Evaluation:**

This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a Moderate refurbishment. In the opinion of the ASE staff, with a moderate refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
### Gate 12

**Owner:** Spokane International Airport  
**Manufacturer:** Jetway  
**Model:** A3-65/99  
**Serial:** OG-38385  
**Manufacture Date:** 1998

**Ancillary Equipment:**  
- Cavotec PDX-15 PCA  
- Jeptower II 90kVA 400 Hz  
- Cable hoist- left side cab mounted  
- ½ C tunnel roof handrails  
- Roof access ladder/cage  
- Pantograph – Left & Right Side  
- Hose Reel – Front Mounted  
- Bag Chute – None  
- Potable water cabinet wheel bogie – Left side

**Service Bulletins Performed:**  
Service Bulletins have been performed.

**Modifications:**  
- A300  
- ACF Floor  
- Ceiling  
- Solid Rubber Tires  

**ADA Compliance**  
Handrails in A Tunnel: Yes – Both Sides

**NFPA Compliance**  
- Wallpanels: Yes  
- Ceiling: Yes  
- Canopy: Yes  
- Cab Curtains: Yes  
- Rotunda Curtains: Yes  
- Cab Curtain Windows: Yes  
- Aircraft Interface Bumper: Yes  
- Service Door: Yes  
- Tunnel Seals: Yes  
- Exterior Flashing: Yes

**Structural**

Square tubing under cab bubble is swollen/splitting. The weldment for the flange that the platform landing bolts to is bent/leaning.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. There is minor rusting of the firepan under the cab.

Electrical

The console faceplate has numerous cracks.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. The cab roof molding is ripped. The rotunda ceiling should be leveled.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:

This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 13

Spokane International Airport

Owner: Airport
Manufacturer: Jetway
Model: A3-65/99
Serial: OG-38386
Manufacture Date: 1998

Ancillary Equipment:
- Jetaire XPC 3010 PCA
- Jeptower II 90kVA 400 Hz
- Cable hoist - left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Ramp snake hose management
- Bag Chute – Nova (Uncovered)
- Potable water cabinet on landing

Service Bulletins Performed: Service Bulletins have been performed.

Modifications:
- A300
- ACF Floor
- Ceiling
- Solid Rubber Tires
  - Yes
- Yes
- 8” Slat
- Yes

ADA Compliance
Handrails in A Tunnel
  - Yes – Both Sides

NFPA Compliance
Wallpanels
  - Yes
Ceiling
  - Yes
Canopy
  - Yes
Cab Curtains
  - Yes
Rotunda Curtains
  - Yes
Cab Curtain Windows
  - Yes
Aircraft Interface Bumper
  - Yes
Service Door
  - Yes
Tunnel Seals
  - Yes
Exterior Flashing
  - Yes

Structural
The right vertical lift column shows some stress cracks from previous racking.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. Tunnel roller access covers need to be reinstalled under C tunnel. Wall panels are scuffed. One ceiling tile is damaged.

Electrical

A controls upgrade to PLC has been performed.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. The cab roof molding is ripped.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:

This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 14

Spokane International Airport

Owner: Airport
Manufacturer: Jetway
Model: A3-60/119
Serial: OG-38382
Manufacture Date: 1998

Ancillary Equipment:
- Cavotec PDX-15 PCA
- Jeptower II 90kVA 400 Hz
- Cable hoist - left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – J&B
- Potable water cabinet on wheel bogie – Left side

Service Bulletins Performed: Service Bulletins have been performed.

Modifications:
- A300
- ACF Floor
- Ceiling
- Solid Rubber Tires

ADA Compliance
- Handrails in A Tunnel

NFPA Compliance
- Wallpanels
- Ceiling
- Canopy
- Cab Curtains
- Rotunda Curtains
- Cab Curtain Windows
- Aircraft Interface Bumper
- Service Door
- Tunnel Seals
- Exterior Flashing

Structural

The rotunda baseplate is covered in concrete. There are possible stress cracks in the right vertical lift column baseplate.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. There is minor cab rust. Most wall panels exhibit signs of water infiltration and are beginning to swell on the bottom. The interior flashing to the building is too tight/bending.

Electrical

PBB has had a controls upgrade to PLC.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. The rotunda ceiling should be leveled.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:

This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a moderate refurbishment. In the opinion of the ASE staff, with a moderate refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 15

Spokane International Airport

Owner: Airport
Manufacturer: Jetway
Model: A3-53/104
Serial: OG-38381
Manufacture Date: 1998

Ancillary Equipment: Jetaire XPC 3010 PCA
Jetpower II 90kVA 400 Hz
Cable hoist- left side cab mounted
½ C tunnel roof handrails
Roof access ladder/cage
Pantograph – Left & Right Side
Ramp snake hose management
Bag Chute – Nova slide (Uncovered)
Potable water cabinet on landing

Service Bulletins Performed: Service Bulletins have been performed.

Modifications: A300 Yes
ACF Floor Yes
Ceiling 8” Slat
Solid Rubber Tires Yes

ADA Compliance
Handrails in A Tunnel Yes – Both Sides

NFPA Compliance
Wallpanels Yes
Ceiling Yes
Canopy Yes
Cab Curtains Yes
Rotunda Curtains Yes
Cab Curtain Windows Yes
Aircraft Interface Bumper Yes
Service Door Yes
Tunnel Seals Yes
Exterior Flashing Yes

Structural

No issues observed during this inspection.

Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. Tunnel roller access covers need to be reinstalled under C tunnel.
Electrical

The cables in the pantograph are not properly secured. Controls have been upgraded to PLC.

