
R-F1 – Historic Resources Study (Continued)

HISTORIC AMERICAN BUILDINGS SURVEY

LINDBERGH FIELD WEST TERMINAL (Terminal 2 East)

Location: 3225 North Harbor Dr., San Diego, San Diego County, California 92101

**Present Owner/
Occupant:** San Diego County Regional Airport Authority

Present Use: Airport terminal

Significance: The significance of Lindbergh Field West Terminal (referred to as Terminal 2 East in this document) is identified as the year 1979, when the terminal building was completed and officially opened to the public.

Terminal 2 East was constructed in 1979 as a Brutalist-style airport terminal with Futurist influences on the primary (south) façade and International influences on the north, west, and east façades. Terminal 2 East was designed as an addition to the existing Terminal 1 at Lindbergh Field utilizing a similar design and materials.

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PART I: HISTORICAL INFORMATION

A. Physical History

- 1. Date of erection:** Terminal 2 East was completed and officially opened to the public on July 11, 1979¹, over six months after its projected completion date.² Construction of this new terminal building began in June 1977 by M.H. Golden Construction Co.³, 100 yards west of the existing Terminal 1 building.
- 2. Architect:** Paderewski, Dean & Associates, who designed Terminal 1 at Lindbergh Field, was also selected to design Terminal 2 East. Paderewski, Dean & Associates was responsible for a number of construction designs in San Diego, including: the first school to utilize radiant heat in 1947; the first prefabricated plywood wall and

¹ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, San Diego Unified Port District, San Diego, 1991.

² *San Diego Union*, Airport Terminal Ready to Open Wednesday, San Diego, California (July 8, 1979).

³ *San Diego Union*, Golden Has Low Bid on Airport Job, San Diego, California (April 28, 1977).

roof panel system used in several schools; an all-glass elevator at the El Cortez Hotel in 1956; and the Buckminster Fuller-inspired geodesic dome on the Physical Education Building at Palomar College.⁴

3. **Original and subsequent owners, occupants, uses:** Terminal 2 East was constructed under the ownership of the Unified Port District. On October 14, 2001, California Assembly Bill 93 established the San Diego County Regional Airport Authority (SDCRAA) as a local entity of regional government in charge of overseeing airport operations; the bill also required the SDCRAA to generate a comprehensive airport land use plan and submit a site selection for a future regional airport.⁵ In December 2002, the SDCRAA Board conducted its first meeting, and on January 1, 2003, airport ownership and operations were transferred from the Unified Port District to the SDCRAA.⁶ After the SDCRAA was formed, then-President/CEO Thella Bowens officially dropped the name “Lindbergh Field” in favor of the “San Diego International Airport” when applying for a new operating certificate from the Federal Aviation Administration (FAA).⁷ Terminal 2 East has been used as an airport terminal since its date of construction.
4. **Builder, contractor, suppliers:** The original portion of Terminal 2 East was built by M.H. Golden Construction Co.⁸ For Sections G and I built in 2013 (see site plan provided in Part III-F), the architect was William Nicholas Bodouva + Associates, the structural engineer was Simon Wong Engineering, the Mechanical Engineer was Syska Hennessy Group, and the Civil Engineer was URS Corporation.
5. **Original plans and construction:** When originally constructed in 1979, Terminal 2 East greatly eased parking congestion as it included two additional parking lots and included over 2,000 new parking spaces⁹, which brought the combined parking capacity at the airport to over 3,000 spaces.¹⁰ At that time, Terminal 2 East was referred to as the “West Terminal” and Terminal 1 was referred to as the “East Terminal.” Terminal 2 East was streamlined for maximum efficiency with new roadways, an electronic parking fee collection system at the parking exits¹¹, and a new baggage handling system in a separate building across Harbor Drive that was

⁴ Modern San Diego, “C.J. ‘Pat’ Paderewski (1908-2007), Paderewski, Mitchell and Dean,” <http://www.modernsandiego.com/Paderewski.html> (November 9, 2015).

⁵ Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, Arcadia Publishing, Charleston, South Carolina, 2012.

⁶ Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, 114.

⁷ San Diego International Airport, “San Diego County Regional Airport Authority,” <http://www.san.org/> (November 9, 2017).

⁸ *San Diego Union*, Golden Has Low Bid on Airport Job, B-1.

⁹ *San Diego Union*, Airport Terminal Ready to Open Wednesday, B-10.

¹⁰ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego’s International Airport*, 12.

¹¹ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego’s International Airport*, 12.

accessed via a covered pedestrian bridge.¹² The new terminal had ten gates that were exclusively operated by American Airlines, Western Airlines, and Delta Airlines.¹³ Additionally, Terminal 2 East featured the first jet bridges ever used in San Diego, protecting passengers from weather, wind, and noise when boarding and disembarking planes.¹⁴

6. **Alterations and additions:** A site plan has been provided in Part III-F that color-codes all original and modified portions of Terminal 2 East. In addition, due to the extensive modifications, all portions of the building have also been assigned a letter designation (*i.e.*, A, B, C, etc.), which will be used in all further discussion.

At an unknown date, vinyl soffit was installed on the underside of the cantilevered overhang on the primary (south) façade of Section A, alternating with sections of the curved, concave, square indentations.

In 1987, Section H, a two-story addition, was constructed on the north façade of the westward projection of the Section A concourse wing as a passenger loading lounge.

Ca. 1991-94, Section E, a trapezoidal addition, was constructed on the west façade of the Section A concourse wing, north of Section D and an original 1979 portion of the Section A, between Gates 23 and 25.

Ca. 1994-97, Section F, an irregularly-shaped, two-story addition, was constructed on the west façade of the Section A concourse wing, north of Section E, between Gates 25 and 29.

Two additions, which together comprise Section C, were constructed around the same time as the new Terminal 2 West in 1997: one addition is comprised of floor-to-ceiling windows between Terminal 2 East and Terminal 2 West to connect the two and the second is a second-story pedestrian walkway.

In 2000 and 2001, Section J, a trapezoidal addition and connector wing, was constructed on the north and east façades of the Section A terminal building, east of the concourse wing. The northern portion of the addition houses Gate 22. The connector wing portion was built on the east façade of Section A and extends from Terminal 2 East to Terminal 1. This portion contains a covered walkway and two international gates.

In 2005, Section D, a single-story addition, was constructed on the north façade of the Section A terminal building, west of the concourse wing. Currently, the first story of

¹² San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 12.

¹³ *San Diego Union*, Airport Terminal Ready to Open Wednesday, B-10

¹⁴ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 12.

the addition is open and serves as a baggage handling space.

The original sky bridge and baggage claim building were demolished in 2010. In 2011, a second story, which houses the American Airlines Clubroom and food, beverage, and retail concessions, was added to Section D, a new service bridge was added to Section C, and Section A was modified to allow the connection of a new sky bridge (Section B), which was constructed to the west of the original sky bridge location in 2012. The new sky bridge leads to an elevated passenger loading area across the street to the south.

In 2013, Section G, a two-story addition, was constructed onto Section F on the west façade of the Section A concourse wing, which houses vendors and Gate 27. According to the Expand Terminal 2 East Facility, Gate 24 - Gate 28 Plans (see Part III-A), this work involved:

[D]emolition of portions of existing facilities between Gates 25 and 27 for the expansion of concession area on level 2 from column line 15 to 20 and F to H4, with one new existing stair. Level 1 work to include existing and new concession spaces with a new service elevator providing access between levels 1 and 2. Existing and new concessions areas on level 2 will be sprinklered. No additional aircraft contact gates are added and the occupancies remain as per the existing.

Also in 2013, immediately south of the original eastward projection of the Section A concourse wing, Section I, a two-story addition, was constructed alongside roughly half of the concourse and currently houses vendors and Gate 26. According to the Expand Terminal 2 East Facility, Gate 24 - Gate 28 Plans (see Part III-A), this work involved:

[D]emolition of existing portions of existing facilities between gates 24 and 28 to allow for the provision of updated concourses, expanded holdroom areas (gates 24, 26, and 28), an additional expansion of concession area on level two from column lines 16 to 19. In addition, public restrooms at the north end of the concourse between gates 27 and 31 will be demolished and new public restrooms will be provided adjacent to gates 26 and 28. Sprinklers will be provided throughout the entire second level of concourse with the exception of existing restrooms adjacent to gates 23 and 25. Two new stairs have been provided. No additional aircraft contact gates are added and the occupancies remain as per the existing.

B. Historical Context

The amount of air traffic in San Diego doubled between 1956 and 1963, and then doubled again between 1963 and 1966. In the 1967 fiscal year (when Terminal 1 was completed), Lindbergh Field saw a record number of 2,177,110 travelers.¹⁵ The increase in air travel was amplified by the use of new aircraft, such as the stretched versions of the DC-8 and the Boeing 747.

Arthur D. Little, Inc., a planning consultant and systems analysis firm, was contracted by the Unified Port District in March 1968 to determine what additions or improvements to the airport were “necessary to meet anticipated demands upon this metropolitan airfield from the present through the year 1990.”¹⁶ Later that year, voters within the San Diego Unified Port District communities approved a \$25.4 million bond for improvements in the San Diego Harbor area. According to the San Diego Unified Port District’s 1967-68 annual report, “even a conservative treatment of air travel statistics indicates a compelling requirement for expansion to meet the wave of new air travelers which will engulf airports in the next decade.”¹⁷ The funds were meant to “relieve present congestion, prepare the airport for the next generation of jumbo aircraft and anticipated direct San Diego-to-Hawaii flights.”¹⁸

In 1969, the Board of Port Commissioners selected Frank L. Hope & Associates to conduct expansion studies for the structures located within Lindbergh Field.¹⁹ However, the city’s economy took a downturn, and in 1971, plans for the new terminal were shelved due to cost and size issues.²⁰ It would take more than five years for any work to begin on the construction of a new terminal.

Debates arose concerning whether or not making additions to existing facilities would be adequate for San Diego’s long-term airport needs.²¹ The airport’s location presented flying dangers, and there was concern that an increase in air traffic would only increase the likelihood of a deadly incident. Residents in the area were still frustrated due to the noise pollution, worsening traffic conditions, and air pollution, which would all likely increase with the expansion of the airport.²² Despite opposition toward expansion, the Unified Port District commissioners recommenced planning the airport expansion in 1974 by hiring the firm of Paderewski, Dean & Associates, who had designed Terminal 1 at Lindbergh Field. In response to the

¹⁵ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1966-67.

¹⁶ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1967-68.

¹⁷ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1967-68.

¹⁸ *San Diego Union*, Port Bonds Assure More Area Growth, San Diego, California (November 4, 1968).

¹⁹ *San Diego Union*, Airport Terminal Expansion Sought, San Diego, California (October 3, 1971).

²⁰ *San Diego Union*, Airport Terminal Expansion Sought, B-4.

²¹ *San Diego Union*, To Expand or Not: That’s Lindbergh’s Terminal Question, San Diego, California (February 15, 1974).

²² *San Diego Union*, To Expand or Not: That’s Lindbergh’s Terminal Question, B-15.

controversy, the commissioners claimed that they had a “responsibility of providing adequate facilities for the traveling public,” which in 1973, was over four million passengers.²³

Before construction could begin on a new terminal, a number of improvements to Lindbergh Field needed to be made, including:

- **Late December 1967:** A new control tower was built to the new FAA standards.
- **July 1968:** A new, three-story administrative office building and airplane hangar were completed for Pacific Southwest Airlines.
- **January 1, 1970:** A new fire and rescue station was built adjacent to the control tower.
- **1972:** An extension to the main service runway brought it to its present-day length of 9,400'.²⁴
- **1973:** Federally-mandated security measures, such as baggage search checkpoints and screening operations, were implemented to reduce the potential for aircraft hijacking.
- **1974:** A revolutionary new system for monitoring noise pollution was completed; this was one of the first elaborate monitoring systems to be installed in any major California airport.
- **1975:** A 26-acre parking apron was built at the site of the future Terminal 2 East to service new, larger commercial aircraft.
- **January of 1976:** Various taxiways and runways were strengthened to accommodate the larger aircraft.²⁵

Construction of Terminal 2 East finally began in June 1977 and the terminal was completed and officially opened to the public on July 11, 1979²⁶, over six months after its projected completion date.²⁷

PART II: ARCHITECTURAL INFORMATION

A. General Statement

1. **Architectural character:** Terminal 2 East exhibits two different architectural styles. The primary (south) façade (Section A) exhibits traits of the Brutalist architectural style with Futurist influences and the east, north, and west façades (Sections A

²³ *San Diego Union*, Port Commissioners Move on Airport Expansion Plan, San Diego, California, 1974.

²⁴ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 9.

²⁵ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 9.

²⁶ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, San Diego Unified Port District, San Diego, 1991.

²⁷ *San Diego Union*, Airport Terminal Ready to Open Wednesday, San Diego, California (July 8, 1979).

through K) exhibit traits of the International architectural style. Because over 70 percent of the east, north, and west façades have been modified, only the south façade retains any character-defining features of its original architecture character; however, the south façade has also been impacted by the removal of the original pedestrian bridge in 2010 and construction of its replacement in 2012.

Primary character-defining features of Brutalism that the primary (south) façade of Section A possesses include: an exposed and expressive structural system, including “Jetsons”-esque supports, which are also a Primary character-defining feature of the Futurist architectural style; monumental massing; and angular and rectilinear forms. The use of angular shapes is also a Primary character-defining feature of the Futurist architectural style, which blends seamlessly with the Brutalist style of Terminal 2 East.

Secondary character-defining features of Brutalism that the primary (south) façade of Section A possesses include: repetitive patterns and international avoidance of traditional elements or ornament.

Terminal 2 East was designed to emulate the 1967 design of the existing Terminal 1 building, which created a false sense of a 1960s period of construction while using Brutalist-style elements and materials compatible with buildings constructed in the 1970s. While many of the original elements of Terminal 2 East are still present on the primary (south) façade of Section A, the 2010 removal of the original sky bridge and baggage claim building, which did not match Terminal 1, impacted the building’s overall integrity. The removal of these original features and the installation of a new sky bridge (Section B) in 2012 altered the false 1960s feeling of the original building. In addition, the east, north, and west façades were heavily altered by the construction of Sections C through J and no longer retain enough original integrity to be representative of the International architectural style.

2. **Condition of fabric:** Terminal 2 East has been well maintained and is in good condition. No deterioration or weathering of any exterior or interior portions is visible.

B. Description of Exterior

1. **Overall dimensions:** When constructed, Terminal 2 East possessed a roughly 160,240-square-foot, irregular-shaped footprint. The various additions to the building, however, have increased the overall square footage and modified the exterior appearance. Like Terminal 1, Terminal 2 East is only two stories tall, but was specifically designed to accommodate large jet engine aircraft. Although smaller than Terminal 1, Terminal 2 East still currently possesses an expansive, approximately 380' x 780' horizontal footprint.
2. **Foundations:** Terminal 2 East was constructed on artificial fill created by the

dredging of San Diego Bay. According to building plans, the maximum soil pressure at grade was measured at 3,000 P.S.F. Three different types of concrete spread footings were placed 40 feet apart and the foundation includes a moisture barrier and 4" concrete slab-on-grade.

3. **Walls:** The exterior of the primary (south) façade of Section A exhibits either floor-to-ceiling windows or concrete block. All other areas of Section A on the west, north, and east façades exhibit concrete block and/or smooth stucco walls.

The walls of Section B (the sky bridge) are comprised of modern metal and glass.

The walls on the southern portion of Section C are metal-framed, floor-to-ceiling windows. The northern portion of Section C consists of a second-story pedestrian walkway, which is made of modern metal and fixed-pane windows.

Section D is two stories and its exterior walls are comprised of modern metal and fixed-pane windows.

The walls of Section E include concrete block on the first story and smooth stucco on the second story.

The first story of Section F exhibits concrete block and the second story is covered in modern metal. In 2013, Section F was enlarged, expanding the addition to the north and west. The walls of the first story of this expansion (Section G) are stucco and the walls of the second story are comprised of the same modern metal as the second story of Section F.

The first story of Section H is open, with concrete support columns holding up the second story, which is comprised of floor-to-ceiling, fixed-pane windows that are evenly divided by the columns.

The first story of Section I is also open, with stucco-clad concrete support columns holding up the second story, which is comprised of modern metal and fixed-pane windows.

The first story of the trapezoidal portion of Section J is open and supported by concrete columns; the second story is comprised of modern metal and fixed-pane windows. The modern metal and fixed-pane windows extend past the trapezoidal portion and across the entire north façade of the second story, wrapping around to cover the east façade, which houses international gates and connects to Terminal 1. The exterior finish of the lower level is concrete block. The connector wing of Section J, which extends to the east, features walls of fixed-pane windows.

4. **Structural system, framing:** The southern portion of the Section A roof is primarily supported by precast concrete columns spaced at 40' intervals. The precast concrete

surrounds 8" x 8' "double extra strong pipe" with 3/4" x 3" welded head studs. According to building plans, additional supports throughout the interior of the building include square concrete columns that measure 6", 12", and 24". Load-bearing walls are composed of 8" concrete block with wire ladder mesh at alternating courses. The load-bearing walls are connected to concrete columns on either end via dowels that are inserted into the wall and column. Non-load-bearing walls are affixed at the top to horizontal concrete beams via 4-1/2" studs welded to 3" pipes inside the walls. The roof is composed of a concrete waffle-slab system. Metal bars extend from the concrete beams and columns vertically into the 8"-wide concrete roof ribs of the waffle-slab roof. The voids in the roof system were created using 30" Sonovoid concrete void forms. Additions utilize similar framing and structural systems for the load-bearing walls.

5. Openings:

- a. **Doorways and doors:** Doors at the main entrances on the primary (south) façade of Section A consist of aluminum-framed, fixed, sliding glass doors with 1/4", tempered, bronze spandrel glass. Metal entrance doors and metal doors with 12" x 12" window inserts are present on the first story of the Section A concourse wing and the first story of Section E. The first story of the eastward projection of the Section A concourse wing also has metal doors, as well as a steel roll-up service door. Sections C and J exhibit metal-framed glass doors. Sections G, H, and I possess simple, hollow metal doors with metal frames.
- b. **Windows and shutters:** The primary (south) façade of Section A currently possesses floor-to-ceiling, fixed-pane glass panels. Angular forms can be seen in the trapezoidal floor-to-ceiling window bays, which project outward between the tapered support columns. Rectilinear forms can be seen in the different-sized, rectangular, floor-to-ceiling window panes.

The southern portion of Section C is comprised of metal-framed, floor-to-ceiling windows. All areas of Section A on the west, north, and east façades, the northern portion of Section C, Section D, Section E, and Sections G through J all exhibit fixed-pane windows.

6. Roof:

- a. **Shape, covering:** Terminal 2 East possesses a flat roof. The primary (south) façade of Section A exhibits a wide, cantilevered, concrete overhang supported by ten evenly spaced, poured-concrete columns. The columns taper toward the top quarter where they reach their narrowest point and reveal structural steel. The original ceiling of the overhang exhibited the same deeply coffered roof system of curved, concave, square indentations that it currently exhibits. The coffered indentations on the cantilevered roof

overhang are evenly spaced, create a repetitive pattern, and extend from the main structure past the roof overhang. When constructed, the wide overhang was entirely comprised of concrete. At an unknown date, vinyl soffit was installed on the underside of the cantilevered overhang on the primary (south) façade of Section A, alternating with sections of the curved, concave, square indentations. Prior to the installation of the vinyl soffit, the underside of the overhang only exhibited the deeply coffered, waffle-slab roof system that extended from the main structure past the roof overhang. The overhang currently features a mixture of vinyl and concrete. The southwest corner of the west façade of Section A features the same wide, coffered, concrete overhang and poured-concrete columns as the primary (south) façade.

All areas of Section A on the west, north, and east façades, Sections E and F, and Section H all feature coffered concrete overhangs. The connector wing portion of Section J features a modern metal overhang.

C. Description of Interior

- 1. Floor plans:** The footprint of the building is an upside down “T,” the cross portion of which is parallel with the street to the south. The public concourse terminates to the north in a modified “Y.” The main entrance is located in this portion of the terminal (Section A) and is accessed via either the sliding glass doors on the ground level or those within the sky bridge (Section B) on the second story. The ground level exhibits a relatively low ceiling. Stairways and escalators are available immediately to the north allowing access to the second-story security area. The northern portion of the ground level contains baggage handling areas and server, utility, and control closets. Much of this level is not accessible to the public. The second-story security area leads into the main concourse wing that extends to the north. After the security area and immediately to the left is the American Airlines Clubroom (Section D). Further down the concourse to the north are five gates, concessions, food and beverages, and other retail vendors located on the east and west sides.
- 2. Stairways:** A total of four stairways and three reversible escalators are located inside Section A. All of the staircases connect the first and second stories and are located near the southern end of the terminal building, south of the baggage handling areas. Additional stairways are located on the exterior of the terminal building.
- 3. Flooring:** The Terminal 2 East public concourses are primarily covered with 24" x 24", grey-, white-, and black-based epoxy terrazzo tile flooring with 1/8" stainless steel divider strips and Prism sure-color grout, which was installed in 2015. Some concession and vendor spaces are floored with 8" x 8" or greater smooth porcelain tile with dark brown epoxy grout. Passenger holding areas include a mixture of terrazzo and grey-based, multi-color carpet tiles with a textured patterned loop. These materials are not original and were installed in the early 2000s.

- 4. Wall and ceiling finish:** Interior walls consist of drywall and plaster covered with fabric wallpaper and a vinyl base. Restroom walls and rectangular support pillars along the main concourse are porcelain tile. A 6" Black Cambrian Granite Base is found on those walls clad in tile. Carpet and vinyl wall bases are found in restricted access areas. An aluminum-framed drop ceiling with fiberboard tiles is present. Plaster-clad drywall encases support beams that run along the length of the concourse.

5. Openings:

- a. Doorways and doors:** Most interior doors are hollow metal with metal framing that lead to restricted areas. Hollow metal doors located in high traffic areas include 18"-tall, stainless steel kick plates with hidden fasteners. Boarding bridge portal doors leading to the jet bridges at each gate are stainless steel or hollow metal. Restroom stall doors are made of stainless steel.

On the ground level of Sections G and F, electrical closet doors are single, hollow metal doors with louver panels for ventilation and hollow metal frames. The same style of door is used for the elevator control room doors; however, these do not possess louvered panels. Concession storage doors are double, hollow metal doors with hollow metal frames. The second-story queuing area has single, hollow metal doors with hollow metal frames. Food concession doors are hollow metal with stainless steel or hollow metal frames. Vestibule, service corridor, and janitor closet doors are double, hollow metal with hollow metal frames. All of the interior doors in Sections G and F were added in 2011.

- b. Windows:** The only interior windows within Terminal 2 East are located in vendor spaces. They are metal-framed and allow the public to view display items or shop interiors from the public concourses.

- 6. Decorative features and trim:** The skylights located in the ceiling of the public concourse areas and in the vinyl waffle-slab ceiling are decorative features.
- 7. Hardware:** The architectural as-built plans do not provide the hardware used in the construction of Terminal 2 East.

8. Mechanical equipment:

- a. Heating, air conditioning, ventilation:** Terminal 2 East is equipped with forced central air heating and cooling ducts. This system consists of one centrifugal water chiller, one cooling tower, one chilled water pump, one condenser water pump, one hot water pump, and one hot water boiler. The complete schedule of mechanical equipment may be found on Sheets M-1 and

M-2 of the original building plans in Part III-A.

- b. Lighting:** The majority of lighting within Terminal 2 East consists of surface-mounted and recessed fluorescent and incandescent light fixtures. Suspended fluorescent lighting can be seen over the baggage claim areas and stock rooms areas on Sheet EB-4 of the original building plans in Part III-A. The complete light fixture schedule may be found on Sheet E-2 of the original building plans in Part III-A.
- c. Plumbing:** When originally constructed, Terminal 2 East contained 12 restrooms within Section A. Within the main (southern) portion of Section A, four restrooms are located on the east and west sides, respectively, on both the first and second stories. Two additional restrooms are located within the baggage claim area in the main (southern) portion of Section A. Within the Section A concourse wing, two restrooms are located on the second story, near Section D.

Additional restrooms include: a single-stall manager's office restroom on the second story within the main (southern) portion of Section A; a single-stall restroom on the ground level of the concourse wing; and a single-stall restroom for use by the Harbor Police on the ground level.

Further, two multi-stall restrooms were added to Terminal 2 East with the construction of Section D, two multi-stall restrooms were added with the construction of Section F, and two multi-stall restrooms and one single-stall family restroom were added with the construction of Section I.

- 9. Original furnishings:** None of the furnishings in Terminal 2 East are original. These were updated in the early 2000s.

D. Site

- 1. Historic landscape design:** There is no historic landscaping associated with Terminal 2 East. All landscaping currently present was introduced in 2013.

PART III: SOURCES OF INFORMATION

A. Architectural drawings:

- 1. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Door & Window Schedules, Paderewski, Dean & Associates (Sheet A-14, Drawing No. 1709, March 11, 1977)**
- 2. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Lighting Fixture Schedule, Paderewski, Dean & Associates (Sheet E-2, Drawing No. 1709, March 11, 1977)**

3. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. B First Floor Lighting Plan, Paderewski, Dean & Associates (Sheet EB-4, Drawing No. 1709, March 11, 1977)**
4. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Equipment Schedule, Paderewski, Dean & Associates (Sheet M-1, Drawing No. 1709, March 11, 1977)**
5. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Schedules & Notes, Paderewski, Dean & Associates (Sheet M-2, Drawing No. 1709, March 11, 1977)**
6. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Baggage Claim Bldg. A Floor Plan, Paderewski, Dean & Associates (Sheet PA-1, Drawing No. 1709, March 11, 1977)**
7. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. B First Floor Plan, Paderewski, Dean & Associates (Sheet PB-1, Drawing No. 1709, March 11, 1977)**
8. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. B Second Floor Plans, Paderewski, Dean & Associates (Sheet PB-2, Drawing No. 1709, March 11, 1977)**
9. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. C First Floor Plan, Paderewski, Dean & Associates (Sheet PC-1, Drawing No. 1709, March 11, 1977)**
10. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Partial Floor Plans Enlarged, Paderewski, Dean & Associates (Sheet PC-5, Drawing No. 1709, March 11, 1977)**
11. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: General Notes & Typical Details, Paderewski, Dean & Associates (Sheet S-1, Drawing No. 1709, March 11, 1977)**
12. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Tunnel Framing Details, Paderewski, Dean & Associates (Sheet S-15, Drawing No. 1709, March 11, 1977)**
13. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. 'B' – Roof Framing Plan, Paderewski, Dean & Associates (Sheet SB-4, Drawing No. 1709, March 11, 1977)**
14. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. 'C' Foundation Plan, Paderewski, Dean & Associates (Sheet SC-1, Drawing No. 1709, March 11, 1977)**
15. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. 'C' Foundation Plan, Paderewski, Dean & Associates (Sheet SC-2, Drawing No. 1709, March 11, 1977)**
16. **West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. 'C' Foundation Details, Paderewski, Dean & Associates (Sheet SC-8, Drawing No. 1709, March 11, 1977)**
17. **Expand Terminal 2 East Facility, Gate 24 - Gate 28, San Diego International Airport: Title Sheet - Vicinity Map, Loc. Plan and Site Plan, William Nicholas Bodouva + Associates (Sheet 1, Drawing No. 4056-B, July 22, 2011)**

18. **Expand Terminal 2 East Facility, Gate 24 - Gate 28, San Diego International Airport: Level 2 Plumbing Plan, William Nicholas Bodouva + Associates (Sheet 204, Drawing No. 4056-B, July 22, 2011)**
19. **Expand Terminal 2 - East Facility Terminal Building, San Diego International Airport: Key Plans and Scope of Work, HOK (Sheet 3, Drawing No. 4056-C, August 1, 2011)**
20. **Expand Terminal 2 - East Facility Terminal Building, San Diego International Airport: Plumbing Renovation Plans - Level 2 Airside, TMAD Taylor & Gaines (Sheet 120, Drawing No. 4056-C, August 1, 2011)**
21. **Expand Terminal 2 East Facility, Gate 25 - Gate 27, San Diego International Airport: Level 1 Plumbing Demolition, William Nicholas Bodouva + Associates (Sheet 142, Drawing No. 4056-D, October 31, 2011)**
22. **Smart Curb Plans, Landscaping Sheets, San Diego International Airport: Planting Legend, Kiewit Sundt: A Joint Venture and URS Corporation (Sheet 97, Drawing No. 3201, October 29, 2013)**
23. **Terminal 2 East, First Floor, San Diego International Airport, Facilities Development Department Tech Services (Exhibit, Information Only)**
24. **Terminal 2 East, Second Floor, San Diego International Airport, Facilities Development Department Tech Services (Exhibit, Information Only)**

B. Early views:

1. **San Diego Air and Space Museum Archives, San Diego, California:** Aerial photograph of the construction of Terminal 2 East from 1977 curated and available at <https://www.flickr.com/photos/sdasmarchives>.
2. ***The San Diego Union:*** 1979 newspaper photographs of the interior and exterior of Terminal 2 East available at <http://www.sandiegouniontribune.com/>.
3. **San Diego Unified Port District:** 1991 photograph of Terminal 2 East from *The History and Development of Lindbergh Field, San Diego's International Airport*, on file with the San Diego Unified Port District, San Diego, California.

C. Interviews: No interviews were conducted.

D. Selected sources: All sources are included herein.























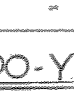









E. Likely sources not yet investigated: There are no known sources to be investigated.

F. Supplemental material:

1. **Site Plan for Terminal 2 East, Prepared by Brian F. Smith and Associates, Inc. (2017)**

LOC	DR	DR	DIMENSIONS			DOOR			DETAILS				FRAME		HDW	DOOR SIGN	NOTES
			NO	TYPE	WIDTH	HEIGHT	THICK	MAT	FIN	CORE	HEAD	JAMB	JAMB	SILL			
BUILDING "A"	103	I	17'-8"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	1	(1)
	105	I	15'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	30	(2)
	106	VIII	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	17	AG	15	AG	15	ALUM.	ANOD.	3	(3)
	108A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	108	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	30	(2)
	110	VIII	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	17	AG	15	AG	15	ALUM.	ANOD.	3	(3)
	110A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	111	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	111A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	112	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	112A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	120	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	121	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	121A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	122	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	123A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	124	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	125	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	126	VIII	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	17	AG	15	AG	15	ALUM.	ANOD.	30	(3)
	126A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
BUILDING "B"	201	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	201A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	202	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	203	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	204	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	205	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	206	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	207	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	208	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	209	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	210	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	211	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	211A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	212	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	212A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	213	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	214	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	214A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	217	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	217A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
218	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
219	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
219A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
221	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
222	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
222A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
223	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
223A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
224	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
224A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
225	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
226	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
226A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
227	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
227A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
228	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
228A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
229	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
229A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
230	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
230A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
231	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
231A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
232	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
232A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
233	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
233A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
234	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
234A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15					

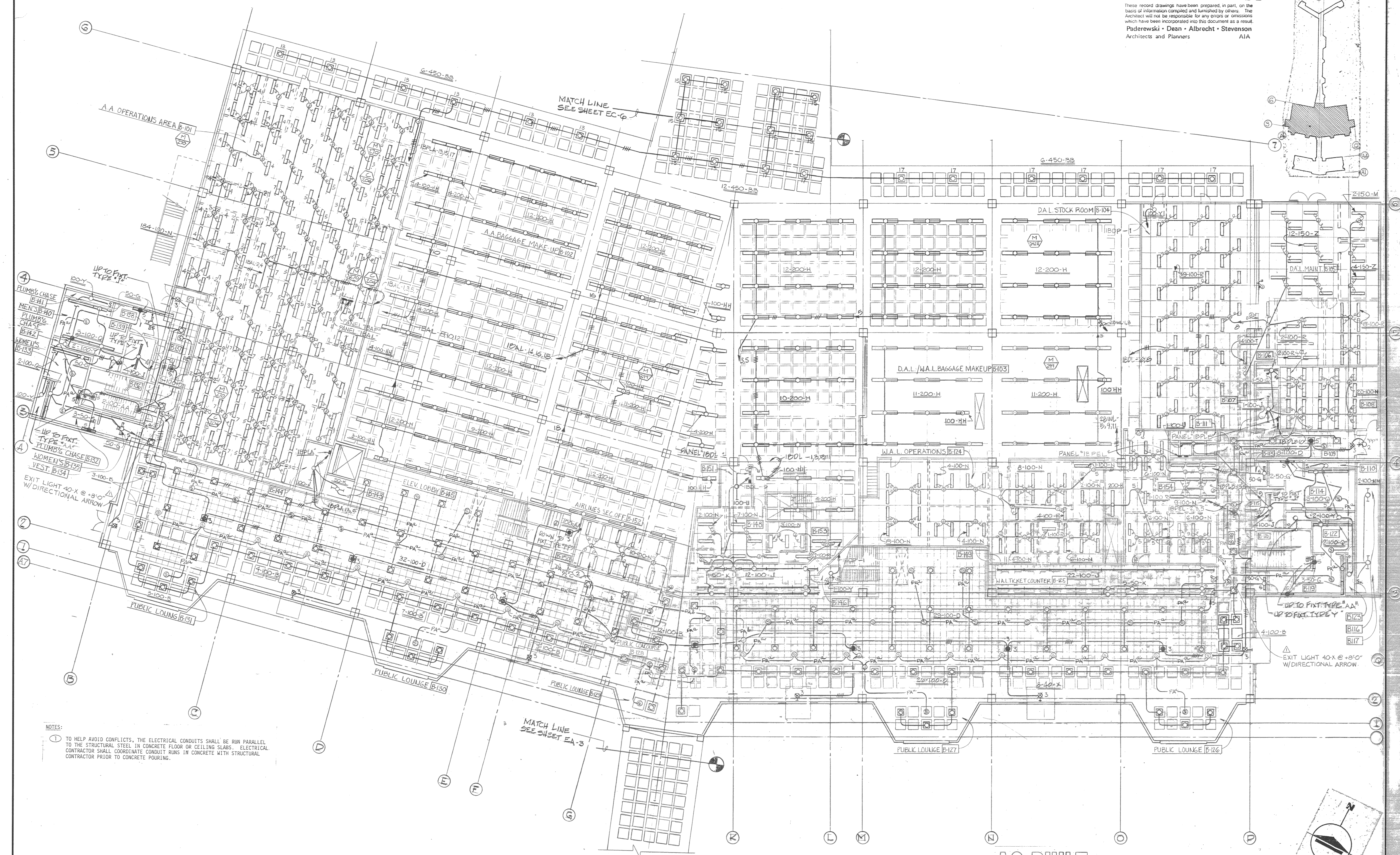
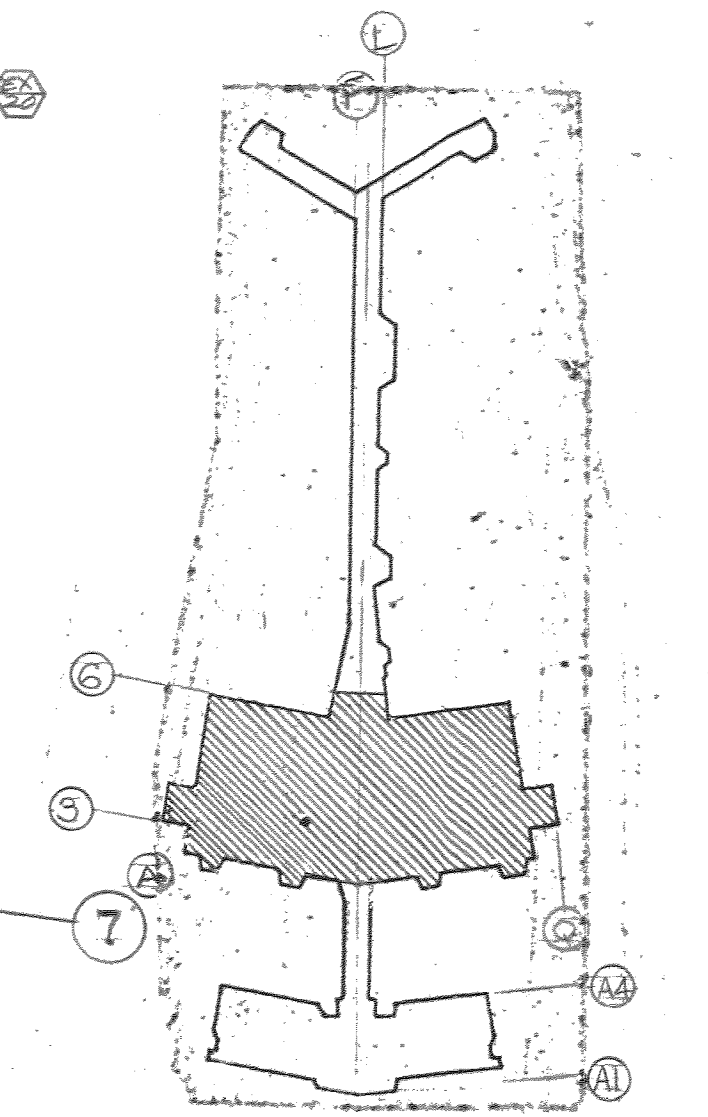
LIGHT FIXTURE SCHEDULE

FIXT. TYPE	MFGR.	CATALOG NO.	WATTS	VOLTS	MOUNTING	LAMP TYPE	REMARKS
200-A 	COLUMBIA GLOBE LITHONIA	6114-52-244-277 RYE-8254-4R-277 2M440MRNA12-277	200	277	SURFACE	4-F40T12 RS/WW 425 M.A.	2x4 HEAVY GAUGE STEEL HOUSING W/BAKED WHITE ENAMEL FINISH. HINGE & LATCH ANODIZED ALUM. FRAME, PATTERN #12 ACRYLIC LENS
100-B 	COLUMBIA GLOBE LITHONIA	6114-52-222-U-277 RYE-8525-2U-277 2M-2U40MRNA12-277	100	277	SURFACE	2-F40T12 RS/WW/U 425 M.A.	2x2 HEAVY GAUGE STEEL HOUS- ING W/BAKED WHITE ENAMEL FIN. HINGE & LATCH, ANOD. ALUM. FRAME PATTERN #12 ACRYLIC LENS
100-C 	COLUMBIA GLOBE LITHONIA	6114-52-222U-277-DL RYE-8525-2U-277-DL 2M2U40MRNA12-277DL	100	277	SURFACE	2-F40T12 RS/WW/U 425 M.A.	SAME AS TYPE "B" EXCEPT WITH DAMP LOCATION LABEL
100-D 	LITHONIA GLOBE PRUDENTIAL	2-F2140-RN-A12-277 RYE-6252-2U-06-277 8622-24URS-PRA-RN-XA-277	100	277	RECESSED	2-F40T12 RS/WW/U 425 M.A.	2x2 TROFFER, HINGE & LATCH LENS, FRAME, PATTERN #12 ACRYLIC LENSE, RECESSED ALUM. FRAME, CONCEALED T-BAR.
100-E 	LITHONIA COLUMBIA GLOBE	F240-PN-A12-277 5115-K-31-142-277 RYE-6192-4R-06-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	1x4 TROFFER, HINGE & LATCH PATTERN #12 ACRYLIC LENS ANOD. ALUM. FRAME CONCEALED T-BAR.
100-F 	KEENE LITHONIA SYLVANIA	P-1752-4R-277 DV-240-AR-277 EG-1404-W-277	100	277	SURFACE	2-F40T12 RS/WW 425 M.A.	4' FIXTURE WITH WET LOCATION LABEL, HIGH IMPACT ACRYLIC DIFFUSER
50-G 	ALCO GUTH PRUDENTIAL	P4142-277 F9-1/2-144-2AOK-2 P8601-25-PRA-RN-XB-277	50	277	RECESSED	1-F40T12 RS/WW 430 M.A.	4' TROFFER, HINGE & LATCH PRISMATIC ACRYLIC LENS PATT-#12 BRONZE ANOD. ALUM. FRAME RECESSED, PLASTER CEILING
200-H 	COLUMBIA LITHONIA PRUDENTIAL	S1-UC-215-M16-277 AF10-236-277 P202-96-SL-SRIO-277	200	277	SUSPENDED	2-F36T12 SL/WW 425 M.A.	8' HOODED INDUSTRIAL WITH END CLOTTED RIGID LENS WITH 10% UPLIGHT. STEM HANGERS
100-J 	ACME GLOBE LITHONIA	101-80(2) RS/TW-277 1201-8R-277 8 TS 140 HRS-277	100	277	SURFACE	2-F40T12 RS/WW 425 M.A.	8' BARE LAMP STRIP FIXTURE
50-K 	ACME GLOBE LITHONIA	101-40 RS-277 1201-4R-277 5-140 HRS-277	50	277	SURFACE	1-F-40 T12 RS/WW 425 M.A.	4' BARE LAMP STRIP FIXTURE
100-L 	COLUMBIA GLOBE LITHONIA	5114F-52-222-U-277-DL RYE-6252-2U-01-277-DL 2F2U40MRNA12-277-DL	100	277	RECESSED	2-F40 T12 RS/WW/U 425 M.A.	2'x2' TROFFER WITH HINGE & LATCH, ANODIZED ALUM. FRAME PATTERN #12 ACRYLIC LENS, PLASTER CEILING
150-M 	COLUMBIA GLOBE LITHONIA	9246-G-52-143-277 RYE-9192-4R-05-277 GP-340-RNA12-277	150	277	RECESSED	3-F40T12 RS/WW 430 M.A.	SAME AS TYPE "Z" EXCEPT INCLUDES AIR HANDLING CAPABILITIES
100-N 	COLUMBIA GLOBE LITHONIA	9246-G-52-142-277 RYE-9192-4R-05-277 4PR-240-RN-AR-277	100	277	RECESSED	2-F40 T12 RS/WW 430 M.A.	SAME AS TYPE "R" EXCEPT INCLUDES AIR HANDLING CAPABILITIES
100-P 	COLUMBIA LITHONIA GLOBE	5116-G-52-242-277 2GPR240-RN-A12-277 RYE-6252-4R-05-277	100	277	RECESSED	2-F40 T12 RS/WW. 430-M.A.	2'x4' TROFFER FOR EXPOSED T-BAR CEILING, HINGE & LATCH, ANODIZED ALUMINUM FRAME, PATTERN #12 ACRYLIC LENSE.
100-Q 	PRUDENTIAL GUTH ALCO	P8601-R5TW-PRA-RN-XB-277 F51-XB-6146-2AOK-2 P21412-TW-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	8' TROFFER, HINGE & LATCH PRISMATIC ACRYLIC PATTERN #12 BRONZE ANOD. ALUM. FRAME & RECESSED PLASTER CEILING
100-R 	COLUMBIA LITHONIA GLOBE	5116-G-52-142-277 GP-240-RN-A12-277 RYE-6192-4R-05-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	1x4 TROFFER W/HINGE & LATCH, PATTERN #12 ACRYLIC LENS, RECESSED ALUM. FRAME, EX- POSED GRID T-BAR STYLE
100-S 	COLUMBIA LITHONIA PRUDENTIAL	5116G-52-222-U-277 2GPR240-RN-A12-277 P6627-24-HRS-PRA-RN-XB-277	100	277	RECESSED	2-F40T12 WW/U 3025 L	2'x2' U-LAMP TROFFER, HINGE & LATCH, PLASTER CEILING, ANODIZED ALUMINUM FRAME PATTERN #12 ACRYLIC LENS.
100-T 	PRUDENTIAL GLOBE LITHONIA	P3512-48RS-PRA-RN-277 RYE-6192-4R-277 M-240-MRN-A12-277	100	277	SURFACE	2-F40 T12/RS, WW 430 M.A.	1x4 HEAVY GAUGE STL HSG. W/ BAKED WHITE ENAMEL FIN. DESIG HINGE & LATCH, ANODIZED ALUM. FRAME, PATTERN #12 ACRYLIC LENS.
100-U 	ACME GLOBE LITHONIA	101-80(2) RS/TW-277 1201-8R-277 8 TS 140 HRS-277	100	277	SUSPENDED	2-F40T12 RS/WW 425 M.A.	SAME AS TYPE "J" EXCEPT SUSPENDED WITH STEM HANGERS
100-V 	PRUDENTIAL ALCO GUTH	P8601-R5TW-PRA-RN-XB-277 21412-TW-277 F51-1/2-144-2AOK-2	100	277	RECESSED	2-F40 T12 RS/WW 430 M.A.	8' TROFFER, HINGE & LATCH, PRISMATIC ACRYLIC PATTERN #12, CLEAR ALUM. FRAME, W/ RECESSED CONC.T-BAR
50-W 	PRUDENTIAL ALCO GUTH	P8601-R5-PRA-RN-XA-277 21412-277 F51-1/2-144-2AOK-2	50	277	RECESSED	1-F40T12 RS/WW 430 M.A.	4' TROFFER, HINGE & LATCH PRISMATIC ACRYLIC PATTERN #12 CLEAR ALUM. FRAME W/ RECESSED, CONCEALED T-BAR
100-WW 	SYLVANIA LITHONIA	EG-240B-W-277 DV-144-AR(TW)-277 ES1G-277	100	277	SUSPENDED	2-F40T12 RS/WW 425 M.A.	8' WET LOCATION FIXTURE WITH PENDANT HANGERS AND WET LOCATION LABEL HIGH IMPACT ACRYLIC DIFFUSER
40-X 	LITHONIA PRESOLITE MARCO	78212-277 XC-25-53-277	40	277	UNIVERSAL	2-20W LAMPS FUR- NISHED W/FIXTURE	EXIT LIGHT STENCIL FACE WITH GREEN LETTERS
100-Y 	BRYANT LEVITON HUBBELL	5728 3875 4015	100	120	SURFACE	1-100W, A-19, I.F. INCANDESCENT	KEYLESS PORCELAIN SOCKET INCANDESCENT LAMP HOLDER
150-Z 	PRUDENTIAL LITHONIA GLOBE	P-8613-48RS-PRA-RN-277 GP-340-RNA12-277	150	277	RECESSED	3-F40T12 RS/WW 430 M.A.	1x4 TROFFER, HINGE & LATCH, PRIS- MATIC ACRYLIC LENSE PATTERN #12 CLEAR ANODIZED ALUM. FRAME EXPOSED GRID T-BAR, RECESSED.
100AA 	LITHONIA GLOBE COLUMBIA	2M-2U40-MRN-A12-277-EL RYE-8525-2U-277-EL 6114-52-222-U-277-EL	100	277	SURFACE	2-F40T12 RS/WW 425 M.A.	SAME AS TYPE "B" EXCEPT INCLUDES EMERGENCY COMPONENTS FACTORY INSTALLED
450-BB 	HOLOPHANE GRANITE HITES MODE-LITE	2-2101-277-RW-R-5 XCL-5-4M-H2-7 SS2M-400-C-277	450	277	SURFACE	1-M400/BU-HOR BT-37 METAL HALIDE	30"x30" W/INTERNAL GLASS REFRACTOR RECESSED ALUM. HINGE & LATCH FRAME HIGH TEMP ACRYLIC LENS & DAMP LOCATION LABEL
100-CC 	LITHONIA GLOBE COLUMBIA	2M2U40-MRN-A12-277-EL RYE-8525-2U-277-EL 6114-52-222U-277-EL	100	277	SURFACE	2-F40T12 RS/WW/U 425 M.A.	SAME AS TYPE "C" EXCEPT INCLUDES EMERGENCY COMPONENTS FACTORY INSTALLED
100-DD 	LITHONIA GLOBE PRUDENTIAL	2F2140-RN-A12-277-EL RYE-6252-2U-06-277-EL P8622-24URS-PRA-RN-XA-277-EL	100	277	RECESSED	2-F40T12 RS/WW/U 425 M.A.	SAME AS TYPE "D" EXCEPT INCLUDES EMERGENCY COMPONENTS FACTORY INSTALLED
50-EE 	LITHONIA ACME GLOBE	5-140-4RS-277-EL 101-40 RS-277-EL 1201-4R-277-EL	50	277	SURFACE	1-F40T12 RS/WW 425 M.A.	SAME AS TYPE "K" EXCEPT INCLUDES EMERGENCY COMPONENTS FACTORY INSTALLE
50-FF 	LITHONIA ACME GLOBE	5-140-HRS-277 101-40 RS-277 1201-4R-277	50	277	SUSPENDED	1-F40T12 RS/WW 425 M.A.	SAME AS TYPE "K" EXCEPT SUSPENDED WITH STEM HANGERS
100-GG 	PRESOLITE MARCO CAPRI	S-20-120 M40-R61-120 SH-16-120	100	120	SURFACE	1-100W, A-19, I.F. INCANDESCENT	SHOWER FIXTURE DAMP LOCATION LABEL

[illegible][illegible]

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Paderewski • Dean • Albrecht • Stevenson
Architects and Planners **AIA**



AS BUILT

APPROVED Myron L. Gore DATE Nov 1, 1988

3/32"-1'-0"

WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD

• DATUM •
MEAN LOWER LOW WATER
DATE 11 MAR 1977
SHEET EB-4 OF 209
DRAWING NO. 1709 REV.

MacDONALD ENGINEERING
780 Kettner Blvd., San Diego, Calif. 92101

**PADEREWSKI • DEAN & ASSOCIATES
ARCHITECTS**

645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183 *P. Albrecht* C-1725

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR <i>10-50</i>

A2.0111T		11-21-79	TL/MF
ADDENDUM N° 3		5-16-77	SMDL
	REVISIONS	DATE	APPROVED



**San Diego Unified
Port District**
San Diego • California



DESIGNED TEL	APPROVAL RECOMMENDED <i>John E. B. Wickham</i> ASST. CHIEF ENGINEER
DRAWN MOM	APPROVED <i>J. E. B. Wickham</i> CHIEF ENGINEER
CHECKED HAM	

<div style="text-align: center;"> WEST TERMINAL PHASE III SAN DIEGO INTERNATIONAL AIRPORT LINDBERGH FIELD </div>		<div style="text-align: center;">• DATUM •</div> <div style="text-align: center;">MEAN LOWER LOW WATER</div>	
		<div style="text-align: center;">DATE 11 MAR 1977</div>	
<div style="text-align: center;"> TERMINAL BLDG. B FIRST FLOOR LIGHTING PLAN </div>		<div style="text-align: center;">SHEET 6B-4 OF 209</div>	
		<div style="text-align: center;">DRAWING NO. 1709</div> <div style="text-align: right;">REV.</div>	

DESCRIPTION			ELECTRICAL CHARACTERISTICS				SPEED		CAPACITIES				TEMPERATURES												WATER FLOW				COILS				AIR FILTERS		WEIGHT	REMARKS					
ITEM	SYMBOL	LOCATION	EQUIPMENT	HP	FLA	KVA	VOLTS	PHASE	RPM	RPM	BTU	TON	HEATING	CFM @	EXT.	SP.	EDBS	EWB	LDWS	LWB	EDBS	LDWS	ENT	LVA	ENT	LVA	GPM	FT. HD	GPM	FT. HD	AREA FT.	ROWS	FIN/IN.	AREA FT.			ROWS	FIN/IN.	QUANT.	SIZE	
1	WC-142	EQUIP. RM.	CENTRIFUGAL WATER CHILLER	300	220	400	3	—	—	—	3480000	290	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11,800	825 GPM COND. WATER @ 17 FTAP 95° ENT. 85° LWT.	
2	CT-1	OUTSIDE BLDG.	COOLING TOWER	400	—	—	—	—	—	—	9000000	—	—	93000	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13,800	1/4" FAN DISCHARGE DAMPER.	
3	P-142	EQUIP. ROOM	CHILLED WATER PUMP	30	—	—	—	—	1750	1750	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,000	6" x 4" x 12" SPLIT-CASE	
4	P-344	OUTSIDE BLDG.	CONDENSER WATER PUMP	40	—	—	—	—	1750	1750	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,100	8" x 6" x 12" SPLIT-CASE 1/4" TOTAL ENCLOSED MOTOR	
5	P-516	EQUIP. ROOM	HOT WATER PUMP	7 1/2	—	—	—	—	1750	1750	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	400	3" x 2 1/2" x 11" END SUCTION	
6	TS-142	EQUIP. ROOM	HOT WATER BOILER	1 1/2	—	—	—	—	—	—	—	—	2,000,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7800	290 S.F. HEAT SURFACE, 180 GAL. CAP. COMB. OIL / NAT. GAS FORCED DRAFT	
7	AH-1	ROOF OF TERMINAL	AIR HANDLING UNIT	S.A. FAN R.A. FAN	15 5	—	—	—	1750 1750	—	532000 119000	44 50	200000 50	12720 11900	75 50	—	—	80	65.5	55	51.5	63	79	44	55	100	150	102	15	13	2	23.6	8	12	17.6	2	8	6	24x24x12	5500	PROVIDE ADDITIONAL PRE-FILTERS OF SAME FACE AREA AS NOTED FILTERS.
8	AH-2	—	—	S.A. FAN R.A. FAN	15 5	—	—	—	—	—	413000 92000	37 50	160000 50	12120 9200	75 50	—	—	80.5	65.5	55	50.5	63	78	—	55	—	—	82	16	11	—	19	8	14	14.9	2	8	3	24x12x12	5000	—
9	AH-3	—	—	S.A. FAN R.A. FAN	15 5	—	—	—	—	—	350000 90000	29 50	105000 50	12000 9000	75 50	—	—	79.5	65	55	54	67	76	—	57	—	—	54	7	7	—	19	8	10	14.9	2	8	3	24x12x12	5000	—
10	AH-4	—	—	S.A. FAN R.A. FAN	15 5	—	—	—	—	—	484000 131000	40 50	235000 50	13100 13100	75 50	—	—	79.5	65	55	52.5	66	83	—	56	—	—	82	12	15	—	23.6	8	12	17.6	2	8	6	24x24x12	5500	—
11	AH-5																																								

 MERLE STRUM and Associates Mechanical Engineer AS 12345	AIR CONDITIONING EQUIPMENT SCHEDULE		AS-BUILT DRAWING <small>CHANGES MADE BY ADDITIONAL NOTICE ARE RECORDED THIS WITH MOD. NO. AT BOTTOM.</small> <small>These record drawings have been prepared, in part, on the basis of information supplied and furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into this document as a result.</small> Paderewski • Dean • Albrecht • Stevenson Architects and Planners AIA	<small>CLASSIFICATION: DRAWINGS HAVE BEEN ADDED TO THE THIS PAGE OF THIS SET AND REFERENCED THUS.</small> <div style="border: 1px solid black; padding: 5px; text-align: center;"> AS BUILT </div> <small>RECORD DATE</small>	<div style="border: 1px solid black; padding: 5px;"> <div style="display: flex; justify-content: space-between;"> <div> DESIGNED H.D.F. DRAWN J.O. CHECKED H.D.F. </div> <div> APPROVAL <small>RECOMMENDED</small> <i>[Signature]</i> <small>ASST. CHIEF ENGINEER</small> APPROVED <i>[Signature]</i> <small>CHIEF ENGINEER</small> </div> </div> </div>	<div style="border: 1px solid black; padding: 5px;"> <div style="text-align: center;"> WEST TERMINAL SAN DIEGO INTERNATIONAL AIRPORT LINDSEY FIELD </div> </div>	<div style="border: 1px solid black; padding: 5px;"> <div style="text-align: center;"> EQUIPMENT SCHEDULE </div> </div>	<div style="border: 1px solid black; padding: 5px;"> <div style="text-align: center;"> 1709 </div> </div>																																
	PADEREWSKI • DEAN & ASSOCIATES ARCHITECTS 645 ASH ST. SAN DIEGO, CALIFORNIA 92101 TEL. 234 6183 <i>[Signature]</i> C-1725		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:10%;">SPEC. NO.</td> <td style="width:10%;">W.O. NO.</td> <td style="width:20%;">AS-BUILT</td> <td style="width:10%;">9-24-79</td> <td style="width:10%;">EPV</td> </tr> <tr> <td>REFERENCES</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CONTRACTOR</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CONSTRUCTION STARTED</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CONSTRUCTION COMPLETED</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>COST</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>INSPECTOR</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	SPEC. NO.	W.O. NO.	AS-BUILT	9-24-79	EPV	REFERENCES					CONTRACTOR					CONSTRUCTION STARTED					CONSTRUCTION COMPLETED					COST					INSPECTOR					<div style="text-align: center;"> <h2 style="margin: 0;">San Diego Unified</h2> <h2 style="margin: 0;">Port District</h2> <h2 style="margin: 0;">San Diego • California</h2> </div>	<div style="border: 1px solid black; padding: 5px; text-align: center;">  </div>
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SUPPLY DIFFUSER & REGISTER SCHEDULE					RETURN GRILLE & REGISTER SCHEDULE				
SYM.	DESCRIPTION	SIZE	DAMPEN	REMARKS	SYM.	DESCRIPTION	SIZE	REMARKS	
(A)	CEILING MOUNTED	20" x 20"	4-WAY	MODULAR TYPE W/O.B.D.	(AA)	SIDEWALL	36" x 20"		
(B)		18" x 18"	4-WAY		(BB)	CEILING MOUNTED	20" x 20"	O.B.D.	
(C)		16" x 16"	4-WAY		(CC)		14" x 14"		
(D)	NOT USED				(DD)		12" x 12"		
(E)	CEILING MOUNTED	14" x 14"	4-WAY		(EE)		10" x 10"		
(F)		14" x 14"	3-WAY		(FF)	CEILING MOUNTED	8" x 8"		
(G)		12" x 12"	4-WAY		(GG)	SIDEWALL	30" x 12"		
(H)		12" x 12"	3-WAY		(HH)		18" x 12"		
(I)		12" x 12"	2-WAY		(JJ)		14" x 12"		
(J)		10" x 10"	4-WAY		(KK)		30" x 8"		
(K)		10" x 10"	3-WAY		(LL)	SIDEWALL	24" x 24"		
(L)		10" x 10"	2-WAY		(MM)	CEILING MOUNTED	24" x 24"		
(M)		8" x 8"	3-WAY		(NN)	CEILING MOUNTED	12" x 12"		
(N)	SIDEWALL	46" x 14"	—	DOUBLE DEFLECTION					
(O)		40" x 8"	—						
(P)		36" x 8"	—						
(Q)		30" x 6"	—						
(R)		24" x 8"	—						
(S)		10" x 6"	—						
(T)	LIGHT TROFFER DOUBLE SIDE INLET	4' LONG	—	PROVIDE W/ FULL INSULATION					
(U)	SIDEWALL	30" x 12"	—						
(V)		20" x 6"	—						
(X)		24" x 12"	—						
(Y)	SIDEWALL	14" x 8"	—	DOUBLE DEFLECTION					

FLOW METER SCHEDULE			
SYM.	SERVICE	GPM	SIZE
(1)	COND. WATER	1800	10"
(2)	CHILLED WATER	925	6"
(3)		45	4"
(4)		400	5"
(5)		380	5"
(6)	CHILLED WATER	195	4"
(7)	HOT WATER	200	2 1/2"
(8)		60	4"
(9)		160	4"
(10)		55	2 1/2"
(11)		70	2 1/2"
(12)	HOT WATER	30	1 1/2"

CONTROL VALVE & BRANCH PIPE SIZE SCHED.									
UNIT	COOLING				HEATING				
	GPM	PIPE SIZE	VALVE SIZE	CV	GPM	PIPE SIZE	VALVE SIZE	CV	
AH-1	102	3	2 1/2	63	13	1 1/4	3/4	6.3	
AH-2	82	2 1/2	2	40	11	1 1/4	3/4	6.3	
AH-3	54	2 1/2	1 1/2	25	7	1	1/2	4	
AH-4	82	2 1/2	2	40	15	1 1/4	1	10	
AH-5	47	2 1/2	2	40	8	1	1/2	4	
AH-6	96	3	2 1/2	63	13	1 1/4	3/4	6.3	
AH-7	77	2 1/2	2	40	12	1 1/4	3/4	6.3	
AH-8	61	2 1/2	2	40	5	3/4	1/2	2.5	
AH-9	70	2 1/2	2	40	11	1 1/4	3/4	6.3	
AH-10	65	2 1/2	2	40	10	1 1/4	3/4	6.3	
AH-11	90	3	2 1/2	40	13	1 1/4	3/4	6.3	
AH-12	106	3	2 1/2	63	13	1 1/4	3/4	6.3	
AH-13	22	1 1/2	1	10	4	3/4	1/2	2.5	
AH-14	22	1 1/2	1	10	4	3/4	1/2	2.5	
AH-15	18	1 1/2	1	10	4	3/4	1/2	2.5	
AH-16	19	1 1/2	1	10	4	3/4	1/2	2.5	
AH-17	18	1 1/2	1	10	4	3/4	1/2	2.5	
AH-18	17	1 1/2	1	10	4	3/4	1/2	2.5	
AH-19	20	1 1/2	1	10	4	3/4	1/2	2.5	
AH-20	20	1 1/2	1	10	4	3/4	1/2	2.5	
FC-1	—	—	—	—	4	3/4	1/2	2.5	
FC-2	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-3	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-4	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-5	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-6	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-7	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-8	—	—	—	—	4	3/4	1/2	2.5	
FC-9	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-10	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-11	—	—	—	—	2	1/2	1/2	1.0	
FC-12	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-13	5	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-14	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-15	4	3/4	1/2	2.5	4	3/4	1/2	2.5	
FC-16	4	3/4	1/2	2.5	4	3/4	1/2	2.5	
FC-17	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-18	—	—	—	—	2	1/2	1/2	1.0	
AH-21	20	1 1/2	1	10	6	3/4	1/2	4	

LEGEND			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	SECTION - SUPPLY AIR DUCT		FLOW METER
	SECTION - RETURN OR EXHAUST AIR DUCT		UNION
	LINED DUCT		FLANGES
	MANUAL VOLUME CONTROL DAMPER		CONTROL VALVE, 3-WAY
	FLEXIBLE DUCT CONNECTION		PRESSURE RELIEF VALVE
	EXTRACTOR		
	TURNING VANES		
	GATE VALVE		
	BUTTERFLY VALVE		
	BALANCE VALVE		
	BALL VALVE		
	STRAINER W/COCK		
	CHECK VALVE		
	FLEXIBLE PIPE CONNECTION		
	THERMOMETER		
	PRESSURE GAUGE		

GENERAL NOTES :

- COORDINATE ALL GRILLE/REGISTER & CEILING DIFFUSER LOCATION W/ARCH. REFLECTED CEILING PLAN. LOCATIONS SHOWN ARE APPROX.
- ALL DUCT FABRICATION AND INSTALLATION SHALL CONFORM TO SMACNA REQUIREMENTS (SEE SPECS) EXCEPT WHERE MORE RIGID REQUIREMENTS ARE SHOWN OR SPECIFIED.
- R.A. DUCT INTAKES IN ATTIC SPACES SHALL BE PROVIDED W/VOL. DAMPERS & SHALL BE COVERED W/ 1/2" MESH GALV. WIRE SCREEN.
- DAMPER QUADRANTS SHALL BE 3/8" MIN. (SEE SPEC'S) DAMPER SHALL BE INDICATED BY QUADRANT.
- FIRE DAMPERS & ACCESS DOORS TO BE INSTALLED IN ALL DUCTS PENETRATING FIRE RATED SEPARATIONS. DAMPERS SHALL BE STATE OF CALIFORNIA FIRE MARSHALL LISTED.
- ALL CHANGES IN DUCT DIRECTION SHALL BE MADE WITH TURNING VANES OR 1 1/2" WIDTH RADIUS ELBOWS.
- ALL MECHANICAL EQUIPMENT SHALL BE BRACED OR ANCHORED TO RESIST A HORIZONTAL FORCE OF 50% OF ITS OPERATING WEIGHT IN ANY DIRECTION.
- FIRE DAMPER ASSEMBLIES, INCLUDING SLEEVES, AND INSTALLATION PROVIDED SHALL BE APPROVED BY BUILDING INSPECTION PRIOR TO INSTALLATION.