Mechanical
Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. The rotunda ceiling should be leveled.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:
This passenger boarding bridge is 21 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a Moderate refurbishment. In the opinion of the ASE staff, with a moderate refurbishment, the life of this PBB could be extended by approximately 8 - 10 years.
Gate 30
Spokane International Airport

Owner: Airport
Manufacturer: Jetway
Model: A3-58/110
Serial: OG-39025
Manufacture Date: 2000

Ancillary Equipment:
Cavotec PDX-15 PCA
Jeptower II 90kVA 400 Hz
Cable hoist- left side cab mounted
½ C tunnel roof handrails
Roof access ladder/cage
Pantograph – Left & Right Side
Hose Reel – Front Mounted
Bag Chute – Nova (Uncovered)
Potable water cabinet on wheel bogie – Left side

Service Bulletins Performed: Service Bulletins have been performed.

Modifications:
A300
ACF Floor
Ceiling
Solid Rubber Tires

ADA Compliance
Handrails in A Tunnel
Yes – Both Sides

NFPA Compliance
Wallpanels
Ceiling
Canopy
Cab Curtains
Rotunda Curtains
Cab Curtain Windows
Aircraft Interface Bumper
Service Door
Tunnel Seals
Exterior Flashing

Structural
Square tubing for bag slide support is rusting.

Cosmetic
Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. There is minor
cab rust. Most wall panels exhibit signs of water infiltration and are beginning to swell on the bottom. The firepan under the cab bubble needs to be painted.

Electrical

The console faceplate has numerous cracks.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. B tunnel interior seals are ripped. The rotunda ceiling should be leveled.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:

This passenger boarding bridge is 19 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 10 years.
Gate 31

Spokane International Airport

Owner: Airport
Manufacturer: Jetway
Model: A3-58/110
Serial: OG-39026
Manufacture Date: 2000

Ancillary Equipment:
- Cavotec PDX-15 PCA
- Jeptower II 90kVA 400 Hz
- Cable hoist- left side cab mounted
- ½ C tunnel roof handrails
- Roof access ladder/cage
- Pantograph – Left & Right Side
- Hose Reel – Front Mounted
- Bag Chute – None
- Potable water cabinet on landing

Service Bulletins Performed: Service Bulletins have been performed.

Modifications:
- A300  Yes
- ACF Floor  Yes
- Ceiling  8” Slat
- Solid Rubber Tires  Yes

ADA

Compliance
- Handrails in A Tunnel  Yes – Both Sides

NFPA

Compliance
- Wallpanels  Yes
- Ceiling  Yes
- Canopy  Yes
- Cab Curtains  Yes
- Rotunda Curtains  Yes
- Cab Curtain Windows  Yes
- Aircraft Interface Bumper  Yes
- Service Door  Yes
- Tunnel Seals  Yes
- Exterior Flashing  Yes

Structural

No issues observed during this inspection.

Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. There is minor
cab rust. Some wall panels exhibit signs of water infiltration and are beginning to swell on the bottom.

**Electrical**

The console faceplate has small cracks.

**Mechanical**

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy. One B tunnel water block is missing on the left side. The rotunda roof should be leveled. The cab roof molding is ripped.

**Maintenance**

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

**Evaluation:**

This passenger boarding bridge is 19 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 10 years.
Gate 32                Spokane International Airport

Owner: Airport  
Manufacturer: Jetway  
Model: A3-58/110  
Serial: OG-39027  
Manufacture Date: 2000

Ancillary Equipment:
Cavotec PDX-15 PCA  
Jetpower II 90kVA 400 Hz  
Cable hoist- left side cab mounted  
½ C tunnel roof handrails  
Roof access ladder/cage  
Pantograph – Left & Right Side  
Hose Reel – Front Mounted  
Bag Chute – J&B  
Potable water cabinet on landing

Service Bulletins Performed: 
Service Bulletins have been performed.

Modifications:
A300 Yes  
ACF Floor Yes  
Ceiling 8” Slat  
Solid Rubber Tires Yes

ADA Compliance:
Handrails in A Tunnel Yes – Both Sides

NFPA Compliance:
Wallpanels Yes  
Ceiling Yes  
Canopy Yes  
Cab Curtains Yes  
Rotunda Curtains Yes  
Cab Curtain Windows Yes  
Aircraft Interface Bumper Yes  
Service Door Yes  
Tunnel Seals Yes  
Exterior Flashing Yes

Structural
No issues observed during this inspection.
Cosmetic

Chalking of the exterior paint is present throughout the exterior surfaces of the bridge. Interior paint is in fair to poor condition. The cab and bubble floor ribbed rubber is worn. The carpet is frayed at the sink ring in the rotunda.

Electrical

There are small cracks in the console faceplate.

Mechanical

Tunnel rollers are noisy indicating an out of alignment situation with a few potentially bad bearings. The rigid frame guide rollers are out of alignment. There are small holes in the canopy and the canopy is leaking where attached to the cab. A B Tunnel interior seal is ripped.

Maintenance

Exterior paint requires a pressure wash and touch up paint at a minimum. Cosmetically, the interior paint is in fair condition. Service bulletins appear to have been performed. All major lubrication points appear to have been recently serviced.

Evaluation:
This passenger boarding bridge is 19 years old and is in overall “fair” condition. This PBB meets NFPA 415 standards.

This PBB is in need of a heavy refurbishment. In the opinion of the ASE staff, with a heavy refurbishment, the life of this PBB could be extended by approximately 10 years.