VARIABLE	AIR	VALVES
VALVE	CFM	SIZE
VAV-1	430	10"
VAV-1	230	8"
VAV-3	650	10"
VAV-3	325	8"
VAV-5	585	10"
VAV-6	1200	16"

ME 12308

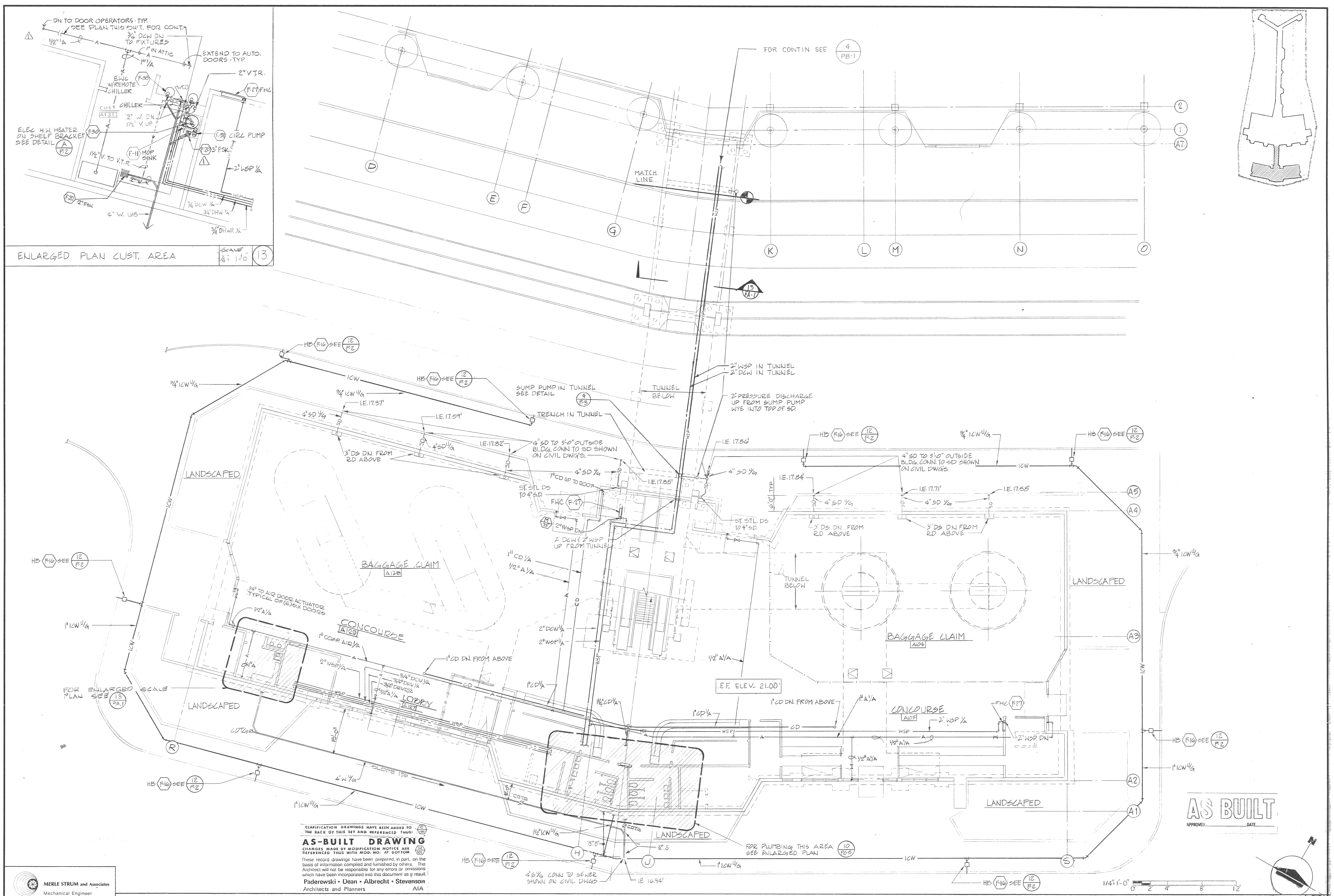
AS-BUILT DRAWING

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Paderewski • Doan • Albrecht • Stenzen

Architects and Planners

PADEREWSKI • DEAN & ASSOCIATES ARCHITECTS 648 ASH ST. SAN DIEGO, CALIFORNIA 92101 TEL. 234-0163	SPEC. NO. _____ W.O. NO. _____ CONTRACTOR _____ CONSTRUCTION STARTED _____ CONSTRUCTION COMPLETED _____ COST _____ INSPECTOR _____	AS-BUILT 3-24-77 EPW REVISED PER ADDENDUM #3 ITEM # E.36 5-16-77 J.M.G. REVISIONS _____ DATE _____ APPROVED _____	San Diego Unified Port District San Diego California	DESIGNED _____ DRAWN _____ CHECKED _____ H.D.F.	APPROVAL _____ APPROVED _____ CHIEF ENGINEER	WEST TERMINAL INTERNATIONAL AIRPORT SAN DIEGO LINDBERGH FIELD SCHEDULES & NOTES	DATUM _____ MEAN LOWER LOW WATER DATE 11 MAR 77 SHEET M-2 OF 209 DRAWING NO. 1709
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MERLE STRUM and Associates
Mechanical Engineer
ME 12388

PADEREWSKI • DEAN & ASSOCIATES
ARCHITECTS
645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

FLOOR PLAN

CLARIFICATION: DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:
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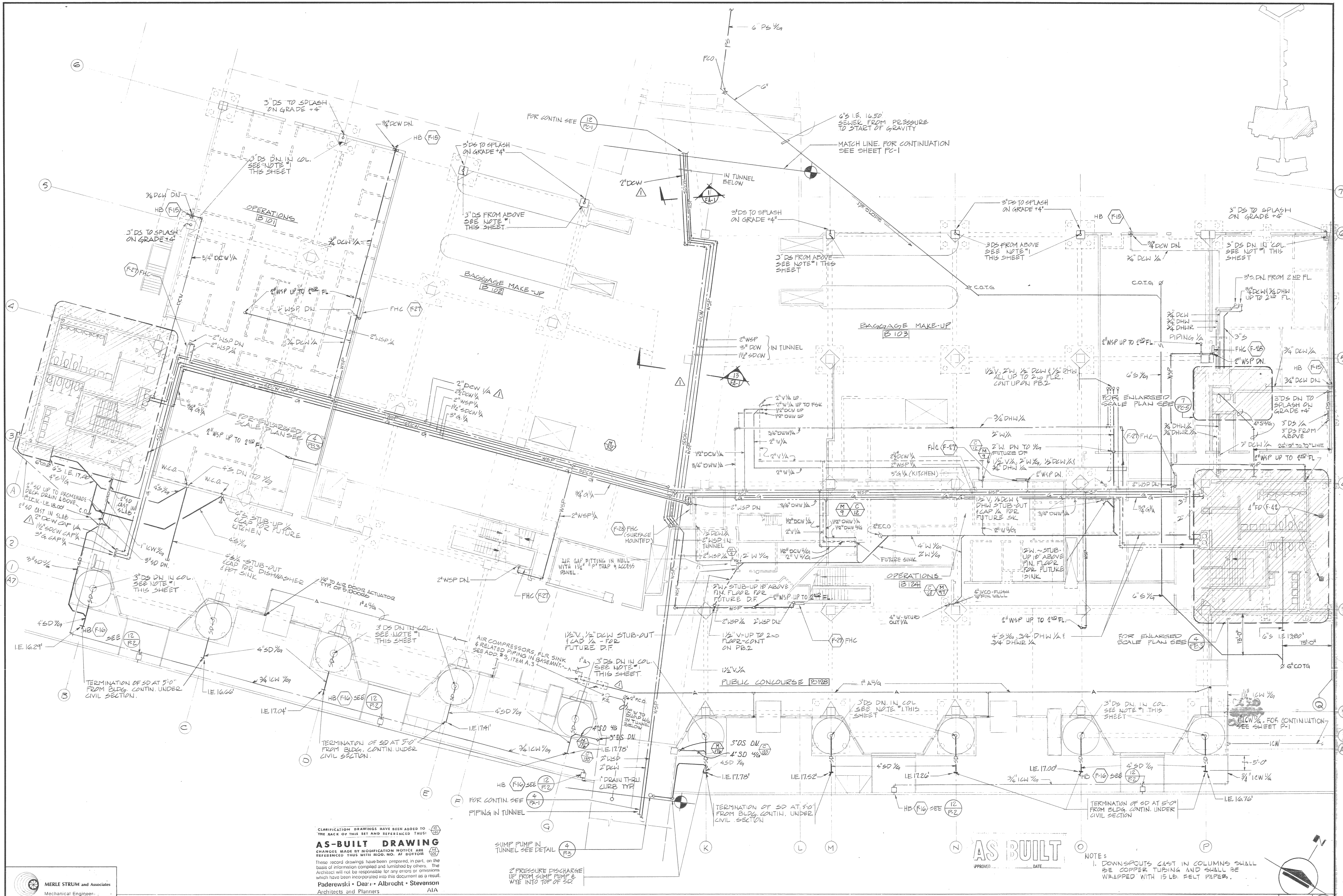
San Diego Unified Port District
San Diego • California

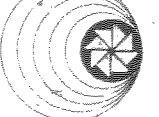
DESIGNED: **D.B.**
DRAWN: **J.A. & S.O.**
CHECKED: **D.B.**

APPROVAL: **John E. Albrecht**
ASST. CHIEF ENGINEER
APPROVED: **Shekman**
CHIEF ENGINEER

WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD
BAGGAGE CLAIM BLDG. A FLOOR PLAN

DATE: **11 MAR 77**
SHEET: **PA-1** OF **209**
DRAWING NO.: **1709**
REV.: **1**





MERLE STRUM and Associates
Mechanical Engineers

PADEREWSKI, DEAN & ASSOCIATES
ARCHITECTS

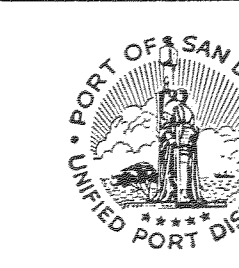
645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

SPEC. NO.	W.O. NO.	AD BUILT	8-20-79	EFV
CONTRACTOR				
CONSTRUCTION STARTED				
CONSTRUCTION COMPLETED				
COST				
INSPECTOR				

FIRST FLOOR PLAN

CLARIFICATION: DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:
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DESIGNED	APPROVAL
RECOMMENDED	
DRAWN	
CHECKED	

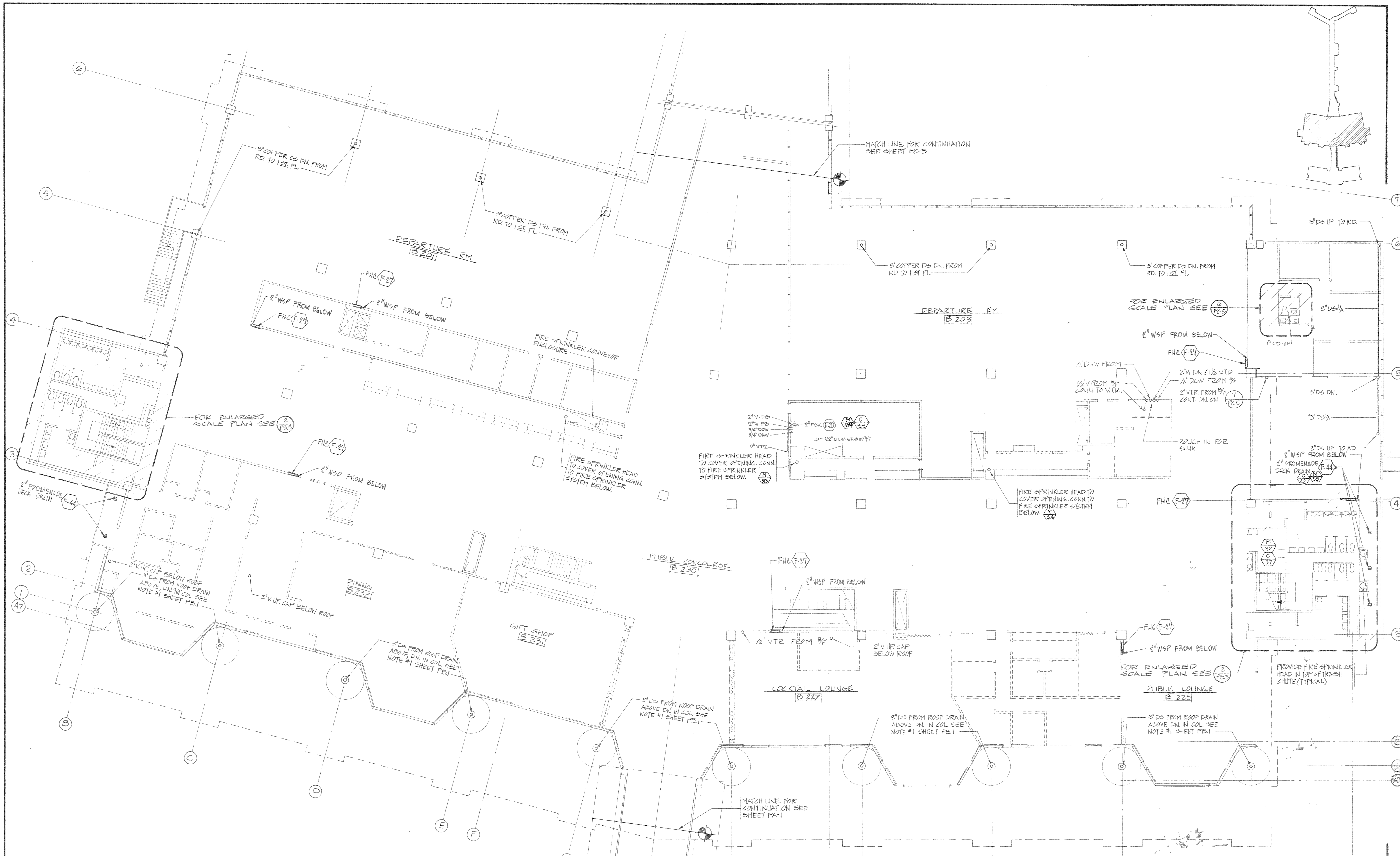
WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD

DATE 11 MAR 77
SHEET PB-1 OF 209
DRAWING NO. 1709
REV. 1

TERMINAL BLDG. B FIRST FLOOR PLAN

DATE 11 MAR 77
SHEET PB-1 OF 209
DRAWING NO. 1709
REV. 1

NOTE:
1. DOWNSPOUTS CAST IN COLUMNS SHALL BE COPPER TUBING AND SHALL BE WRAPPED WITH 15 LB. FELT PAPER.



CLARIFICATION: DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:
AS-BUILT DRAWING
CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM
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Architects and Planners AIA

MERLE STRUM and Associates
Mechanical Engineer
ME 12388

FLOOR PLAN

PADEREWSKI • DEAN & ASSOCIATES
ARCHITECTS
645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6103

SPEC. NO. _____
REFERENCES _____
CONTRACTOR _____
CONSTRUCTION STARTED _____
CONSTRUCTION COMPLETED _____
COST _____
INSPECTOR _____

NO. BUILT _____
DATE _____
APPROVED _____

5-20-79 EFV

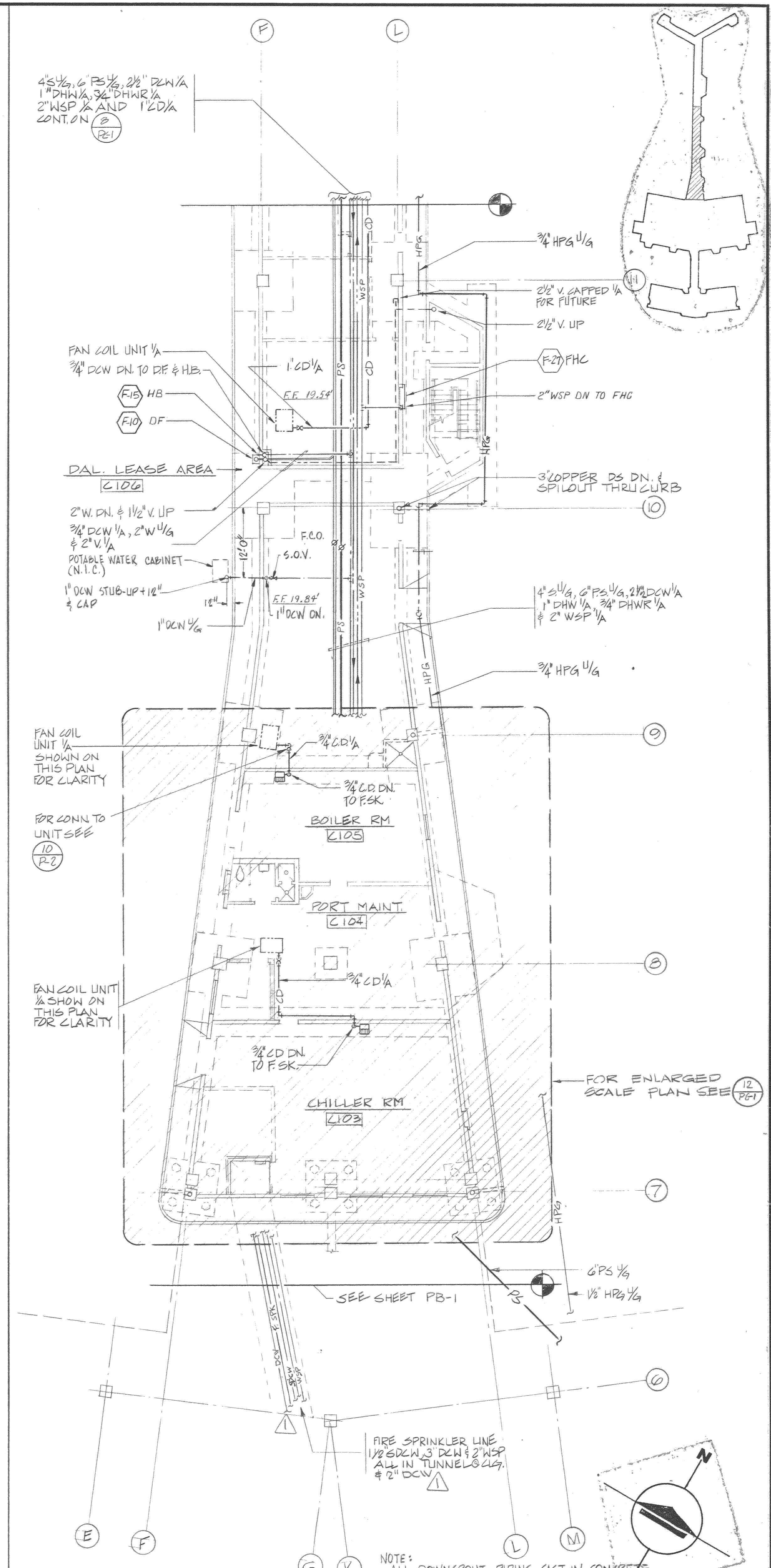
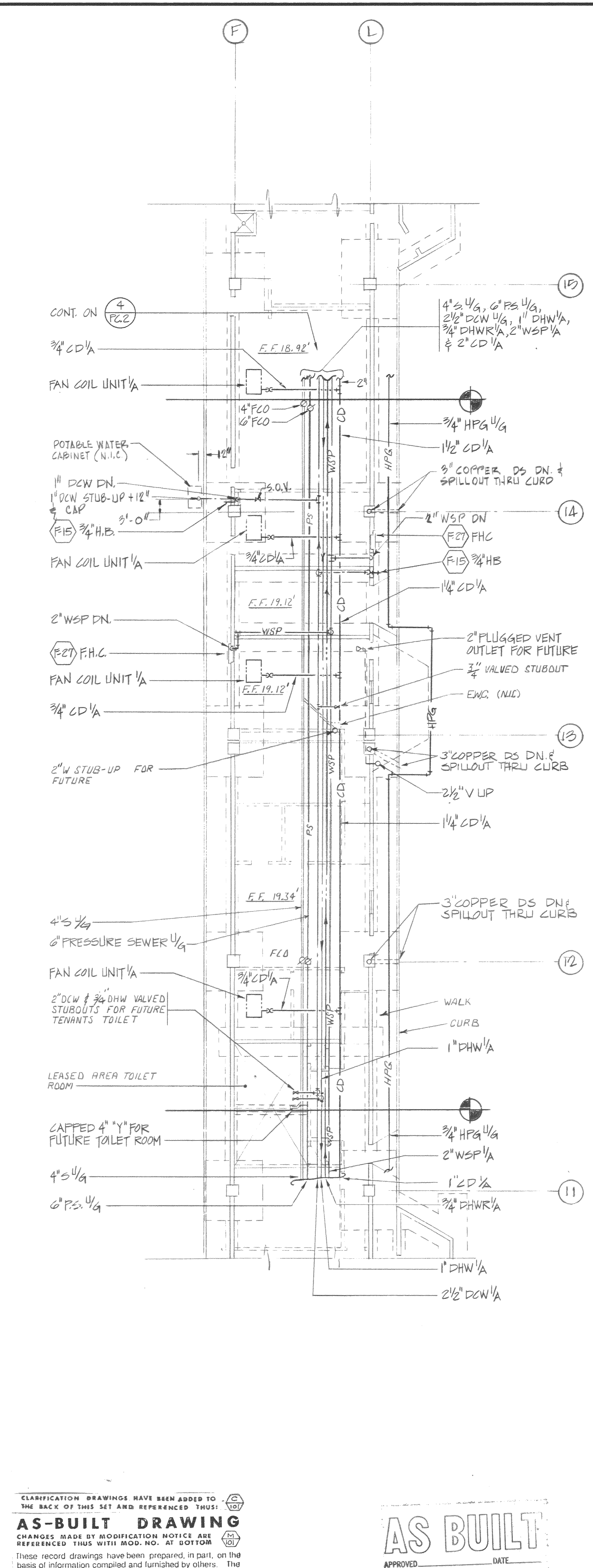
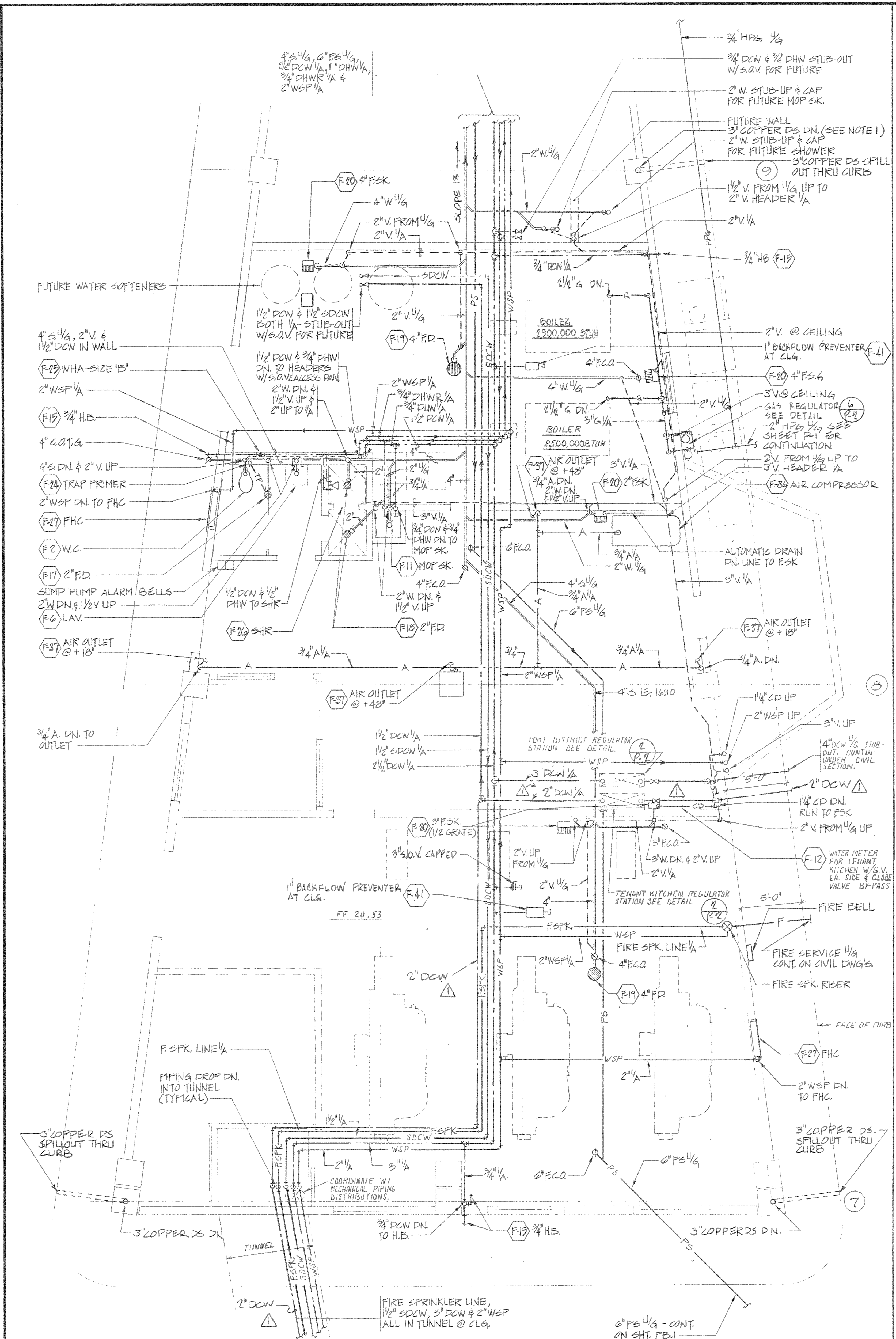
San Diego Unified Port District
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DESIGNED DP
DRAWN J.A.G.S.A.
CHECKED DP

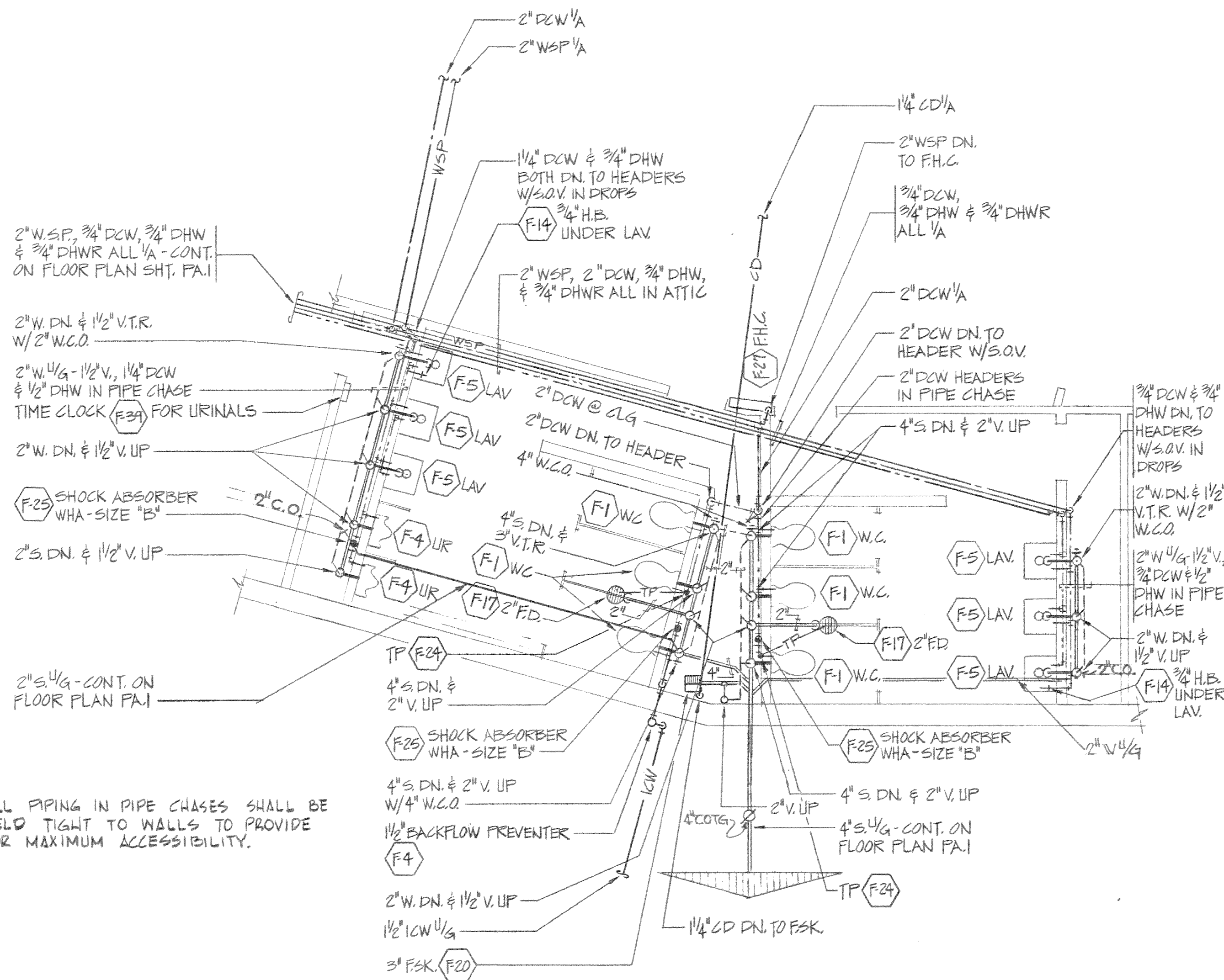
APPROVAL
RECOMMENDED [Signature]
ASST. CHIEF ENGINEER
APPROVED [Signature]
CHIEF ENGINEER

WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD
TERMINAL BLDG. B SECOND FLOOR PLANS

DATE 11 MAR 77
SHEET PB-2 OF 209
DRAWING NO. 1709
REV. _____



PADEREWSKI DEAN & ASSOCIATES ARCHITECTS 345 ASH ST. SAN DIEGO, CALIFORNIA 92101 TEL. 234 6163		CONTRACTOR CONSTRUCTION STARTED CONSTRUCTION COMPLETED COST		INSPECTOR 10-20		AS BUILT DESIGNED BY DRAWN BY J.O. & S.O. CHECKED BY APPROVED DATE		San Diego Unified Port District San Diego California		San Diego Unified Port District San Diego California		WEST TERMINAL PHASE III SAN DIEGO INTERNATIONAL AIRPORT LINDBERGH FIELD CONCURSE BLDG. C FIRST FLOOR PLAN DRAWING NO. 1709 REV. 1	
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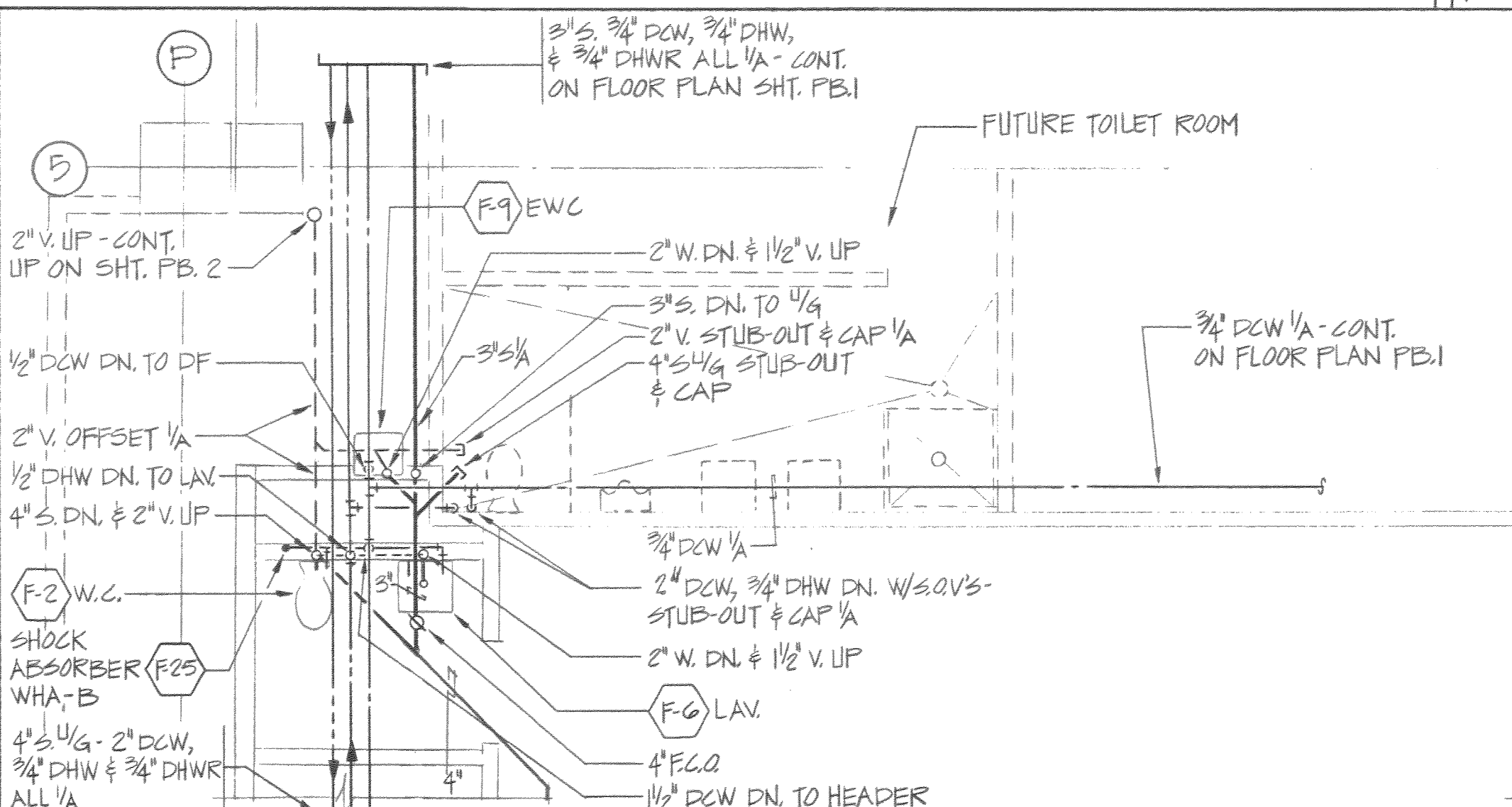
NOTE
ALL PIPING IN PIPE CHASES SHALL BE HELD TIGHT TO WALLS TO PROVIDE FOR MAXIMUM ACCESSIBILITY.

PART. FL. PLAN BAGGAGE CLAIM BLDG. 'A'

SC: 1/4"=1'-0" 10

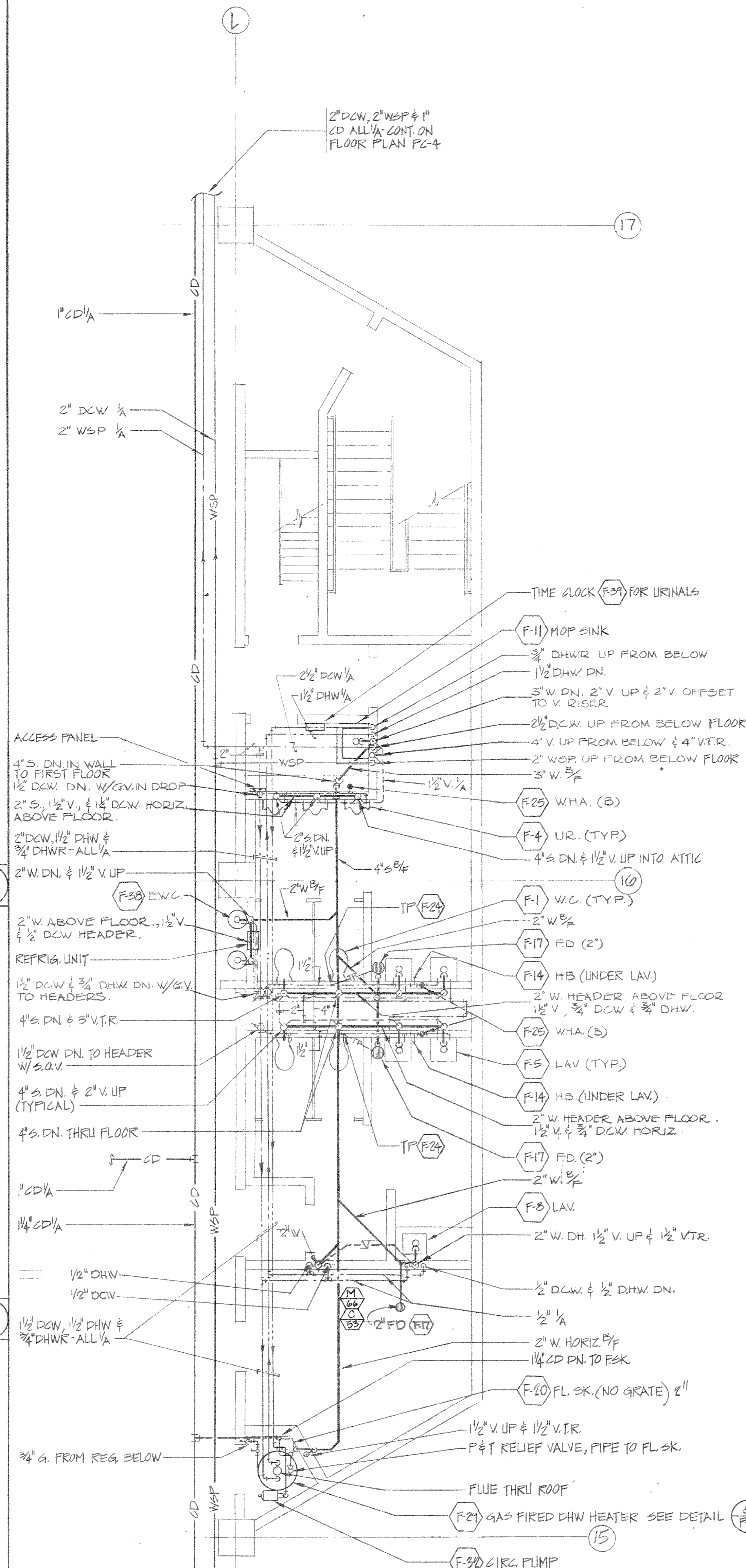
PART. 2ND FL. TERMINAL BLDG. - MANAGERS TOILET RM.

SC: 1/4"=1'-0" 6



PART. 1ST FL. - HARBOR POLICE TOILET RM.

SC: 1/4"=1'-0" 7



NOTE:
ALL PIPING IN PIPE CHASES SHALL BE HELD TIGHT TO WALLS TO PROVIDE FOR MAXIMUM ACCESSIBILITY.

1/4"=1'-0"

PART. 2ND FL. CONCOURSE BLDG 'C'

SC: 1/4"=1'-0" 4

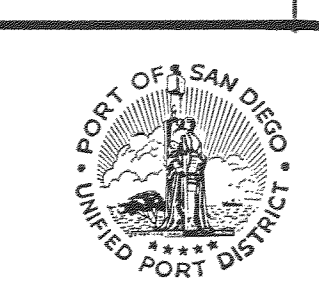
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Paderewski • Dean • Albrecht • Stevenson
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AS BUILT
APPROVED _____ DATE _____

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645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

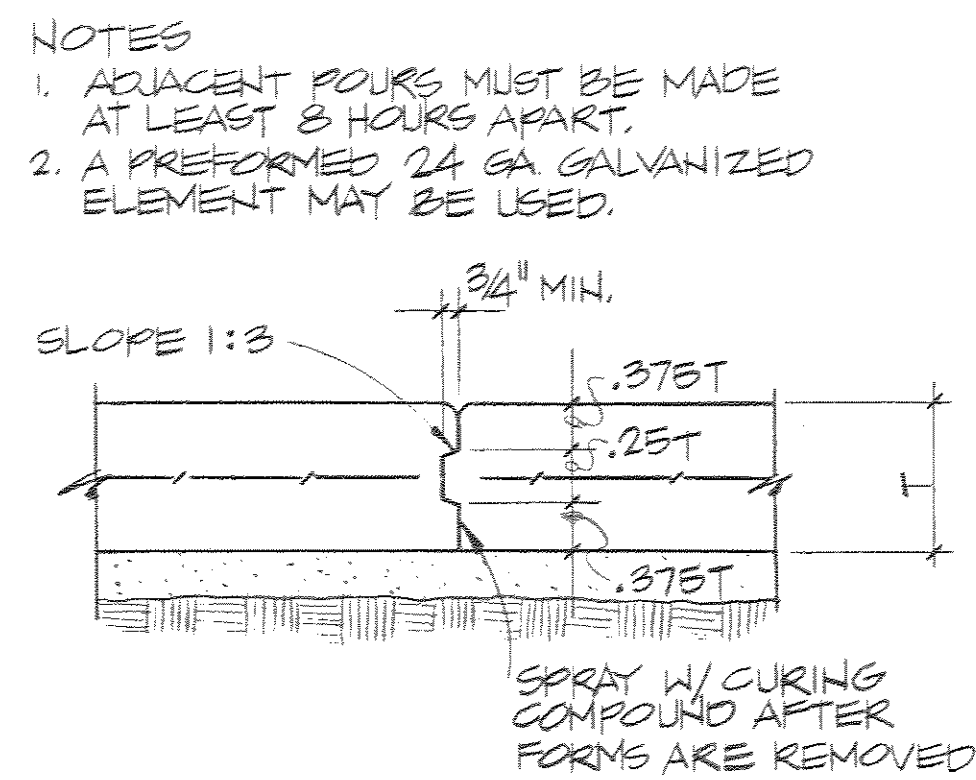
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CONTRACTOR			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST			
INSPECTOR	10-80		
REVISIONS			
DATE			
APPROVED			

San Diego Unified Port District
San Diego • California

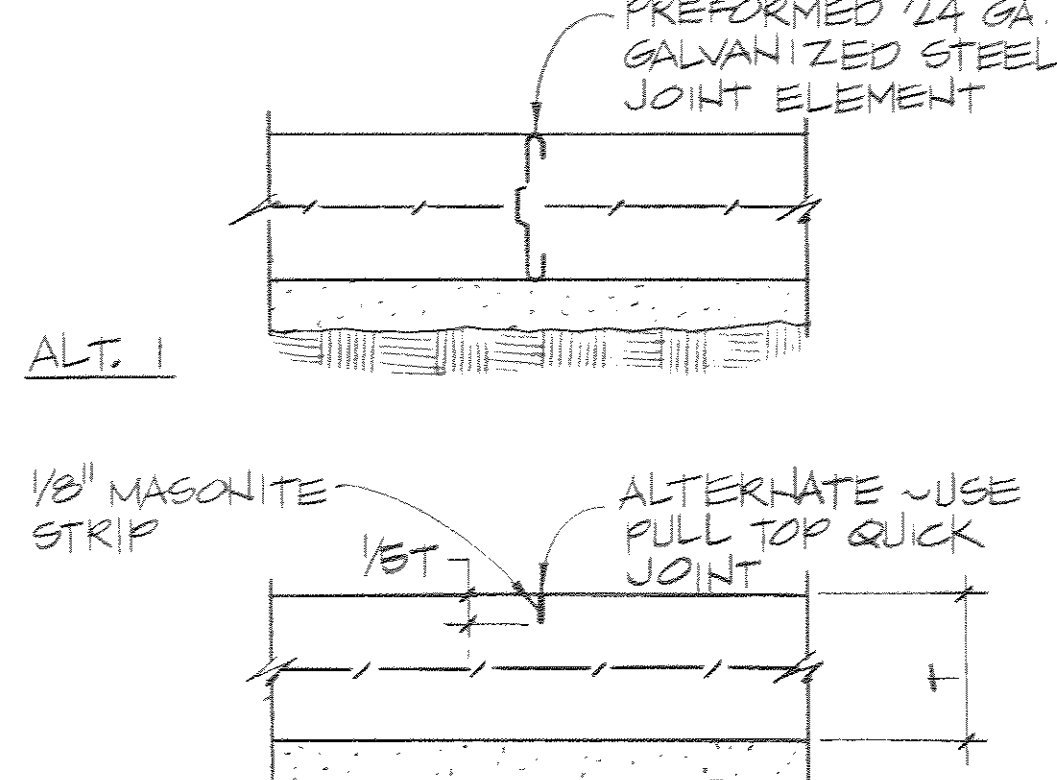


DESIGNED DB	APPROVAL RECOMMENDED J. A. & S. O.
DRAWN J. A. & S. O.	ASS'T. CHIEF ENGINEER
CHECKED DB	APPROVED J. A. & S. O.
	CHIEF ENGINEER

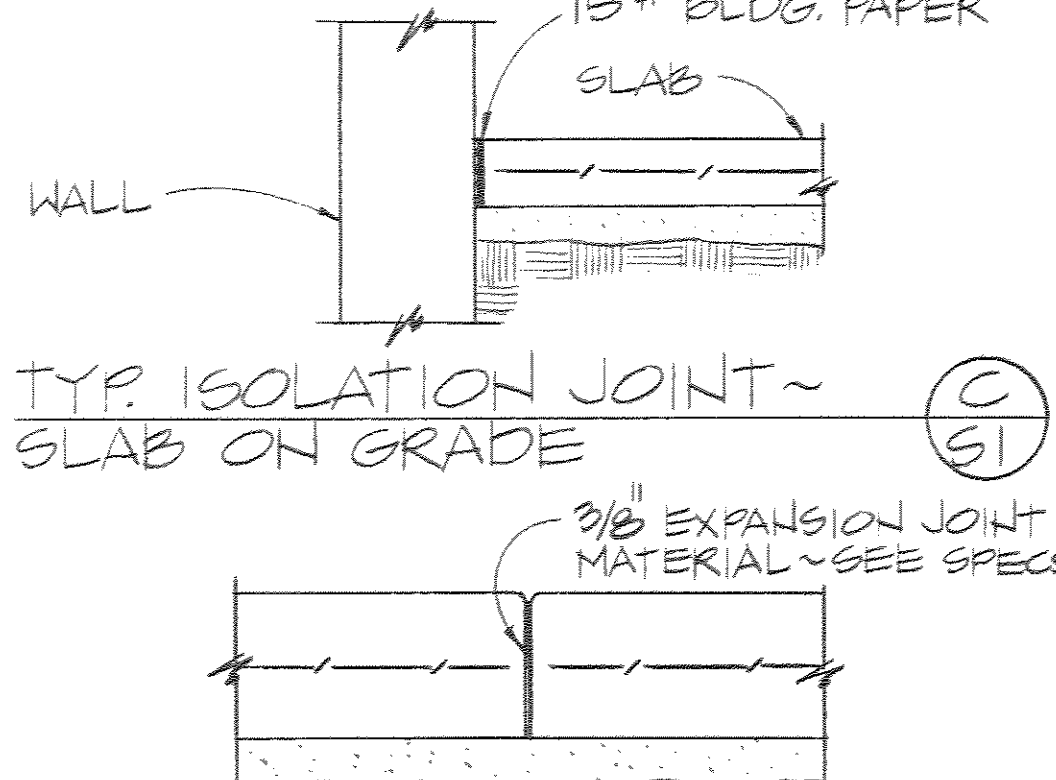
WEST TERMINAL PHASE III	MEAN LOWER LOW WATER
SAN DIEGO INTERNATIONAL AIRPORT	DATE 11 MAR 77
LINDBERGH FIELD	SHEET PC-5 of 209
PARTIAL FLOOR PLANS ENLARGED	DRAWING NO. 1709
	REV.



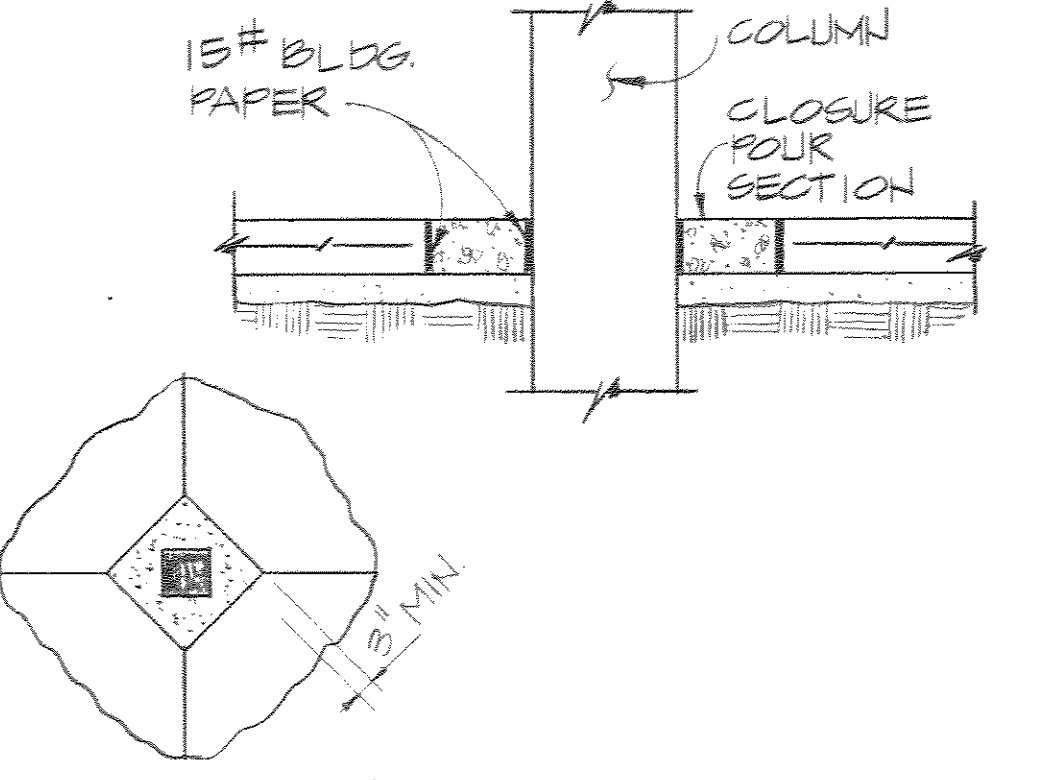
CONSTRUCTION JOINT ~ (A) (S)



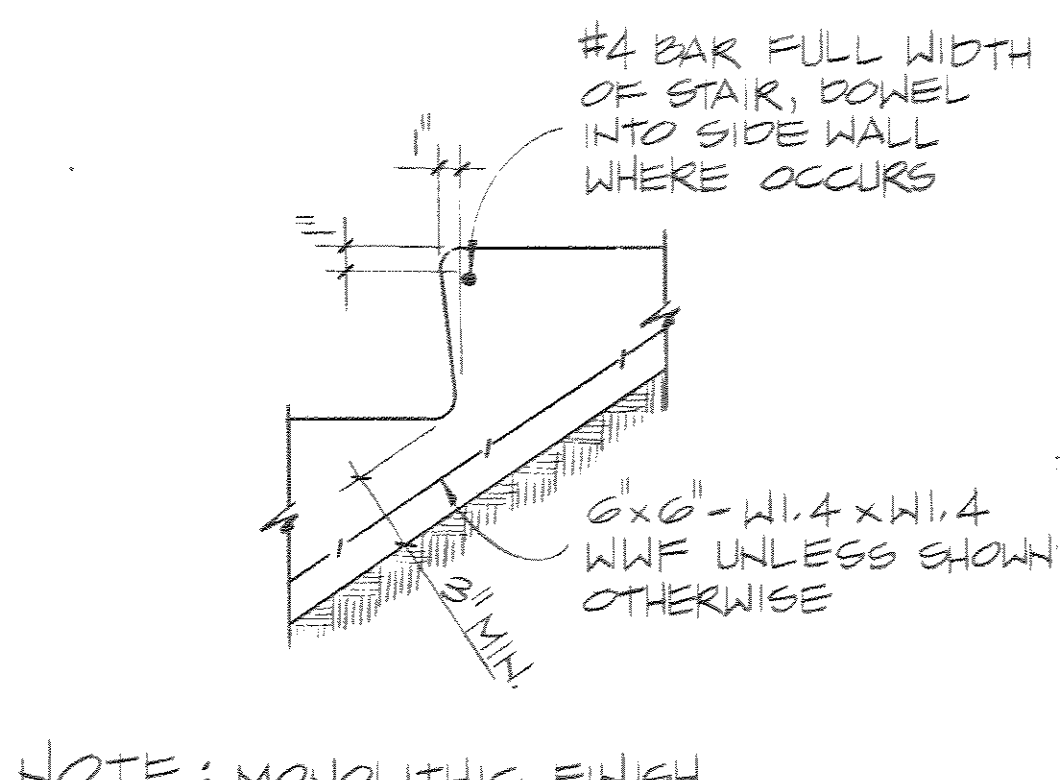
CONTRACTION CONTROL JOINT ~ SLAB ON GRADE (B) (S)



TYP. EXPANSION JOINT ~ SLAB ON GRADE (D) (S)



TYP. ISOLATION JOINT AT COLUMN ~ SLAB ON GRADE (E) (S)



TYP. CONCRETE STAIR ON GRADE (F) (S)

- GENERAL NOTES:
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK & THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES FOUND.
 - NOTES & DETAILS ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES AND THE TYPICAL DETAILS ON THIS SHEET IN CASE OF CONFLICT.
 - CHARACTER OF FOUNDATION SOIL: HYDRAULIC FILL. SEE WOODWARD-GIZIENSKI SOIL REPORT PROJECT 74-168 DATED OCTOBER 4, 1974.
 - MAXIMUM SOIL PRESSURE: 3000 PSF-BAGGAGE CLAIM & CONCOURSE: PILE FDNS-MAIN TERMINAL.
 - FOOTINGS SHALL EXTEND BELOW GRADE AS SHOWN ON THE DRAWINGS.
 - WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, THE DETAILS SHALL BE THE SAME AS FOR OTHER SIMILAR WORK.

REINFORCED CONCRETE

- REFER TO SPECIFICATIONS FOR DETAILS OF CONSTRUCTION.
- ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS AS FOLLOWS: (SEE SPEC SECTION 3A)

COLUMNS	4000 PSI	LIGHTWEIGHT CONCRETE 115 PCF
STRUC. FLOOR & ROOF	3000 PSI	LIGHTWEIGHT CONCRETE 115 PCF
SLABS	2500 PSI	
SIDWALKS, CURBS, GUTTERS & EXTERIOR PLAT WORK	3000 PSI	
ALL OTHER CONCRETE	4000 PSI	
TUNNEL BEAMS & TOPPING	3000 PSI	

- ALL REINFORCING STEEL, ANCHOR BOLTS, DOWELS AND INSERTS SHALL BE WELL SECURED IN POSITION PRIOR TO PLACING CONCRETE.
- REFER TO DETAILS ON DRAWINGS FOR MOLDS, ORNAMENTS, GROOVES, CLIPS, GROUNDS, ETC.. TO BE CAST IN THE CONCRETE. CHAMFER CORNERS OF ALL BEAMS & COLUMNS 3/4" UNLESS NOTED OTHERWISE.
- NO PIPES OR DUCTS SHALL BE PLACED IN CONCRETE COLUMNS, WALLS, OR SLABS UNLESS SPECIFICALLY DETAILED OR NOTED.
- UNLESS SHOWN OTHERWISE IN DETAILS, FURNISH NO. 2 SPACER TIES AT APPROX. 2'-6" O/C. AND ANY ADDITIONAL TIES OR CHAIRS REQUIRED TO KEEP REINFORCING IN PLACE DURING CASTING OF THE CONCRETE.
- IF THE CONTRACTOR DESIRES TO MAKE ANY CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON THESE DRAWINGS, HE SHALL SUBMIT DETAILS OF SAME TO THE ENGINEER FOR APPROVAL BEFORE STARTING WORK.
- NO BRICK OR POROUS MATERIAL SHALL BE USED TO SUPPORT FOOTING STEEL OFF THE GROUND.
- ALL CONCRETE WALLS AND COLUMNS SHALL BE DOWELED TO SUPPORTING FOOTINGS, BEAMS OR WALLS WITH BARS OF SAME SIZE AND SPACING AS VERTICAL BARS IN THE WALLS AND COLUMNS.
- LAP SPICE CONTINUOUS REINFORCEMENT A MINIMUM OF 30 DIAMETERS OR 1'-6" MINIMUM, UNLESS OTHERWISE NOTED.
- COVER FOR REINFORCING STEEL:

FOOTINGS:	WALLS & FASCIA:	
AGAINST EARTH (FORMED)	2"	INTERIOR FACE NOT EXPOSED TO WEATHER
SLABS & JOISTS	3"	EXTERIOR FACE EXPOSED TO WEATHER
NOT EXPOSED TO WEATHER	1"	AGAINST EARTH (FORMED)
COVER FOR PRESTRESSING STRANDS & REINFORCEMENT IN PRESTRESSED MEMBERS SHALL BE AS REQUIRED FOR A TWO HOUR FIRE RATING	1"	PLACED AGAINST EARTH
	1-1/2"	COLUMNS
	1-1/2"	BEAMS

- ALL REINFORCING STEEL SHALL BE PLACED IN ACCORDANCE WITH THE RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS, 1963, OF THE CONCRETE REINFORCING STEEL INSTITUTE.
- REINFORCING STEEL SHALL BE ASTM A615 GRADE 60 EXCEPT WHEN OTHERWISE SHOWN ON PLANS. COLUMN REINFORCING SHALL BE GRADE 60. WELDED WIRE MESH SHALL CONFORM TO ASTM A185.
- PRESTRESSING STEEL SHALL CONFORM TO ASTM A416-270K.
- FURNISH AND PLACE TEN THOUSAND POUNDS (10,000) OF REINFORCING STEEL #3 AND LARGER AS DIRECTED IN THE FIELD BY THE ENGINEER.

STRUCTURAL STEEL

- STRUCTURAL STEEL SHALL COMPLY WITH ASTM SPECIFICATION A-36.
- MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE LATEST EDITION OF THE AISC SPECIFICATIONS FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS.
- ALL WELDING SHALL BE DONE BY THE SHIELDED ARC PROCESS.
- CONNECTED MEMBERS SHALL BEAR ONLY UPON THE UNTHREADED PORTION OF BOLTS.
- USE 3/4" MIN. DRYPACK UNDER ALL BASE PLATES.
- PIPE COLUMNS SHALL BE ASTM A53 GRADE B. TUBES SHALL BE ASTM A500 OR A501.
- WHERE CONTINUOUS STEEL MEMBERS ARE CALLED OUT, THEY SHALL BE SPLICED (AS REQUIRED) WITH FULL PENETRATION BUTT WELDS.

CONCRETE BLOCK MASONRY

- CONCRETE BLOCK SHALL BE GRADE N-I IN ACCORDANCE WITH ASTM SPECIFICATION C90, LIGHTWEIGHT.
- USE EXTREME CARE TO KEEP MORTAR DROPPINGS OUT OF GROUT SPACE.
- ALL REINFORCING STEEL SHALL BE ACCURATELY PLACED. VERTICAL STEEL SHALL BE CENTERED IN THE WALL UNLESS OTHERWISE DIMENSIONED. VERTICAL BARS SHALL BE SPLICED ONLY AT FLOOR OR ROOF SLABS - LAP SPICE 40 DIA. UNLESS OTHERWISE SHOWN.
- WHEN GROUTING IS STOPPED FOR ONE HOUR OR LONGER, THE HORIZ. CONSTRUCTION JOINTS SHALL BE FORMED BY STOPPING ALL TIES AT THE SAME ELEVATION AND WITH THE GROUT ONE INCH (1") BELOW THE TOP.
- GROUT SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 2000 PSI AT 28 DAYS, SEE SPECIFICATIONS. MORTAR SHALL BE TYPE S AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 1800 PSI AT 28 DAYS.
- PROVIDE 1" MINIMUM GROUT COVER ON ALL BOLTS AND PLATES.
- STEEL REINFORCING SHALL BE ASTM A615, GRADE 40 OR 60.
- BLOCK MASONRY STRENGTH - ASSUMED VALUE 1350 PSI.
- VERTICAL REINFORCING SHALL BE FASTENED IN POSITION AT TOP, BOTTOM, AND AT INTERVALS NOT EXCEEDING 192 DIAMETERS.
- GROUT CELLS SOLID WHERE REINFORCING OCCURS AND AS SHOWN ON THE PLANS.

SPECIAL INSPECTION

- SPECIAL INSPECTION OF WORK IS REQUIRED AS FOLLOWS:
 - CONCRETE
 - CONCRETE BLOCK MASONRY
 - PRESTRESSED CONCRETE
 - FIELD WELDING
- DUCTILE MOMENT FRAMES IN TERMINAL, CONCOURSE, BRIDGE, & BAGGAGE CLAIM. INSPECTOR FOR FRAMES TO BE SPECIALLY QUALIFIED FOR CONCRETE DUCTILE FRAMES

DESIGNED BY: [Signature] APPROVED BY: [Signature]

DRAWN BY: [Signature] CHECKED BY: [Signature]

DATE: 11 MAR 1977

PROJECT: WEST TERMINAL PHASE III

LOCATION: SAN DIEGO INTERNATIONAL AIRPORT LINDBERGH FIELD

GENERAL NOTES & TYPICAL DETAILS

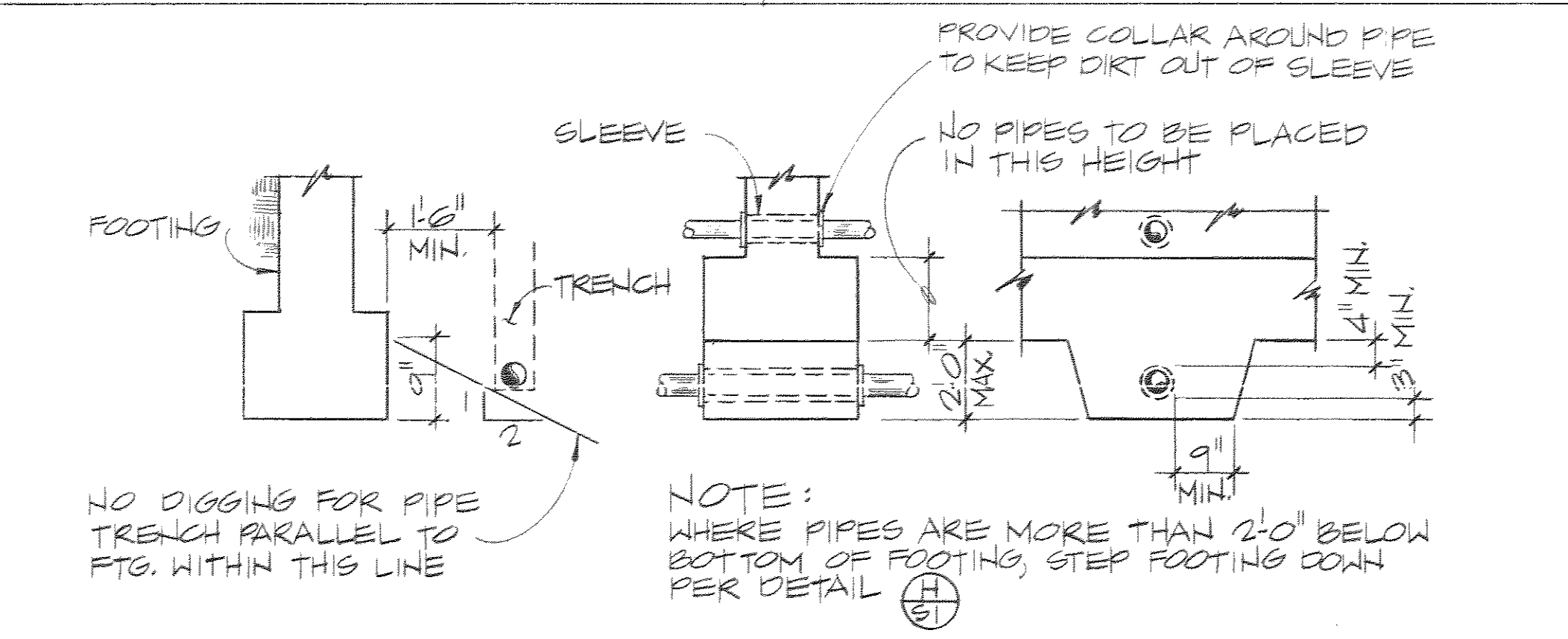
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DATE: 11 MAR 1977

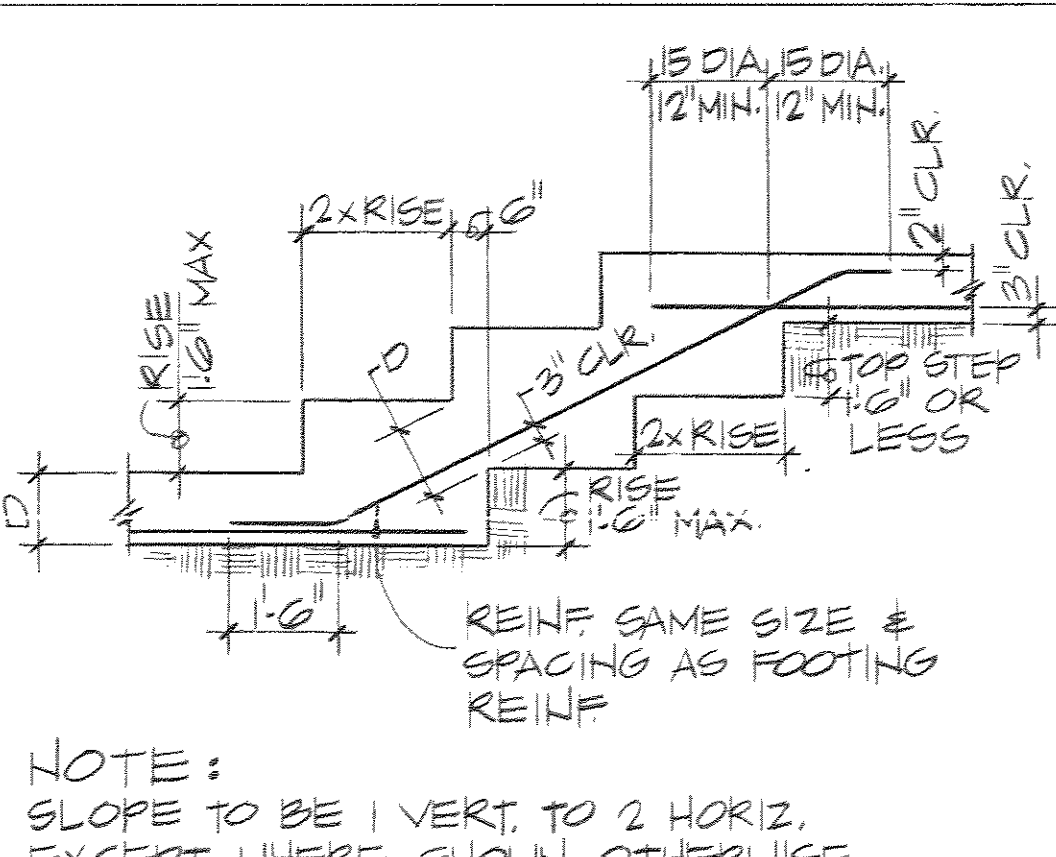
SHEET 51 OF 204

DRAWING NO. 1709

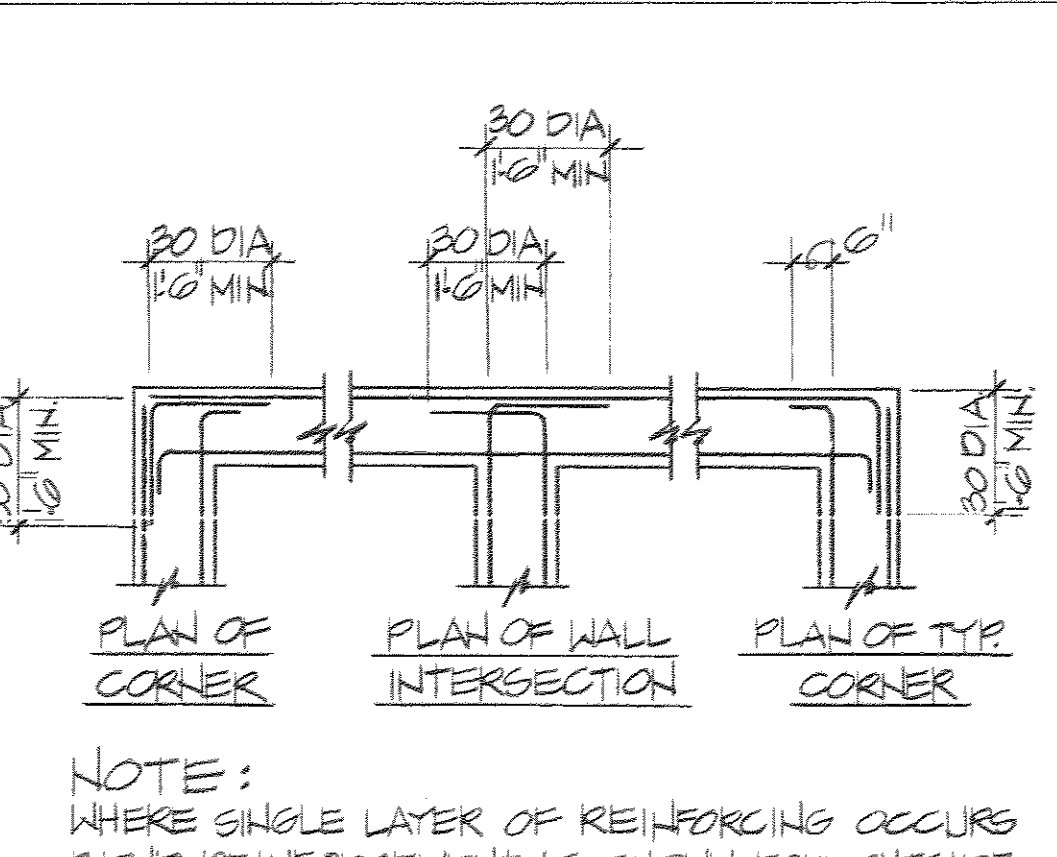
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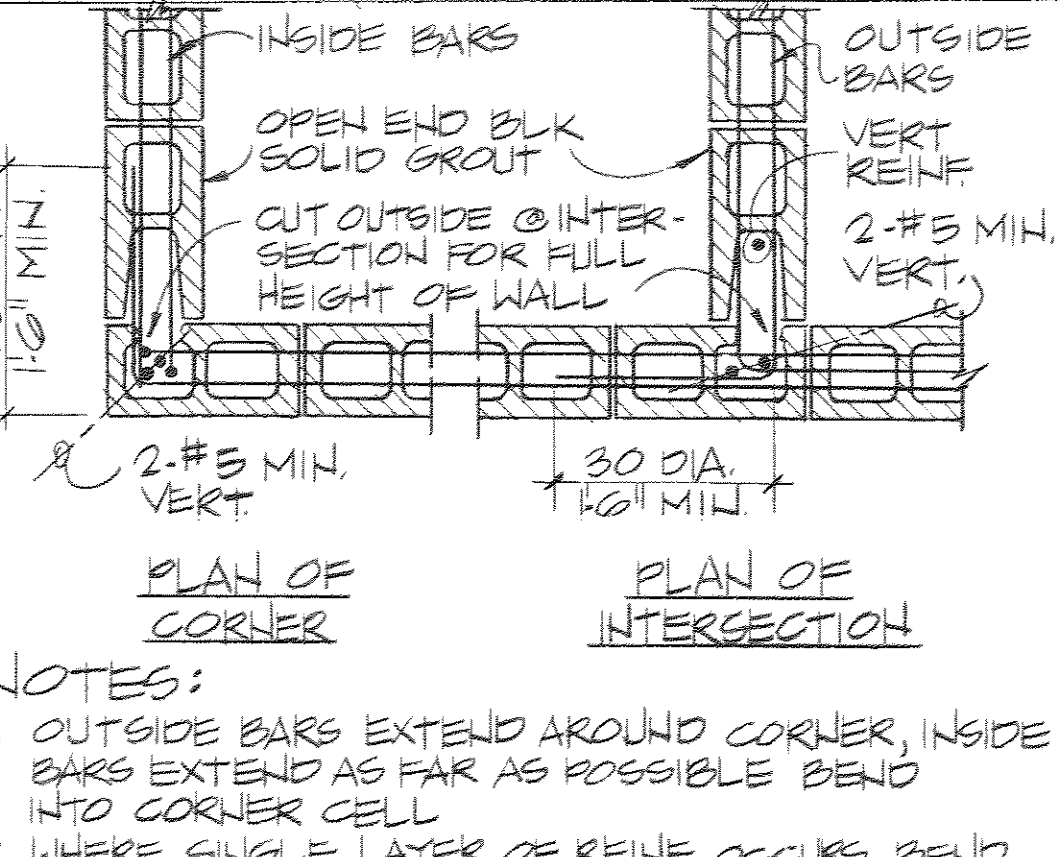
DETAIL OF PIPING AT FOOTING (G) (S)



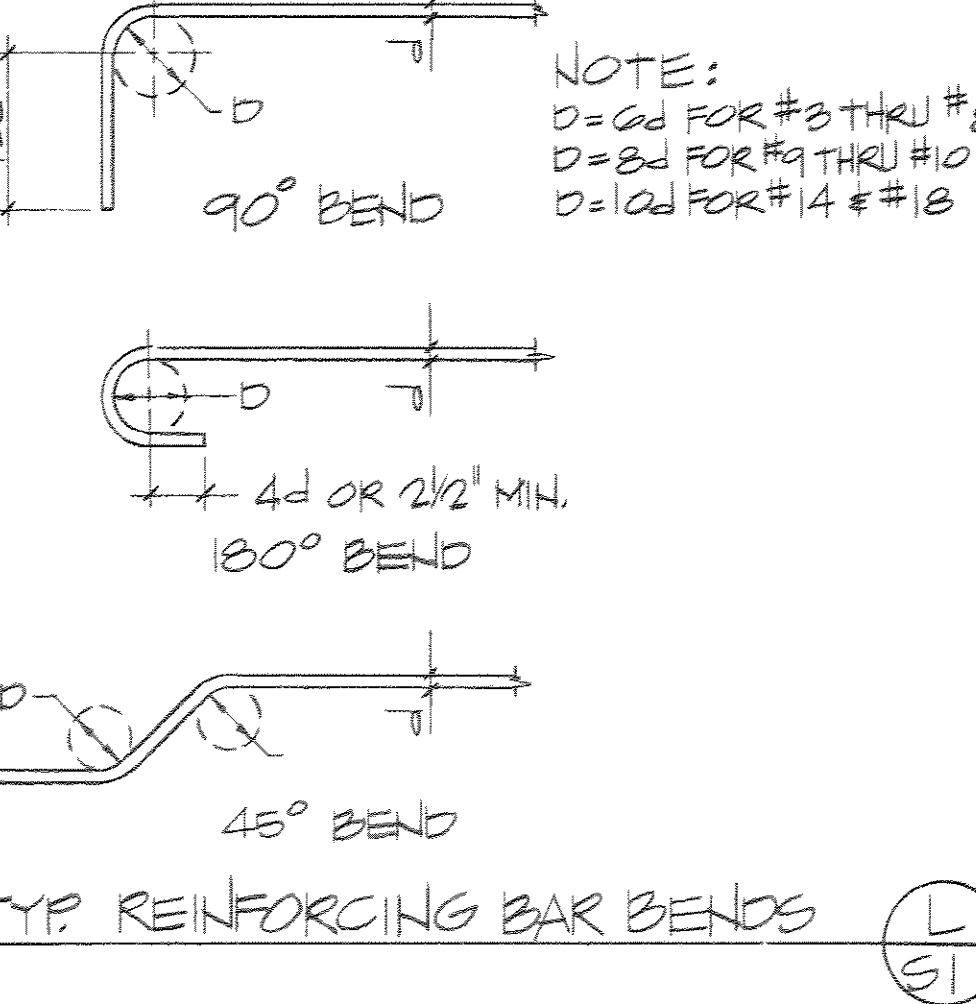
TYP. STEP IN WALL FOOTING (H) (S)



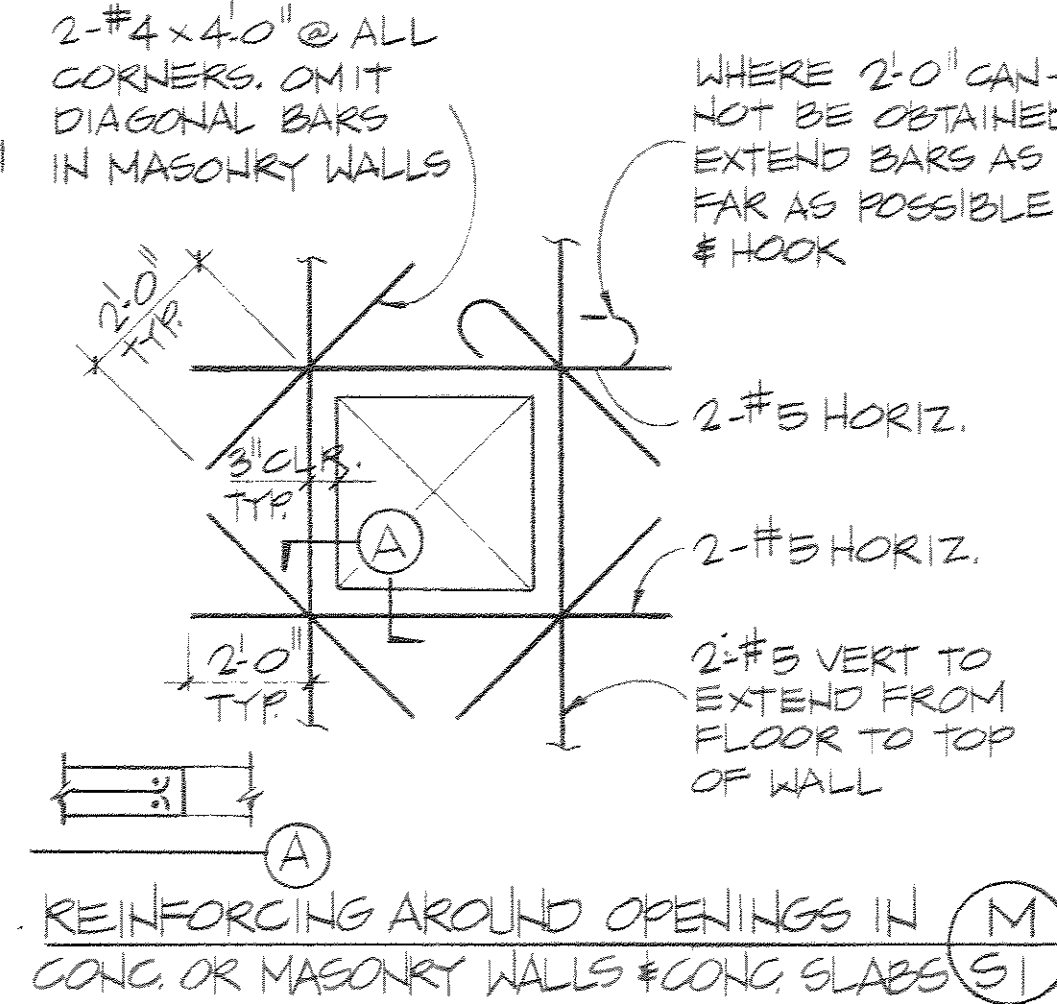
TYP. REIN. AT INTERSECTIONS OF FTGS., WALLS & BEAMS (J) (S)



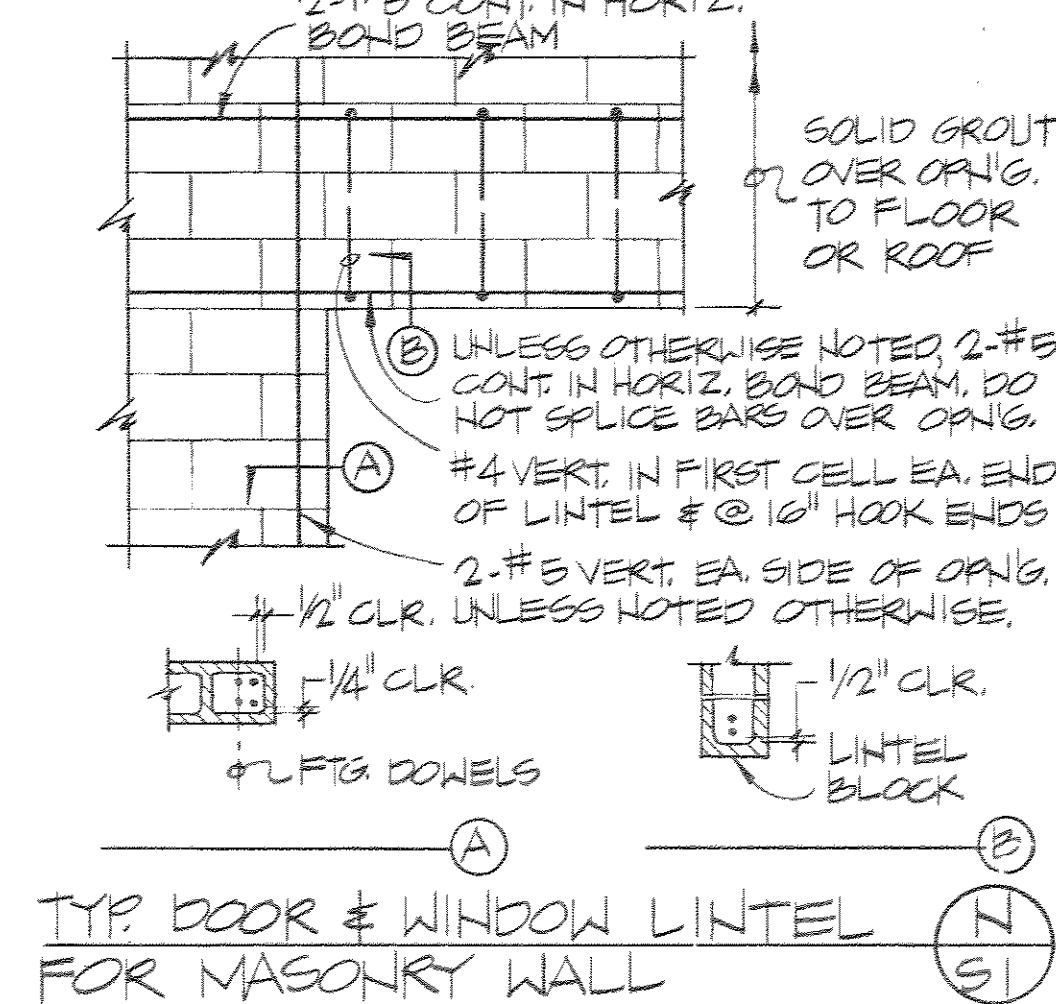
TYP. REIN. AT INTERSECTION OF MASONRY WALLS (K) (S)



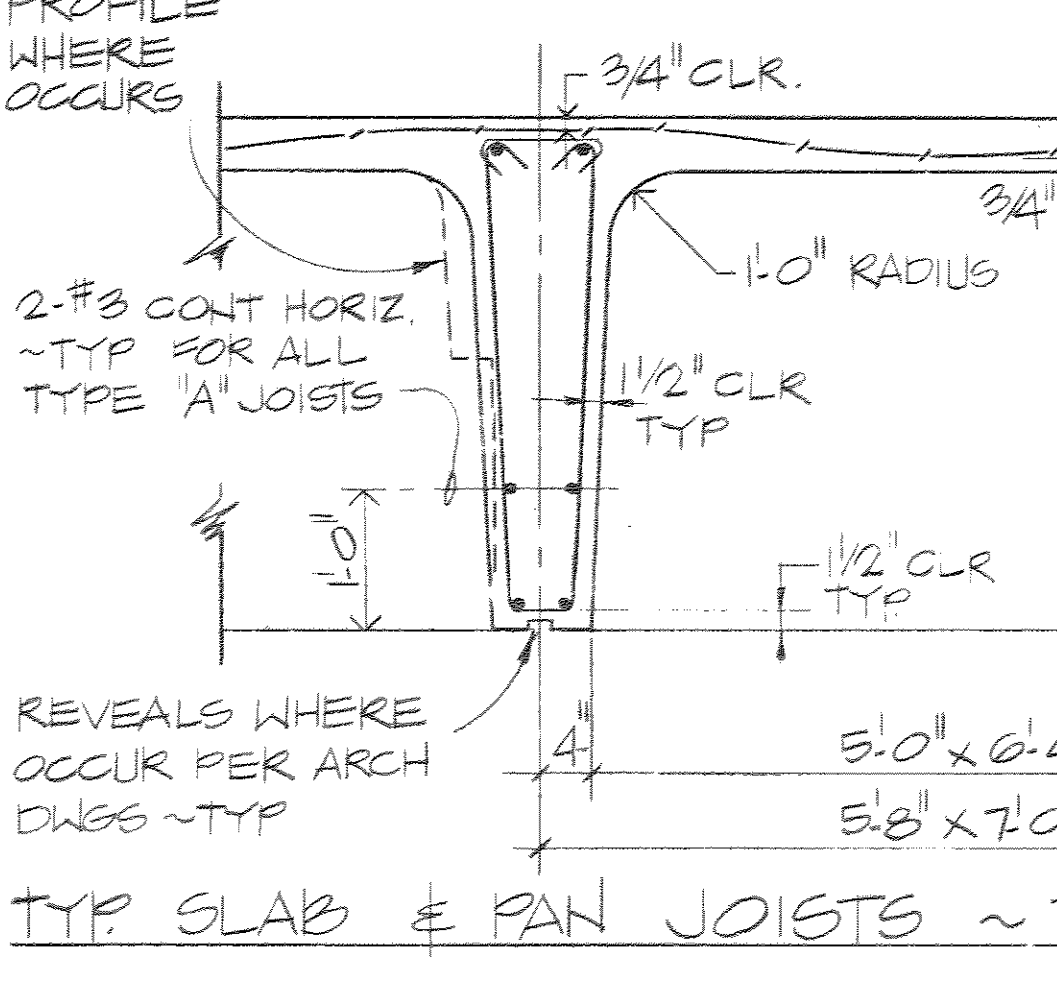
TYP. REINFORCING BAR BENDS (L) (S)



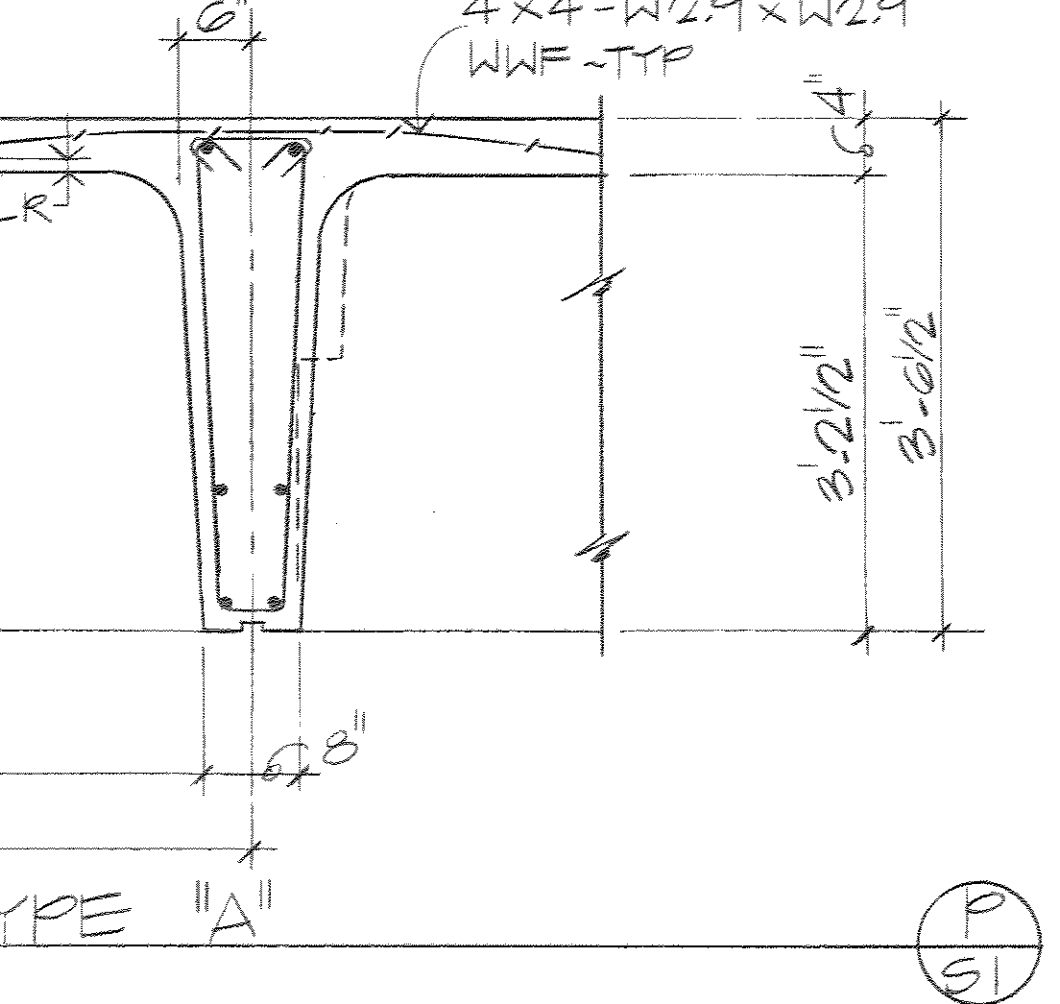
REINFORCING AROUND OPENINGS IN CONC. OR MASONRY WALLS & CONC. SLABS (M) (S)



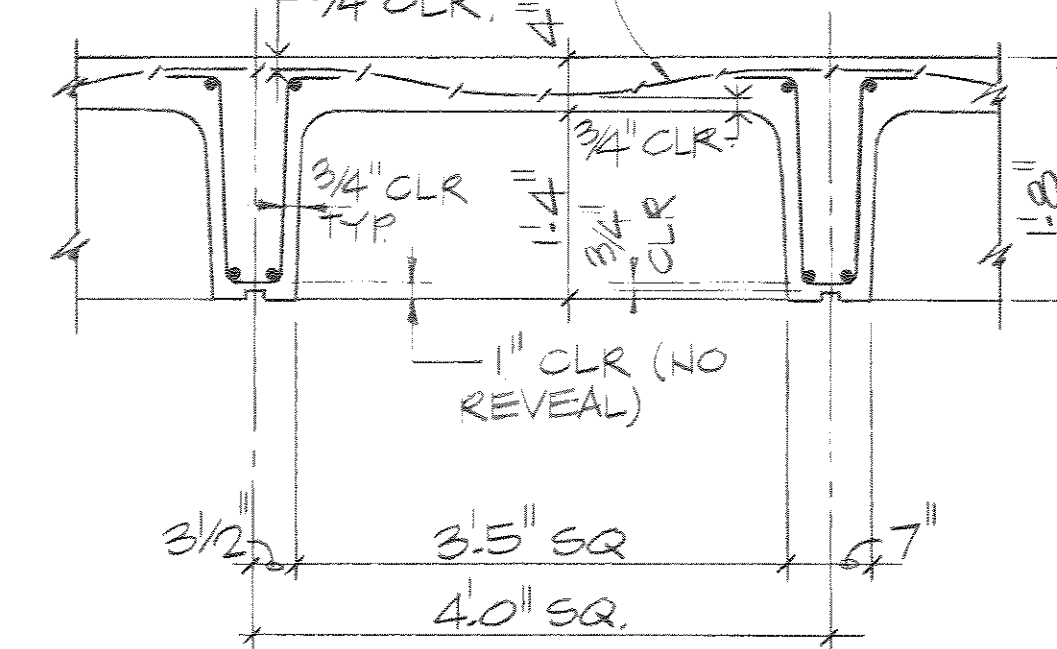
TYP. DOOR & WINDOW LINTEL FOR MASONRY WALL (N) (S)



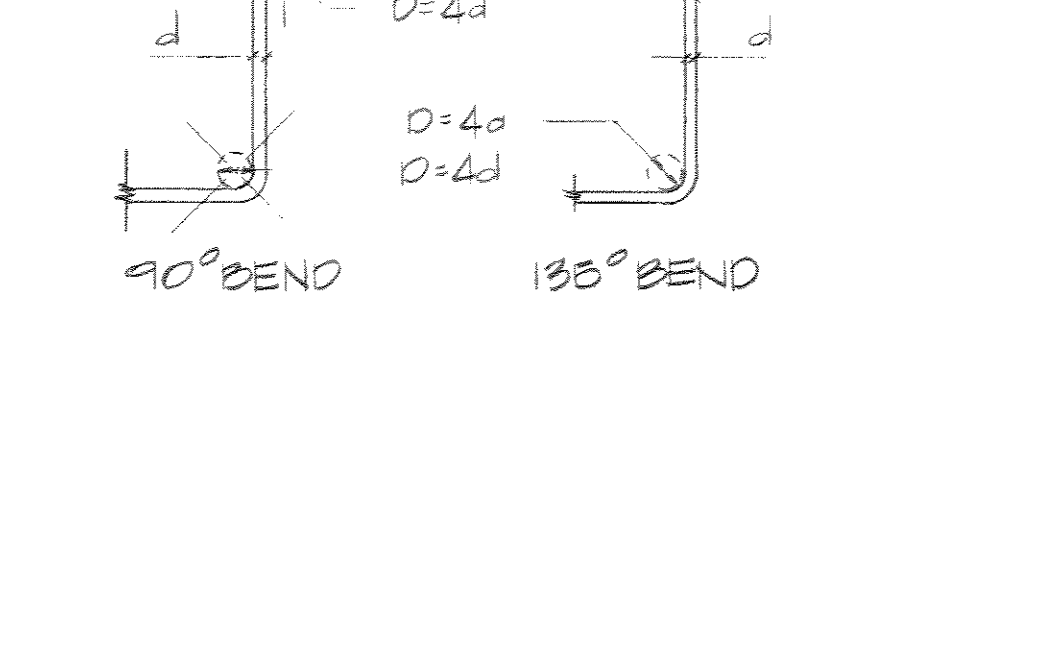
TYP. SLAB & PAN JOISTS ~ TYPE "A" (P) (S)



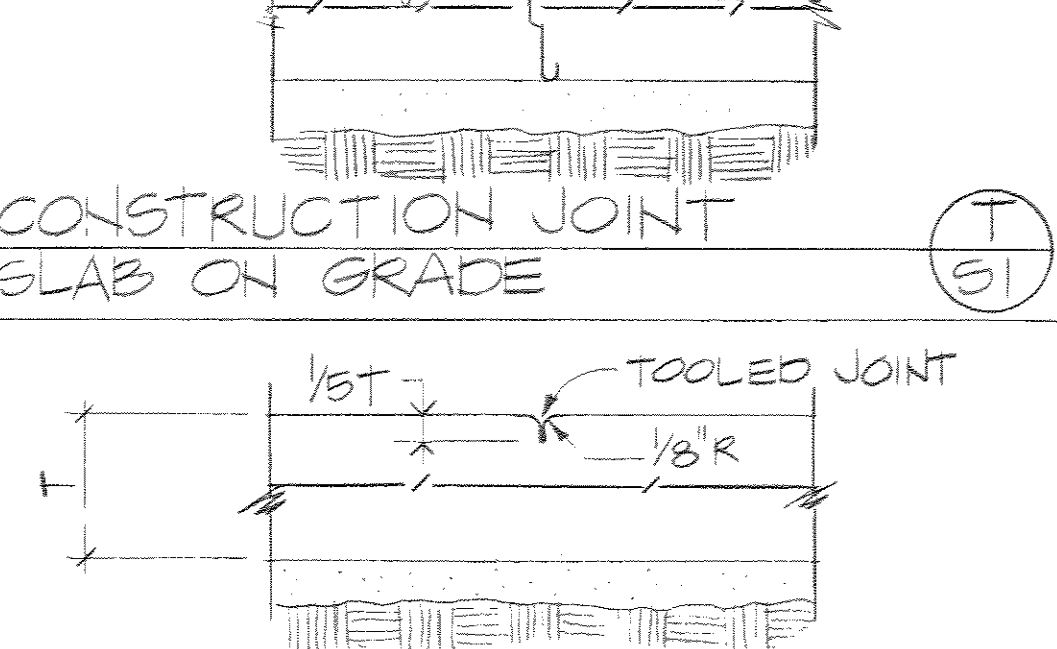
TYP. SLAB & PAN JOISTS ~ TYPE "B" (Q) (S)



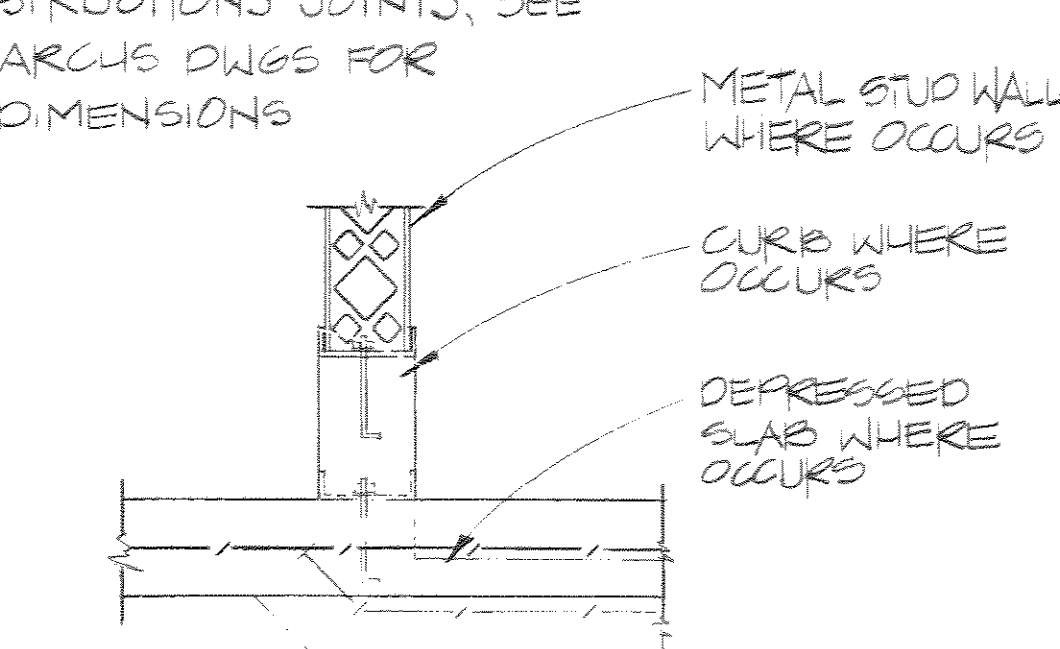
TYP. SLAB & PAN JOISTS ~ TYPE "C" (R) (S)



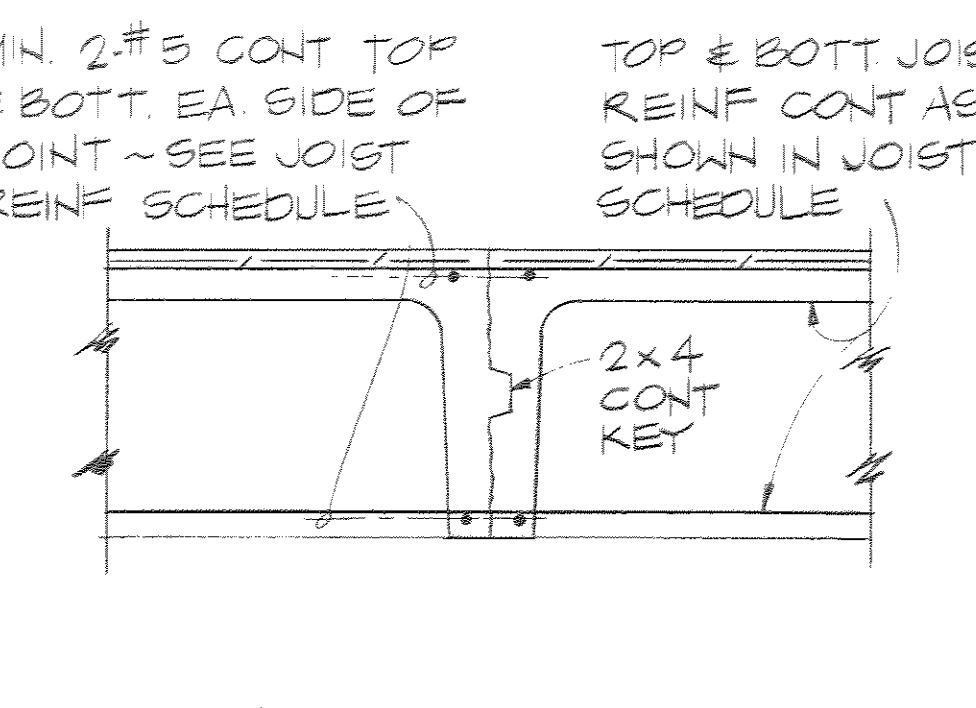
TYP. STIRRUP & TIE BENDS (S) (S)



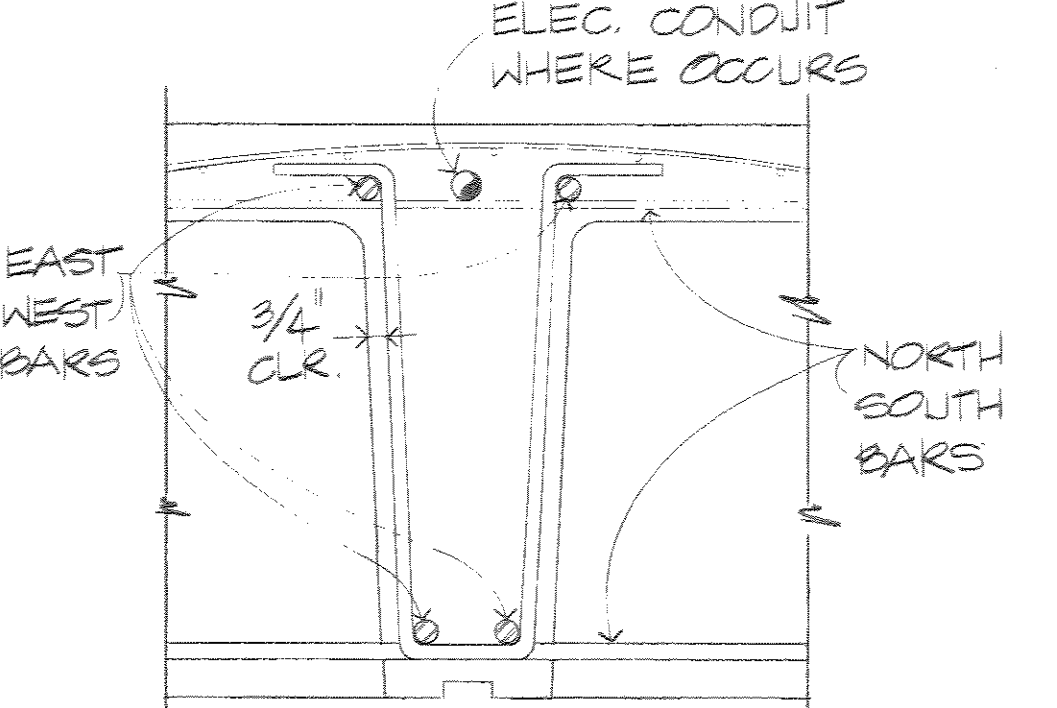
CONTRACTION CONTROL JOINT- EXPOSED SLAB ON GRADE (U) (S)



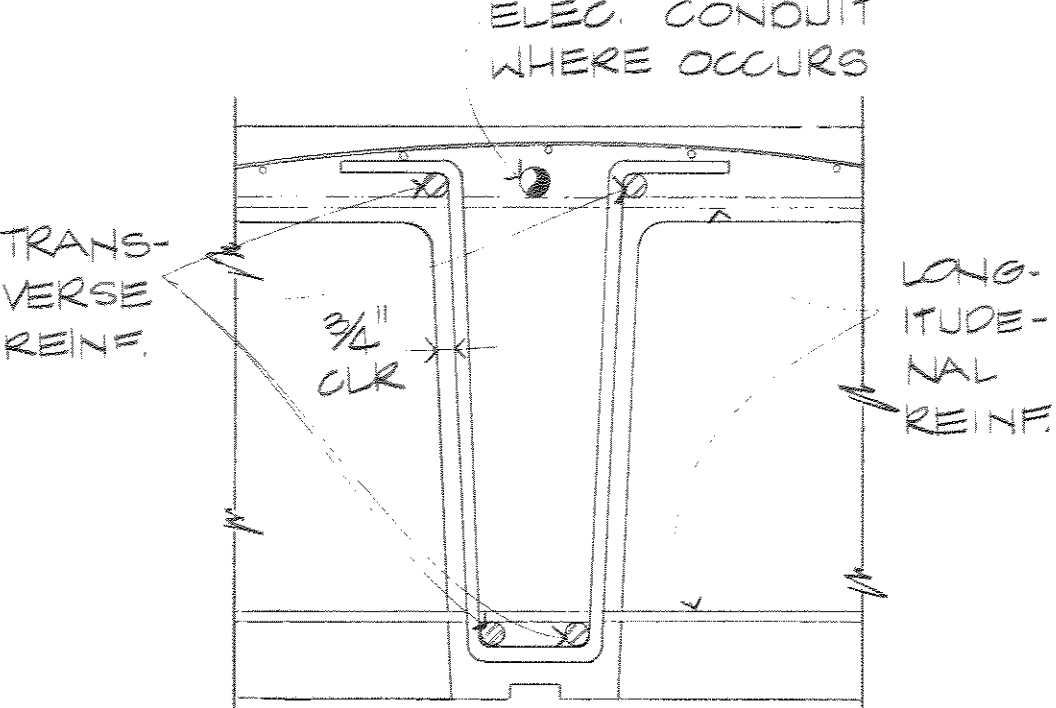
TYP. CURB & DEPRESSIONED SLAB - ON GRADE (V) (S)



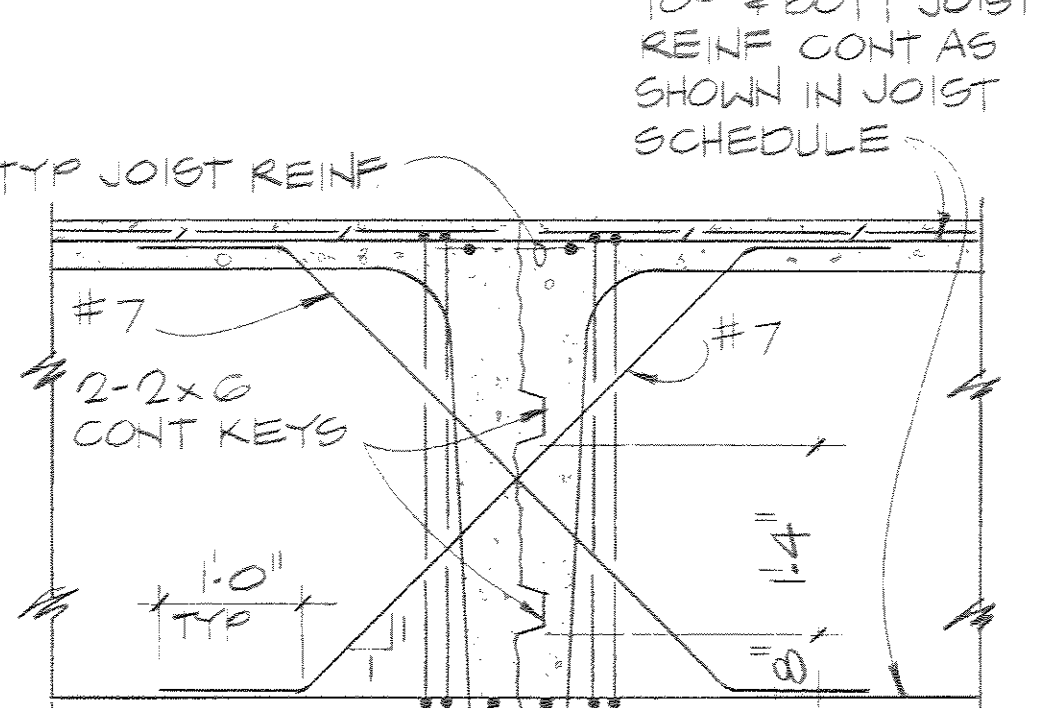
TYP. CONSTRUCTION JOINT ~ TYPE "B" & "C" JOISTS (W) (S)



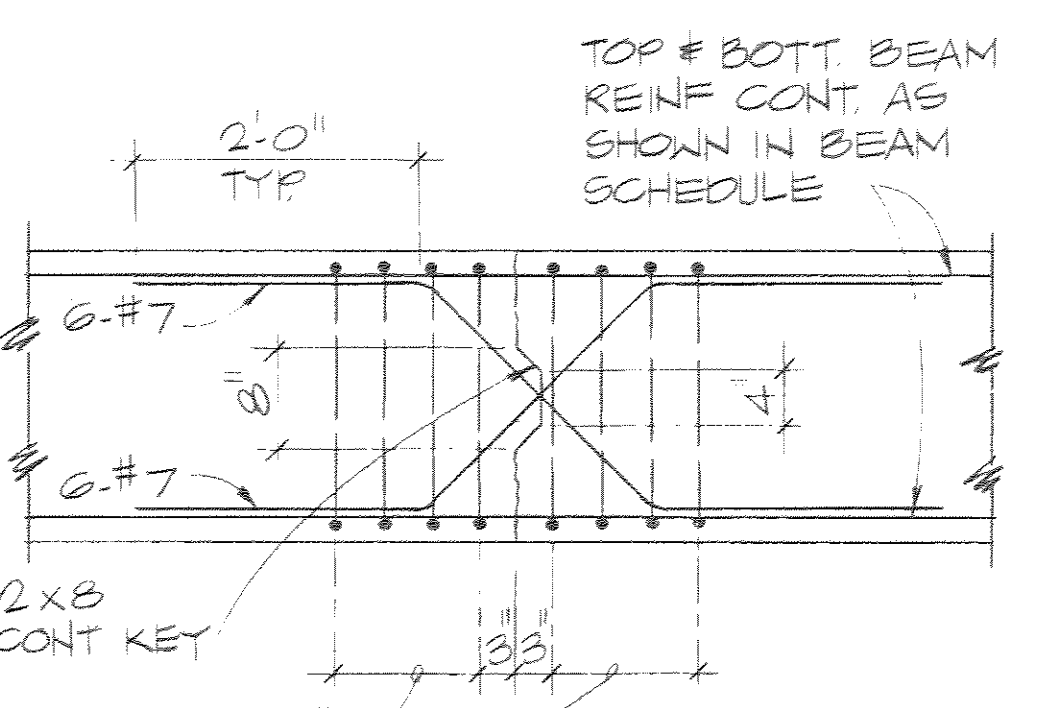
TYP. JOIST REIN. PLACEMENT FOR TERMINAL BLOC (X) (S)



TYP. JOIST REIN. PLACEMENT EXCEPT @ TERMINAL BLOC (Y) (S)



TYP. CONSTRUCTION JOINT ~ TYPE "A" JOISTS (Z) (S)



TYP. CONSTRUCTION JOINT AT BEAMS (AA) (S)

PADEREWSKI - DEAN & ASSOCIATES ARCHITECTS

645 ASH ST. SAN DIEGO, CALIFORNIA 92101

TEL. 234 6183

DATE: 11 MAR 1977

PROJECT: WEST TERMINAL PHASE III

LOCATION: SAN DIEGO INTERNATIONAL AIRPORT LINDBERGH FIELD

GENERAL NOTES & TYPICAL DETAILS

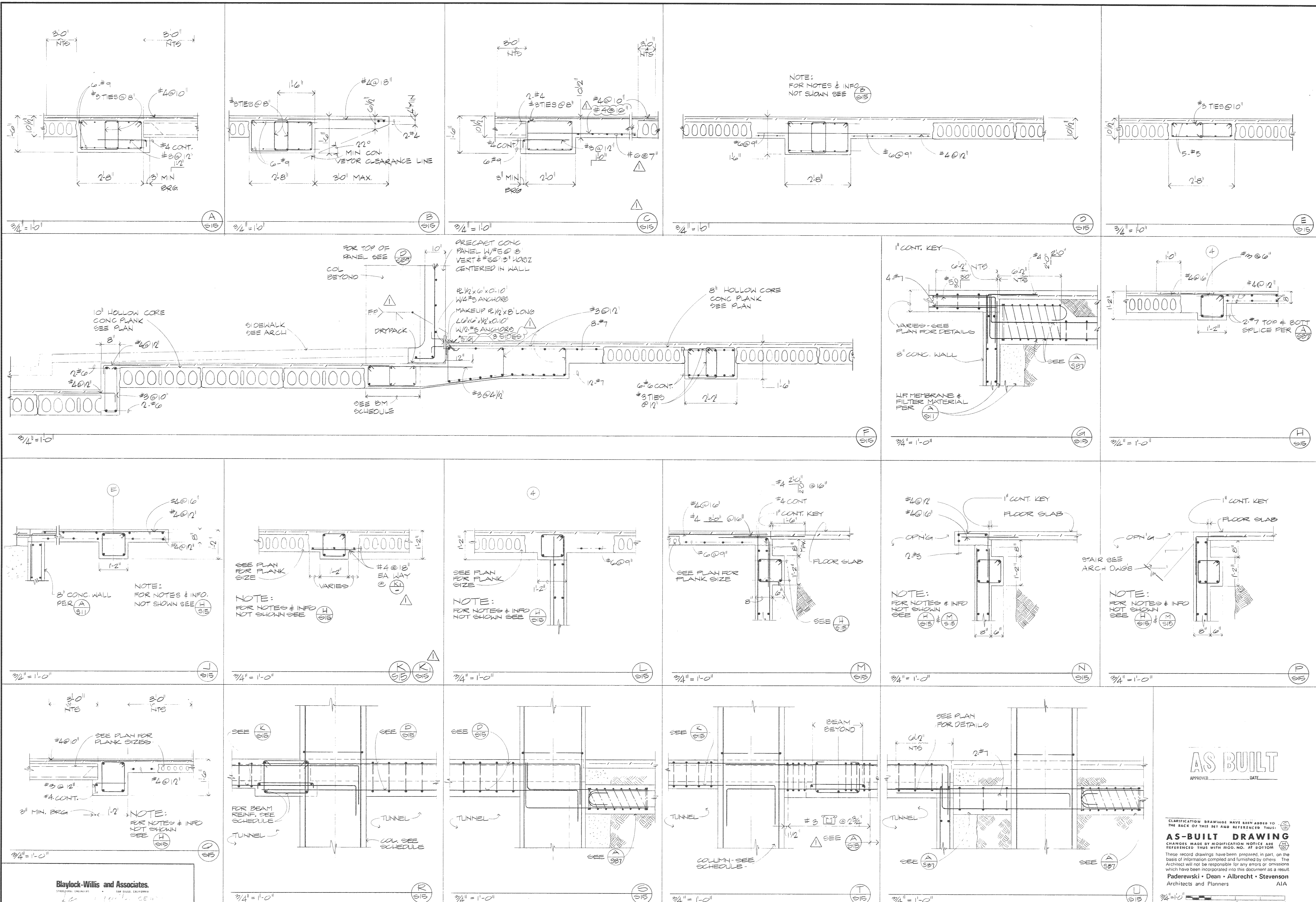
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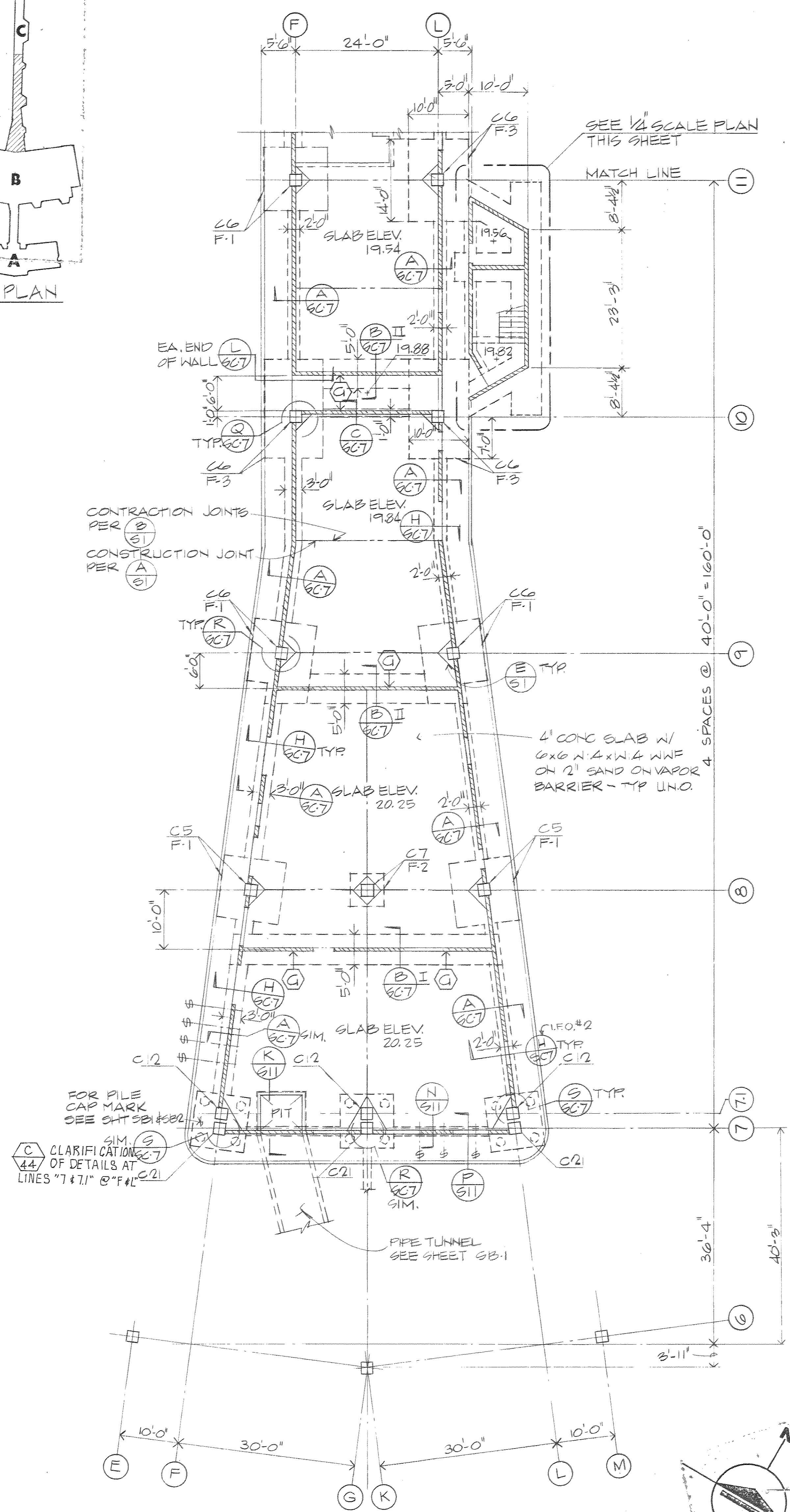
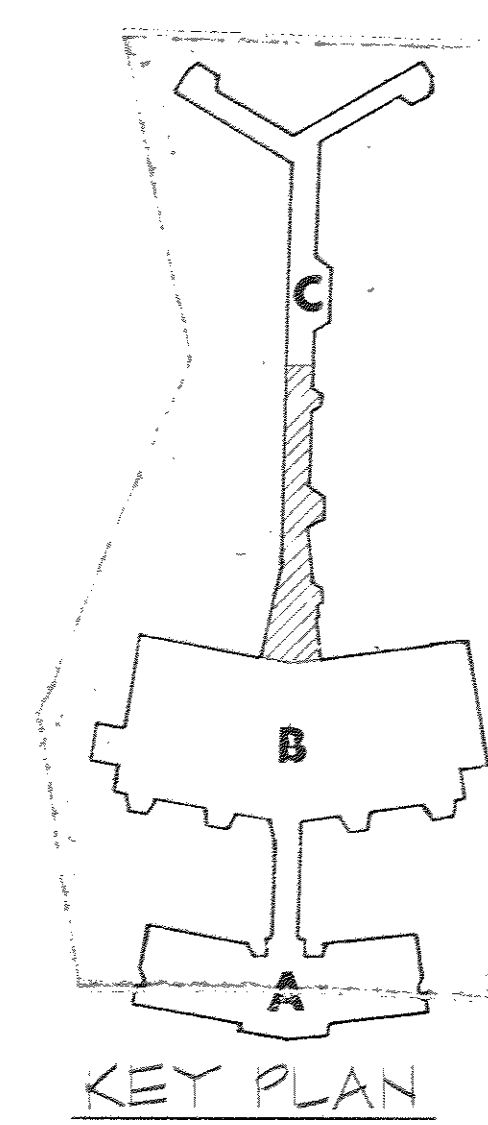
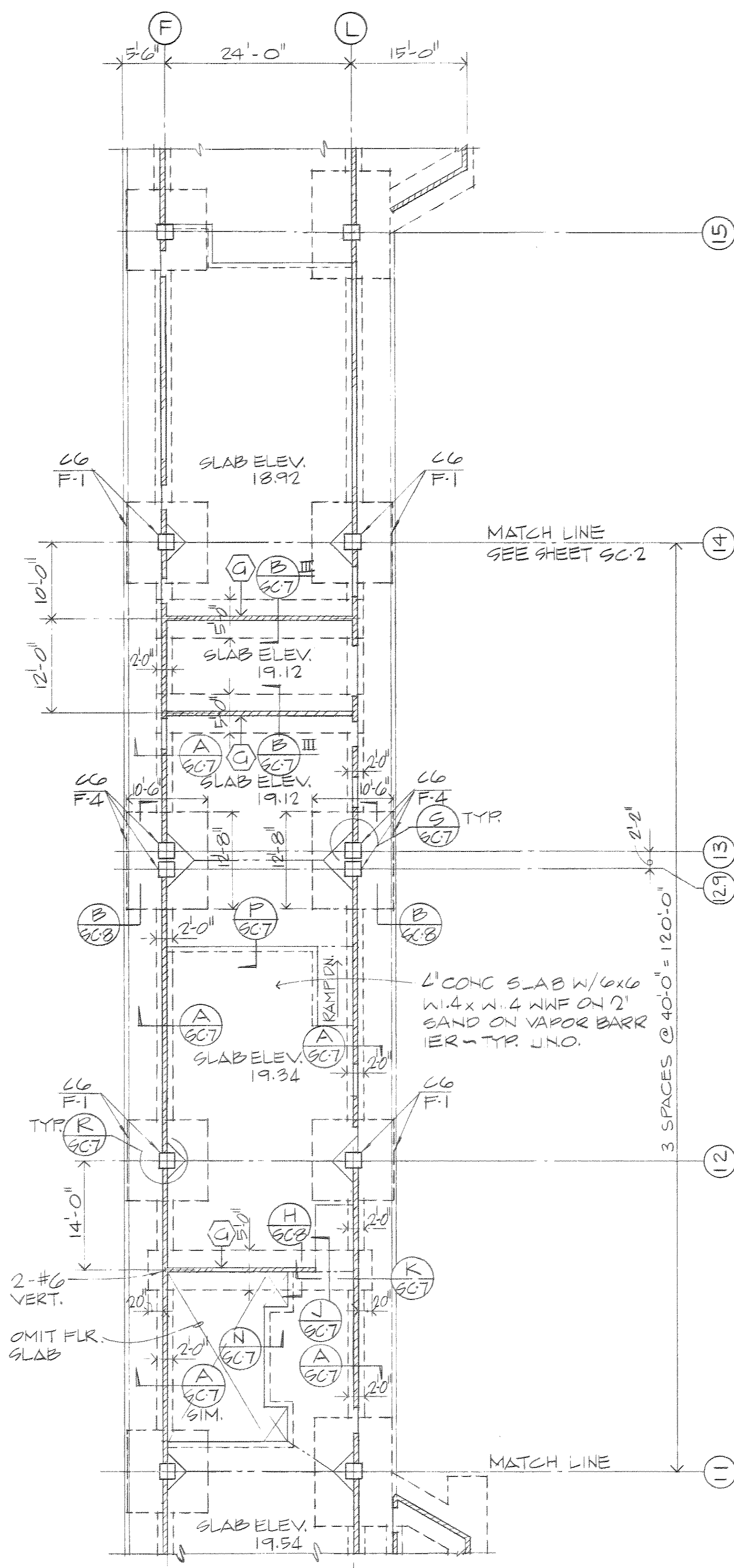
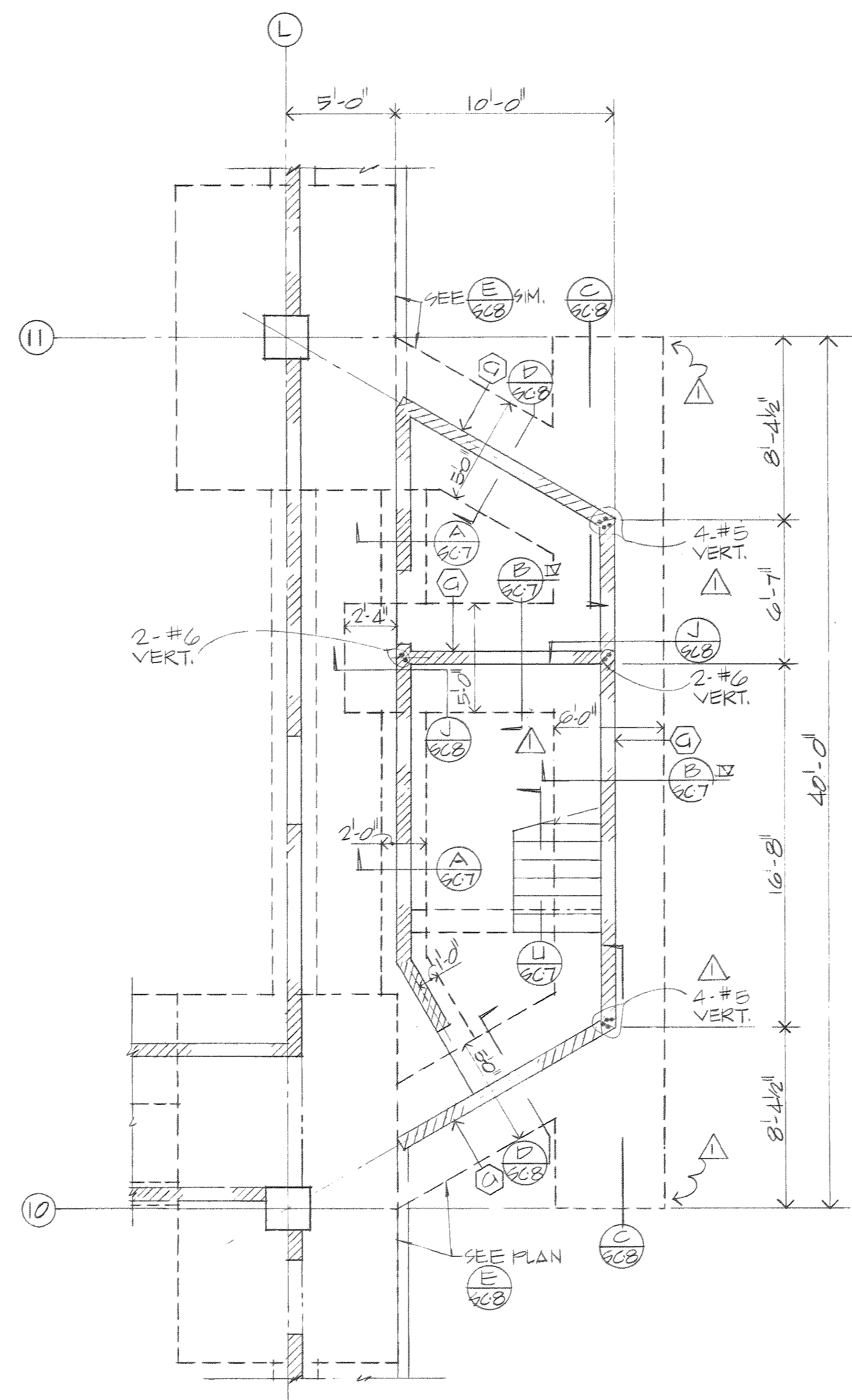
DATE: 11 MAR 1977

SHEET 51 OF 204

DRAWING NO. 1709

REV. 1





- NOTES -
1. C6 DENOTES CONC. COLUMN SEE SHEET S-3
F-1 DENOTES COLUMN FOOTING PER (A) 8C8
 2. (A) DENOTES CONC. BLOCK WALLS TO BE SOLID GROUTED
 3. WALLS TO BE GROUTED PER (G) 16W EXCEPT WHERE NOTED TO BE SOLID GROUTED
 4. (H) DENOTES STEP FOOTING PER (H) 81

CLARIFICATION: DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:

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Architects and Planners
AIA

AS BUILT

APPROVED _____ DATE _____

CONCOURSE PARTIAL FOUNDATION PLAN

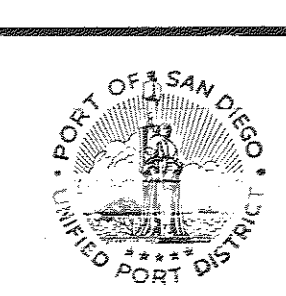
SCALE: 3/32" = 1'-0"

Blaylock-Willis and Associates.
STRUCTURAL ENGINEERS
SAN DIEGO, CALIFORNIA

PADEREWSKI • DEAN & ASSOCIATES
ARCHITECTS
645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

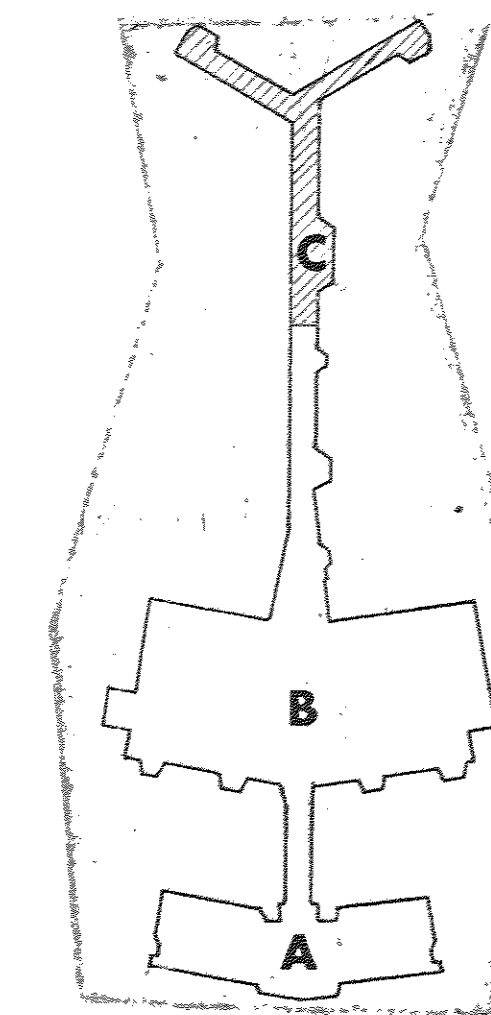
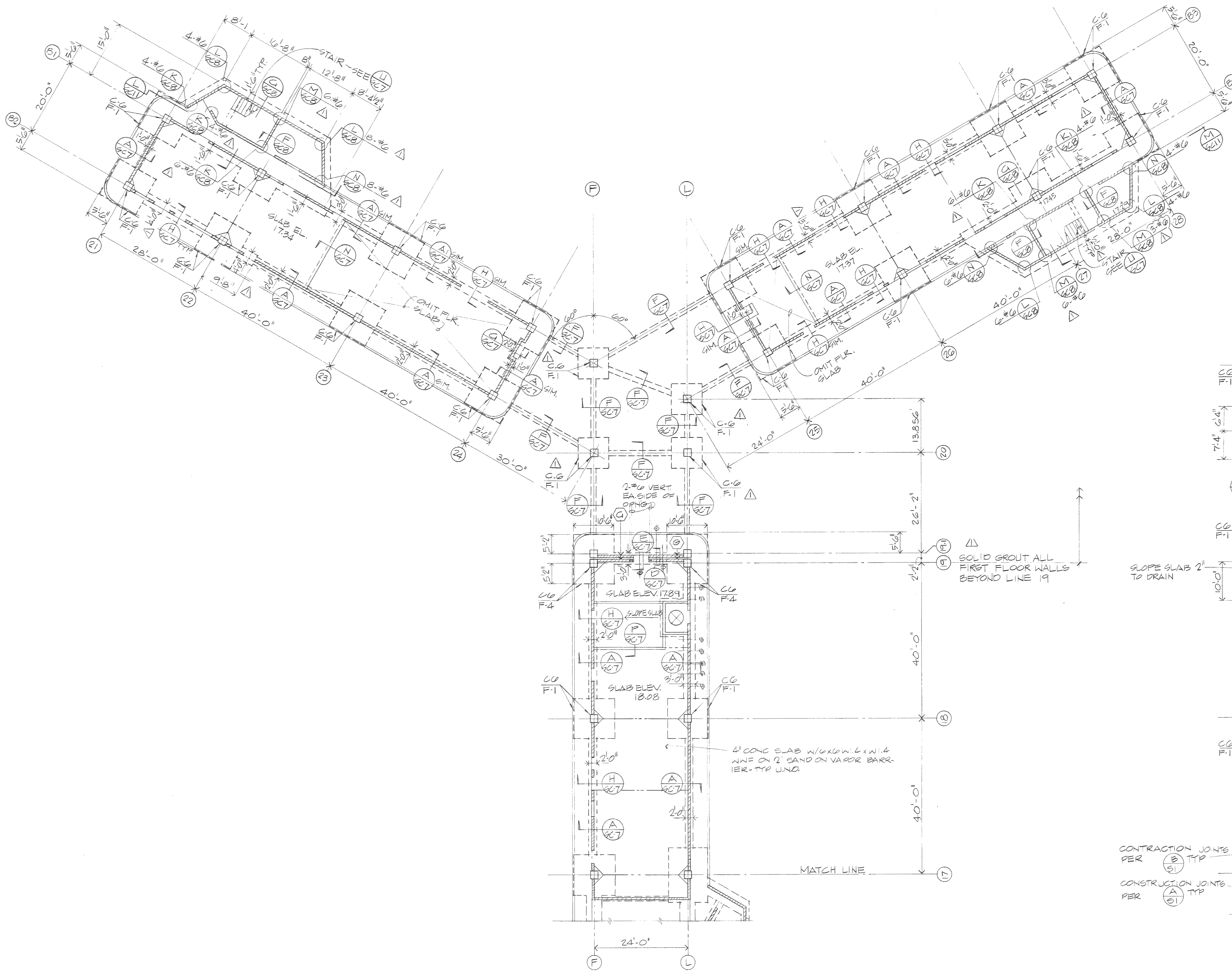
SPEC. NO.	W.D. 120
REFERENCES	APPENDIX NO. 2 - REVISE FTD & WALL RENT
CONTRACTOR	AD-POULT
CONSTRUCTION STARTED	5-14-71
CONSTRUCTION COMPLETED	8-17-71
DATE	8-17-71
APPROVED	EFV

San Diego Unified Port District
San Diego • California

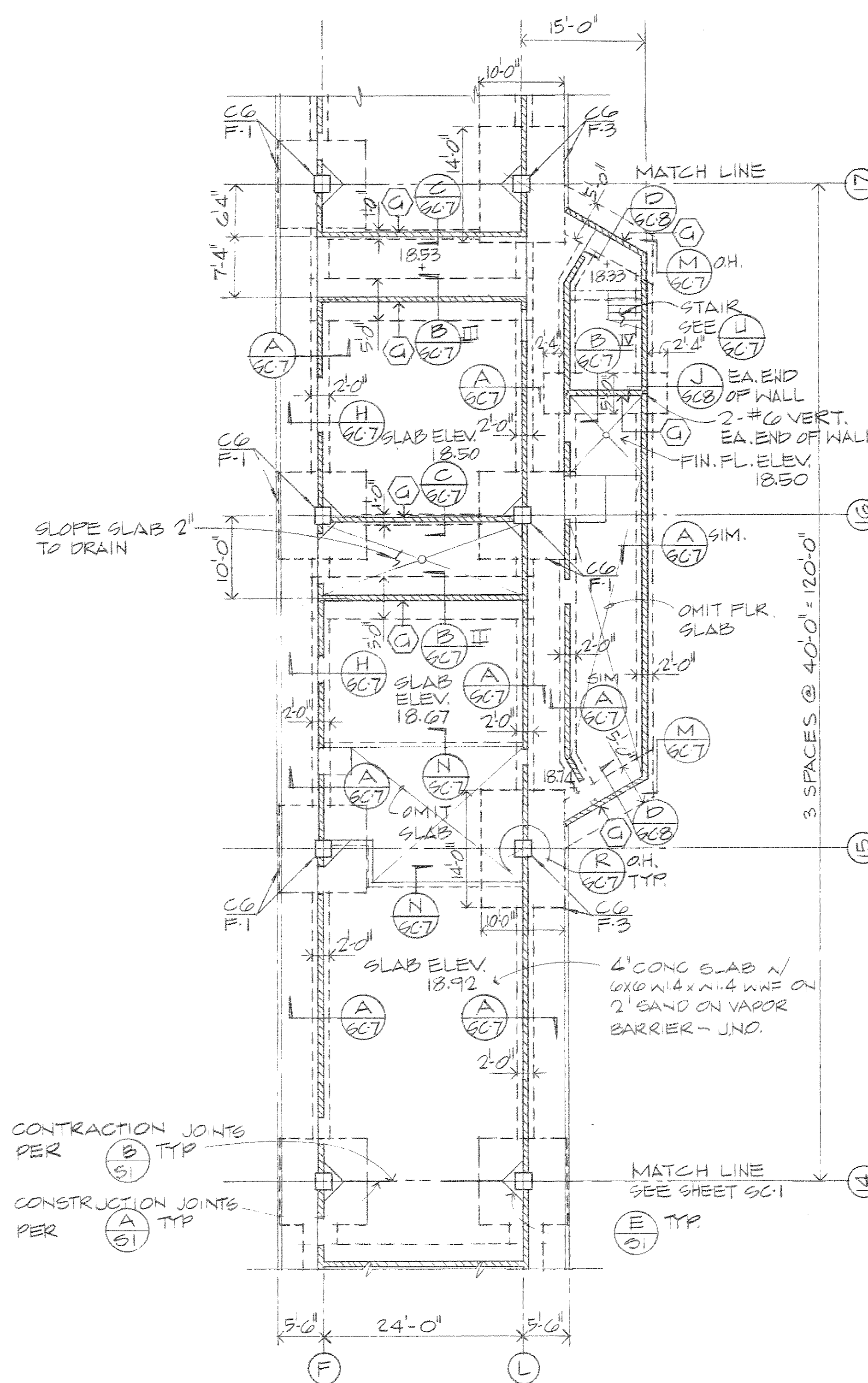


DESIGNED	RAH
DRAWN	W.D.
CHECKED	W.D.
APPROVED	W.D.
RECOMMENDED	W.D.
ASST. CHIEF ENGINEER	W.D.
CHIEF ENGINEER	W.D.

WEST TERMINAL PHASE III		DATE 11 MAR 1971
SAN DIEGO INTERNATIONAL AIRPORT		SHEET 501 OF 501
LINDBERGH FIELD		DRAWING NO. 1709
CONCOURSE BLOC 'C' FOUNDATION PLAN.		REV. 1



KEY PLAN



CONCOURSE PARTIAL FOUNDATION PLAN

SCALE: 3/32" = 1'-0"

NOTES

1. C-6 DENOTES CONC. COL. SEE SHEET S-3
2. F-1 DENOTES COLUMN FOOTING PER (A) TYP.
3. 4-6 DENOTES CONC. BLOCK WALLS TO BE SOLID GROUTED
4. WALLS TO BE GROUTED PER (C) TYP. EXCEPT WHERE NOTED TO BE SOLID GROUTED
5. 4-8 DENOTES STEP FOOTING PER (A) TYP.

AT EAST & WEST 'Y' 1\"/>

CLASSIFICATION: DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:

AS-BUILT DRAWING

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Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

AS BUILT
APPROVED _____ DATE _____

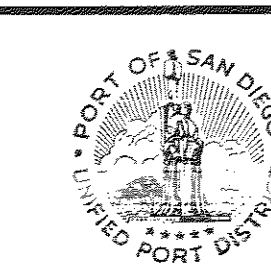
Blaylock-Willis and Associates.

PADEREWSKI • DEAN & ASSOCIATES
ARCHITECTS

645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

DATE: NOV 1977	W.P. NO.	NO. 3 - AS SHOWN ON PLAN	4-12-77
CONTRACTOR	NO. 3 - AS SHOWN ON PLAN	NO. 3 - AS SHOWN ON PLAN	NO. 3 - AS SHOWN ON PLAN
CONSTRUCTION COMPLETED	NO. 3 - AS SHOWN ON PLAN	NO. 3 - AS SHOWN ON PLAN	NO. 3 - AS SHOWN ON PLAN
COST	NO. 3 - AS SHOWN ON PLAN	NO. 3 - AS SHOWN ON PLAN	NO. 3 - AS SHOWN ON PLAN

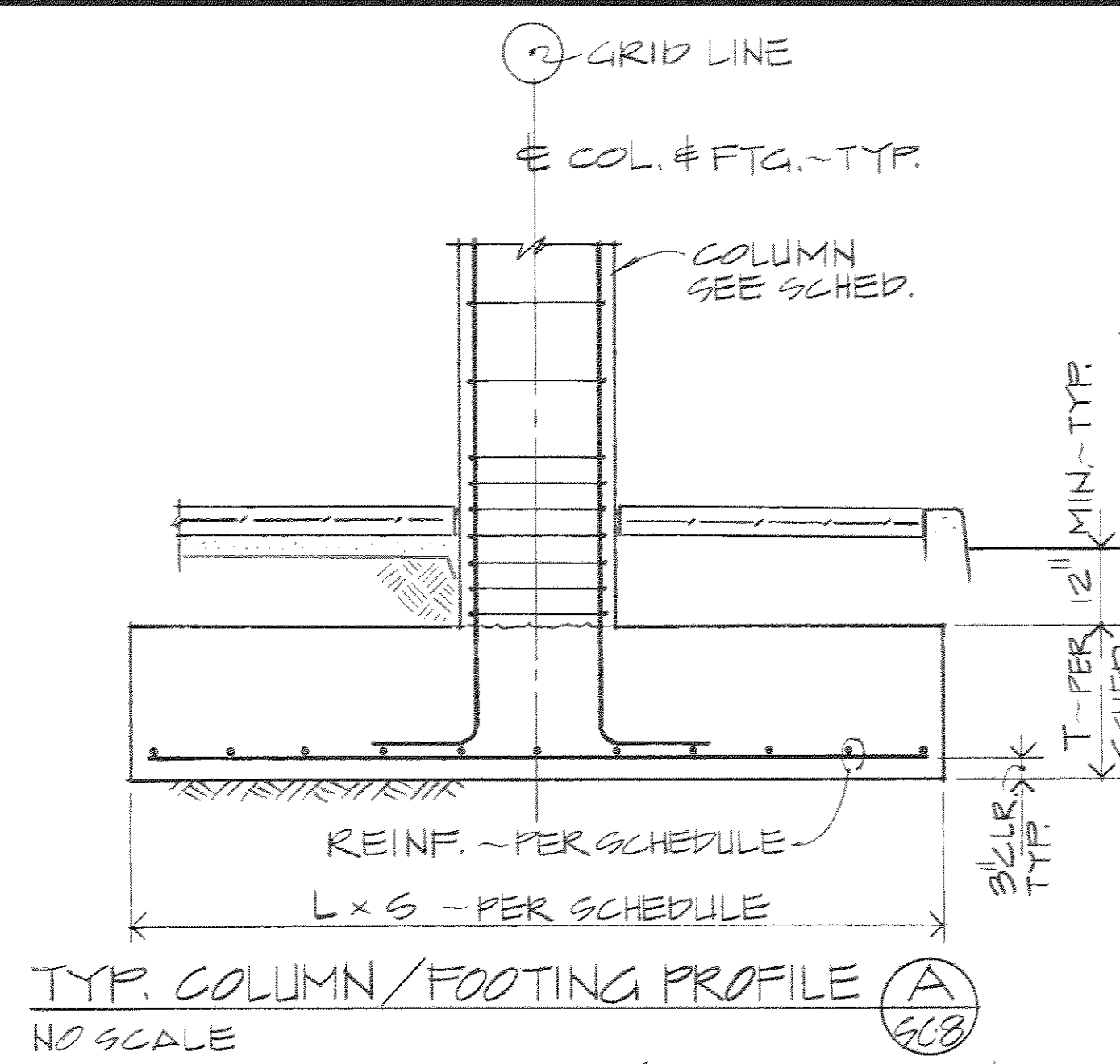
San Diego Unified
Port District
San Diego • California



DESIGNED: KAH	APPROVAL: John E. ...
DRAWN: HW	ASST. CHIEF ENGINEER
CHECKED: JAH	CHIEF ENGINEER

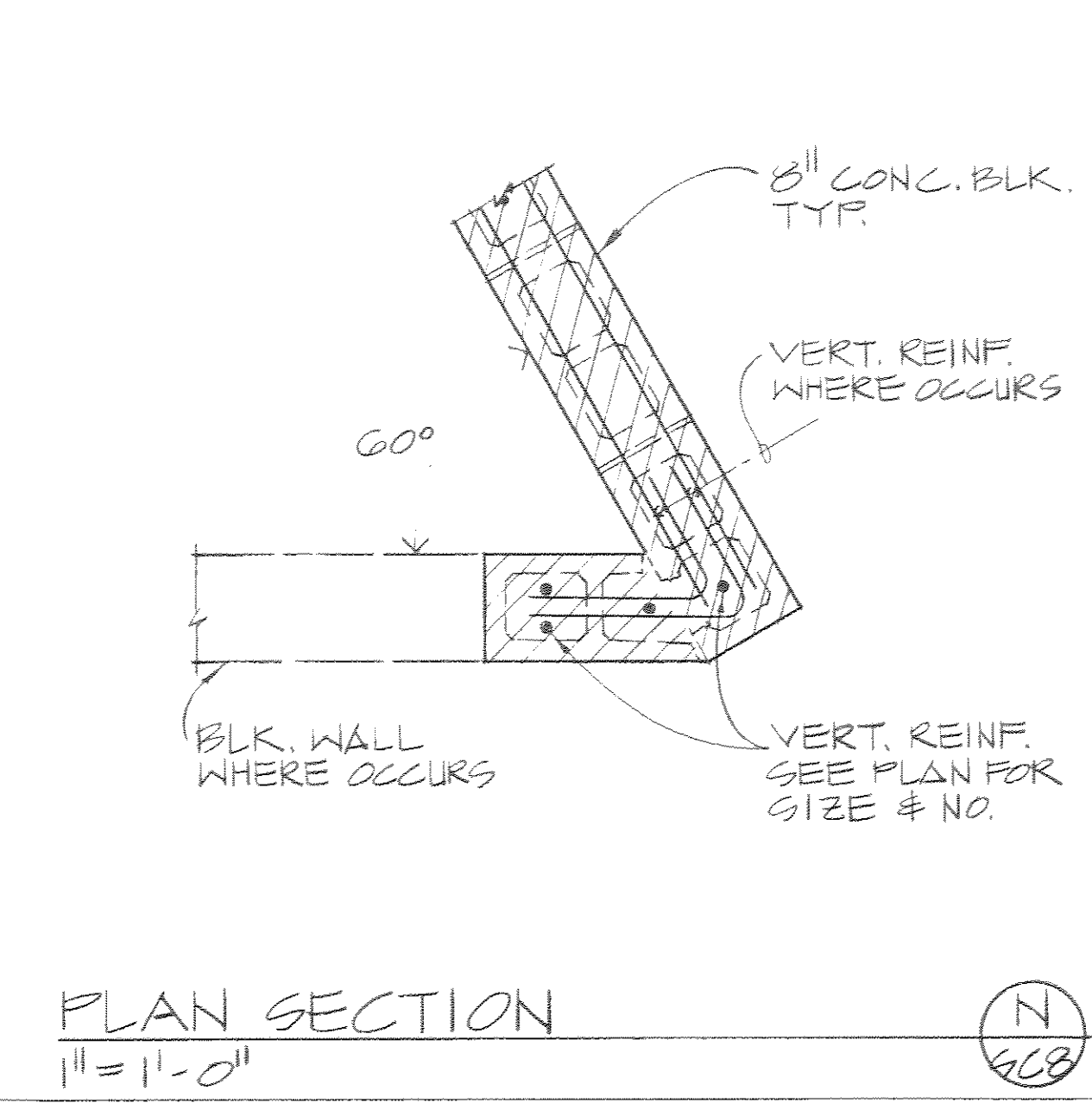
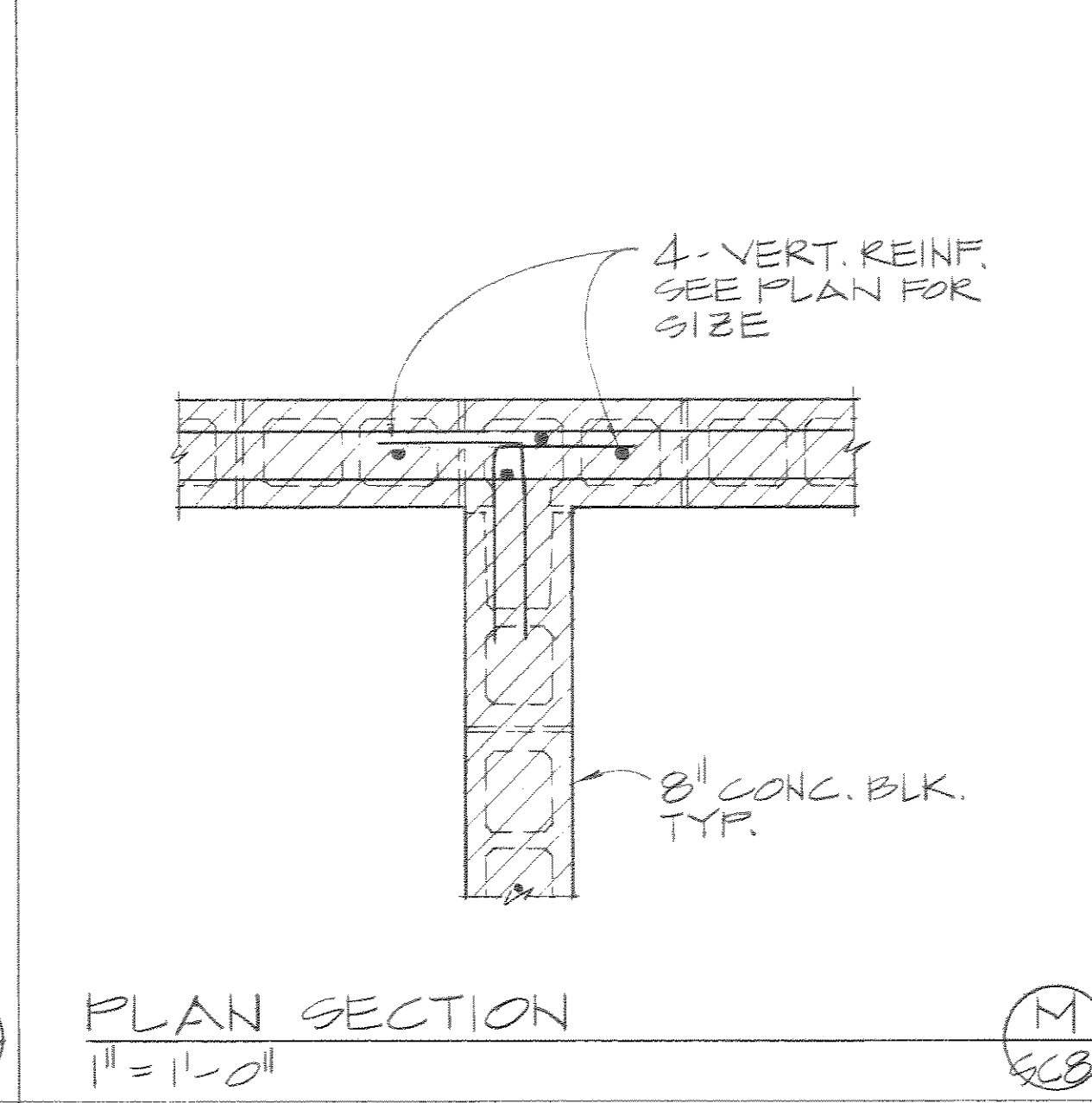
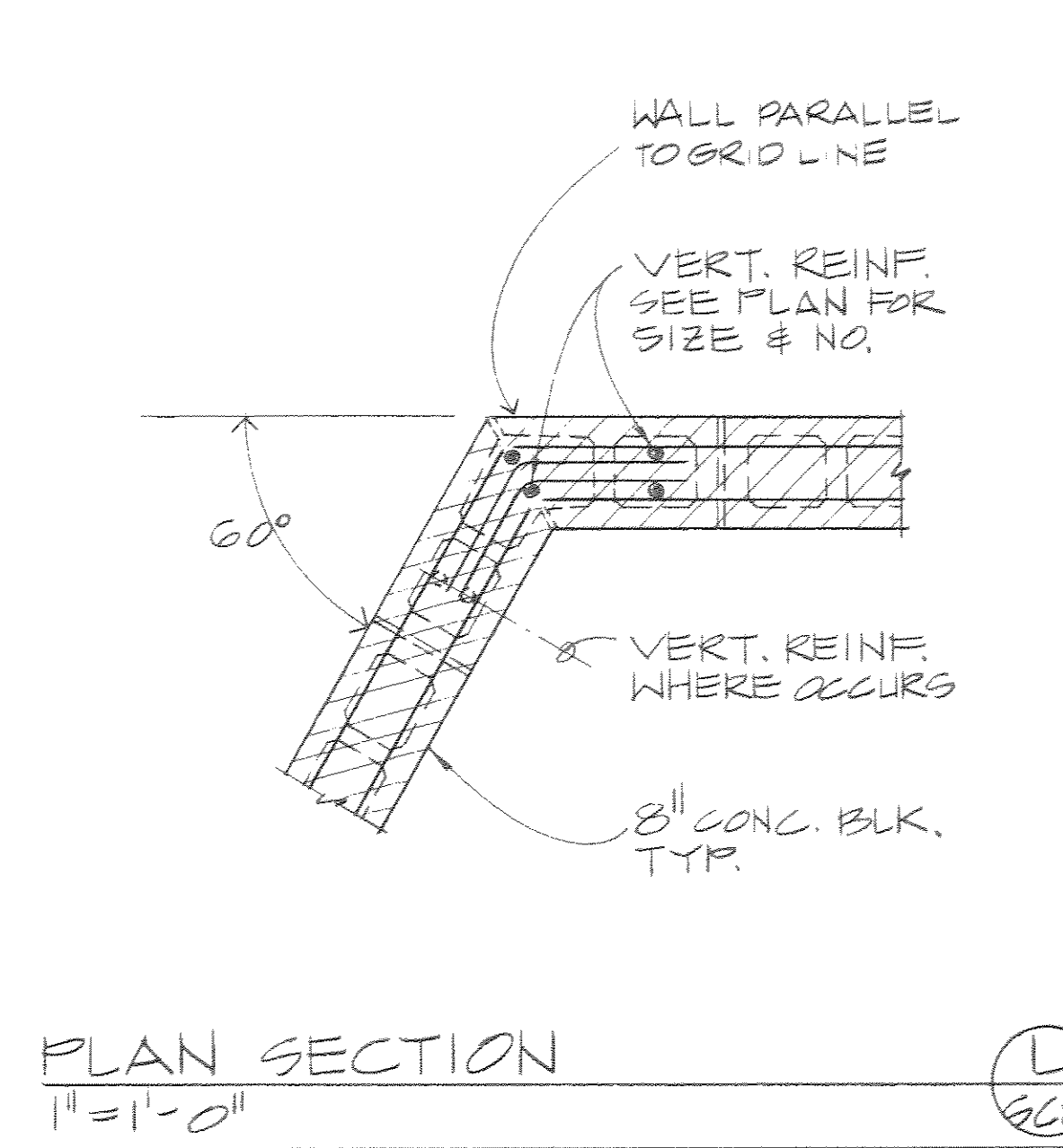
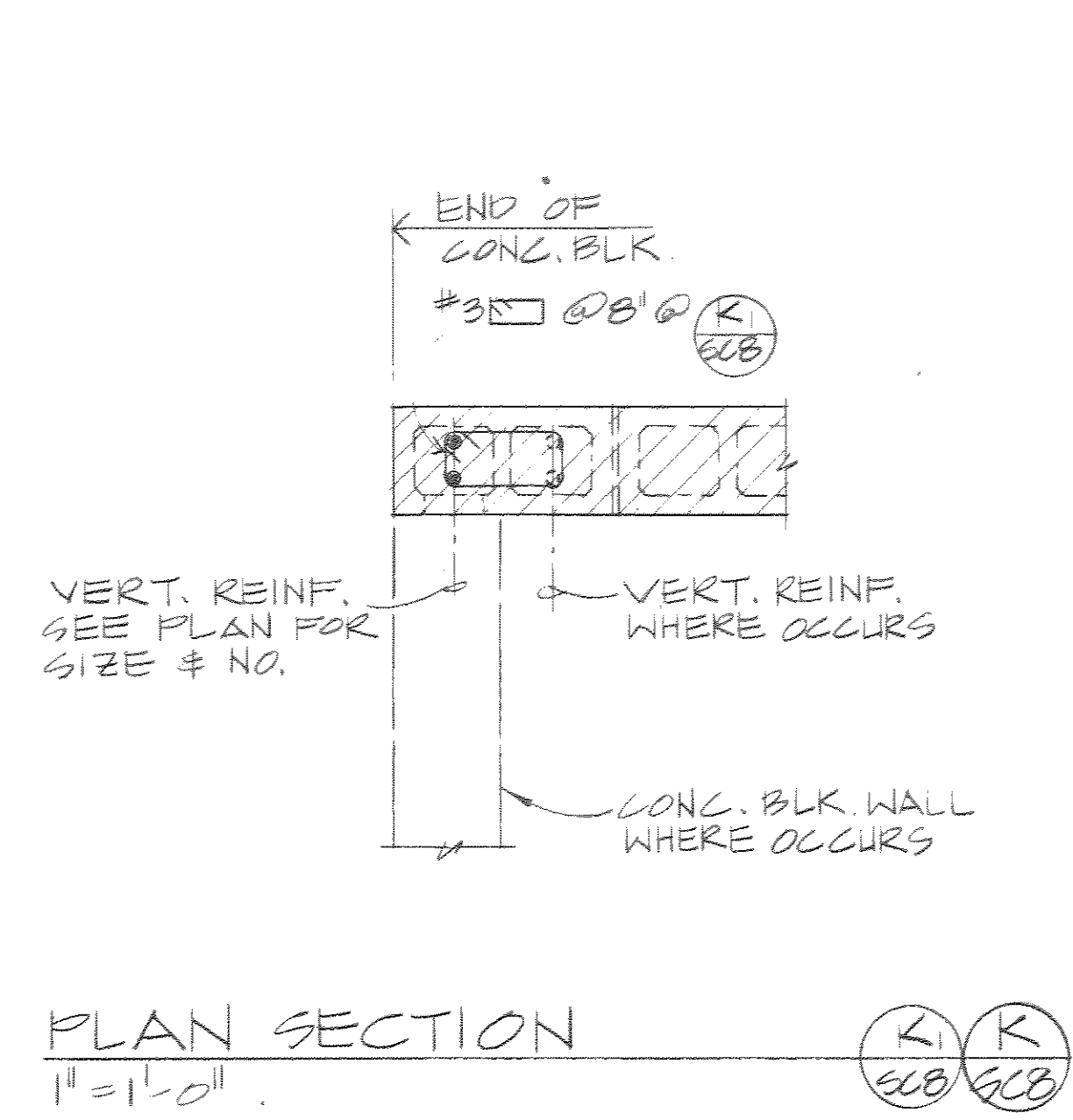
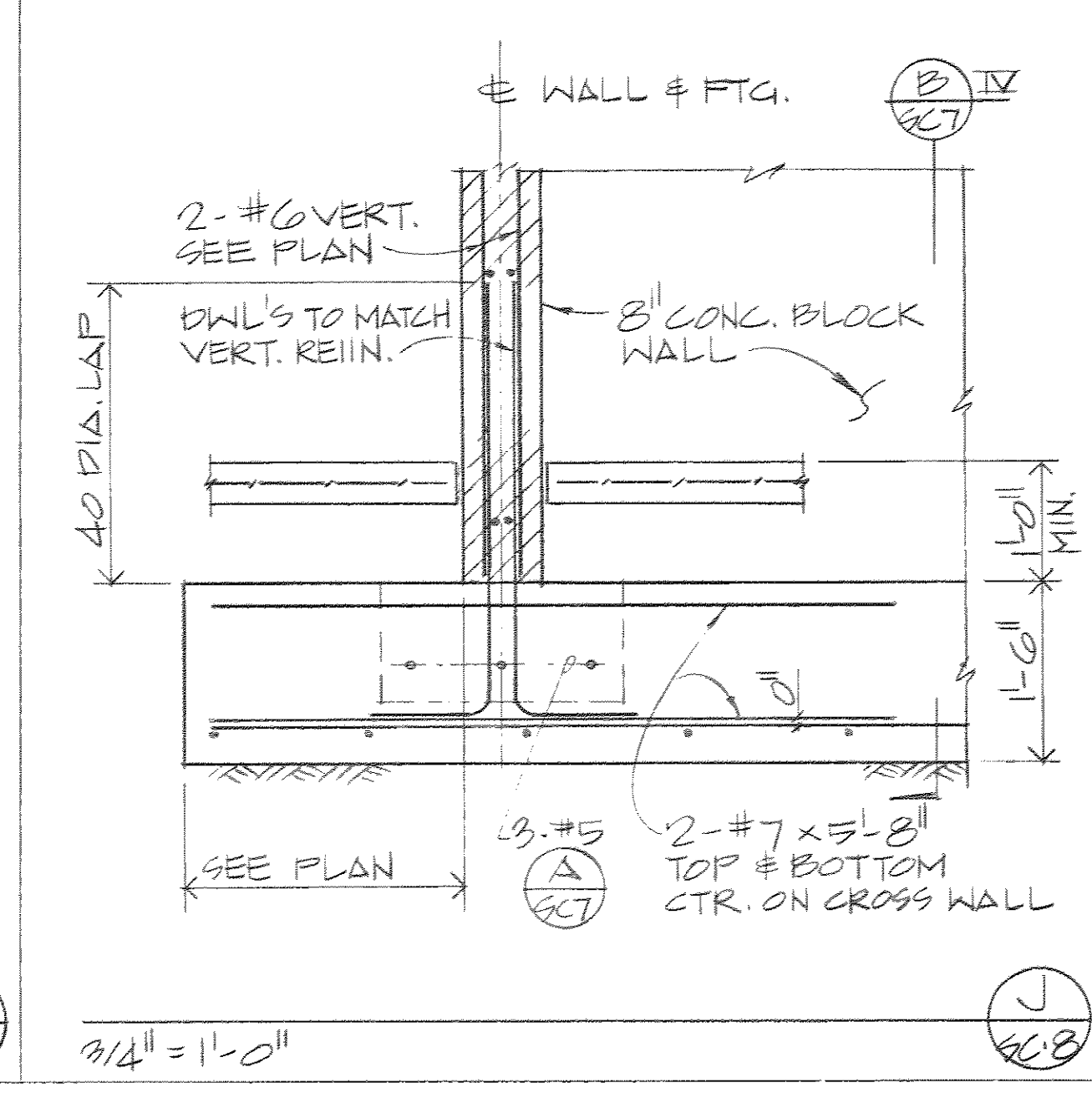
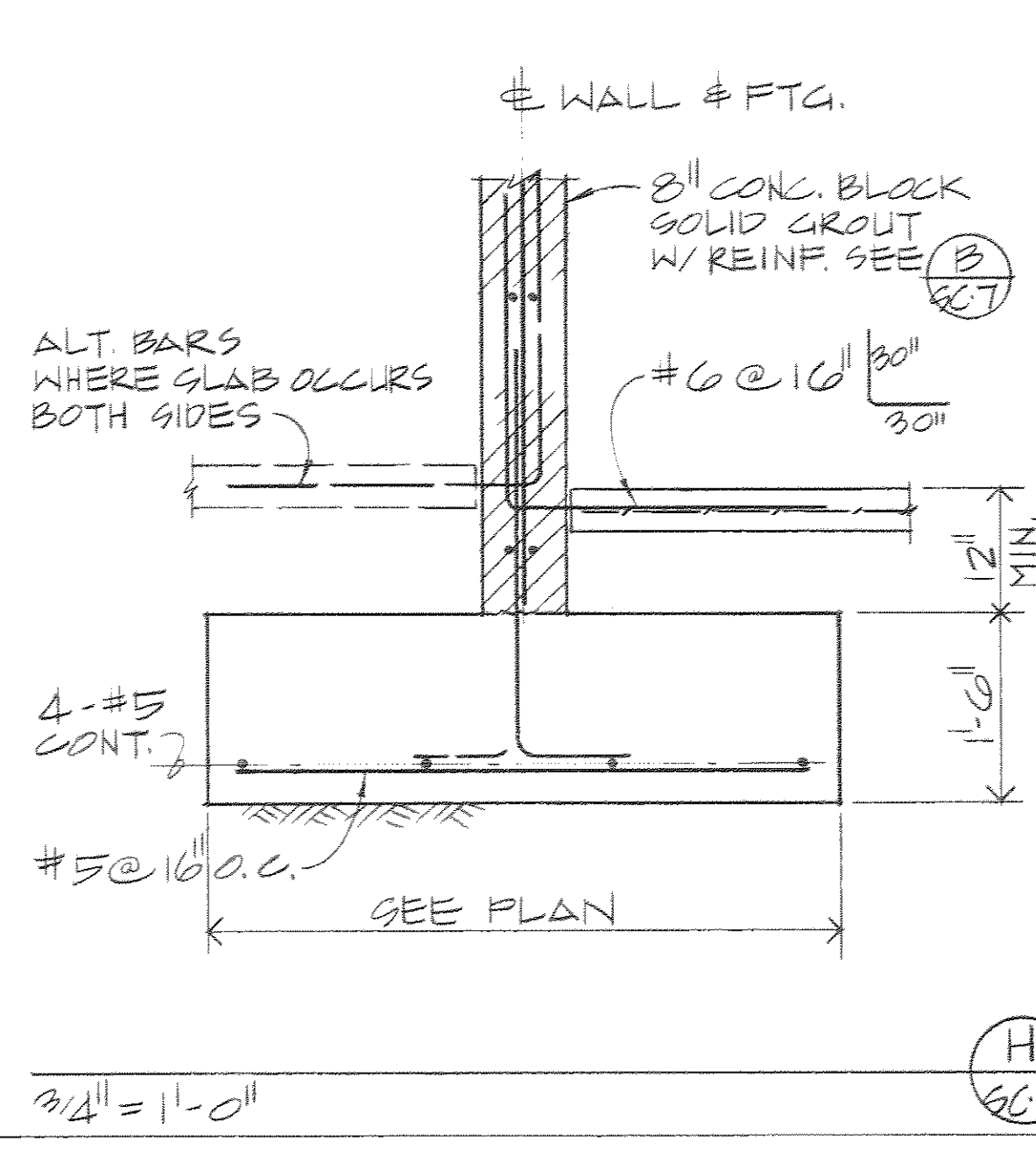
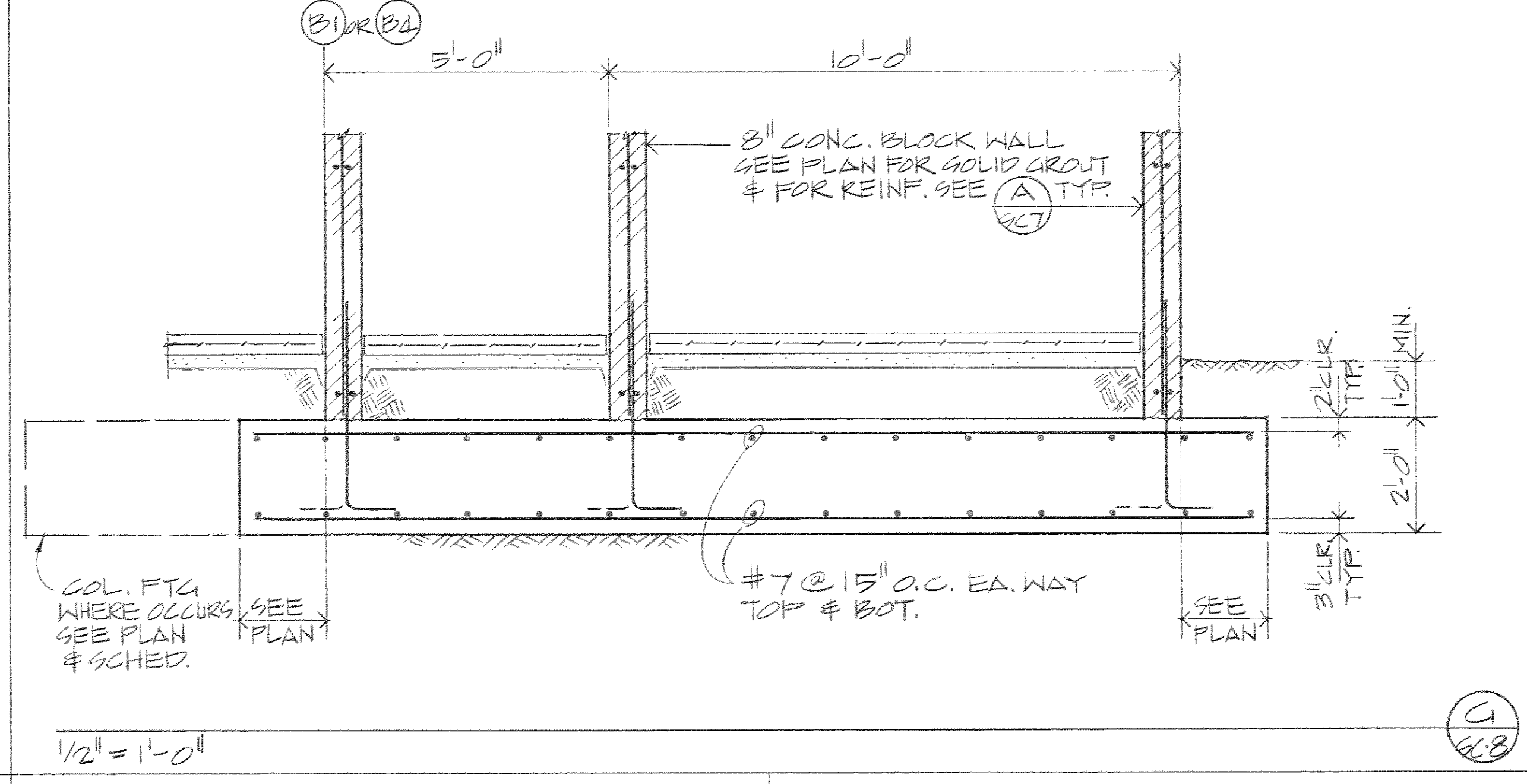
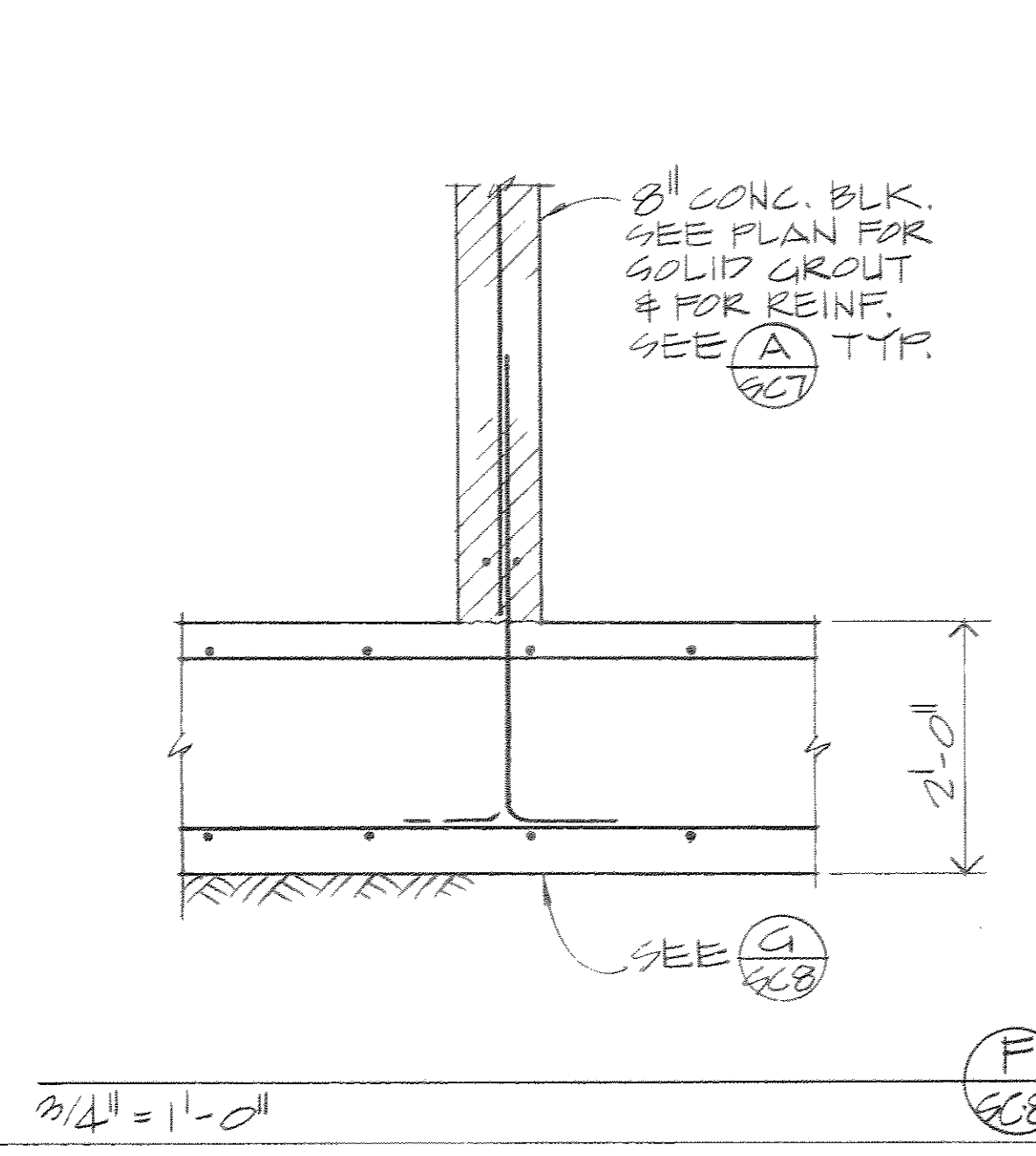
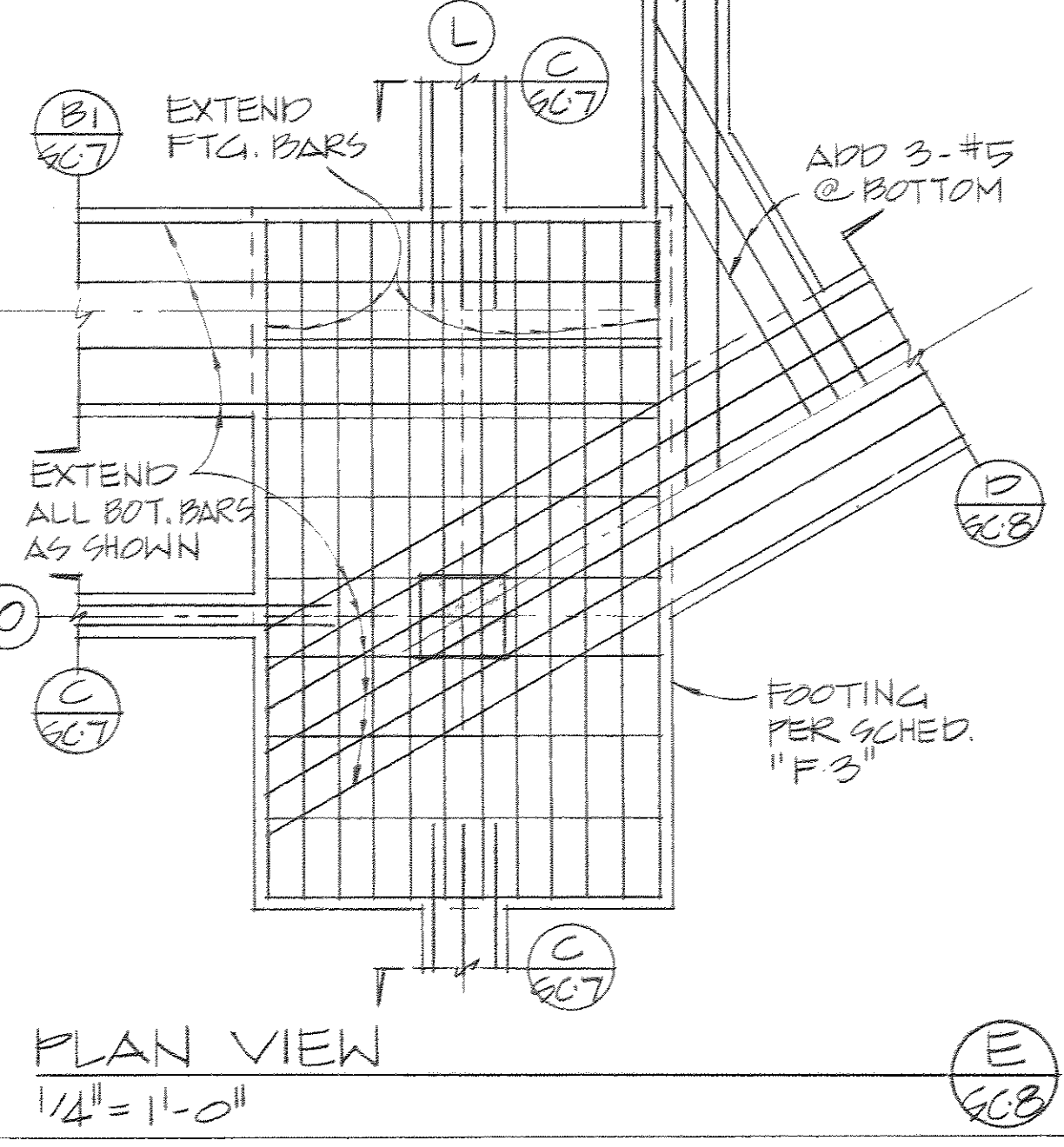
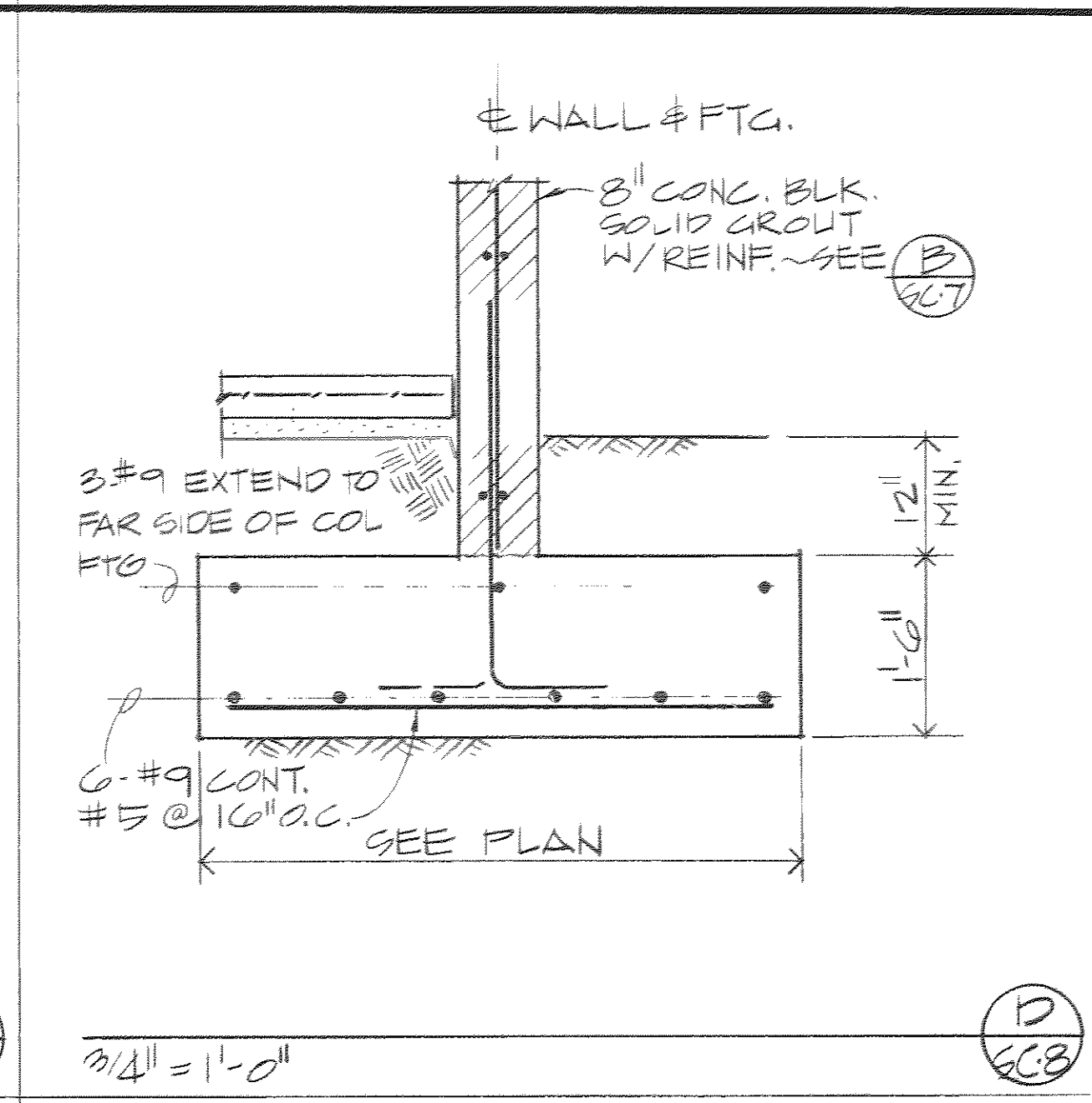
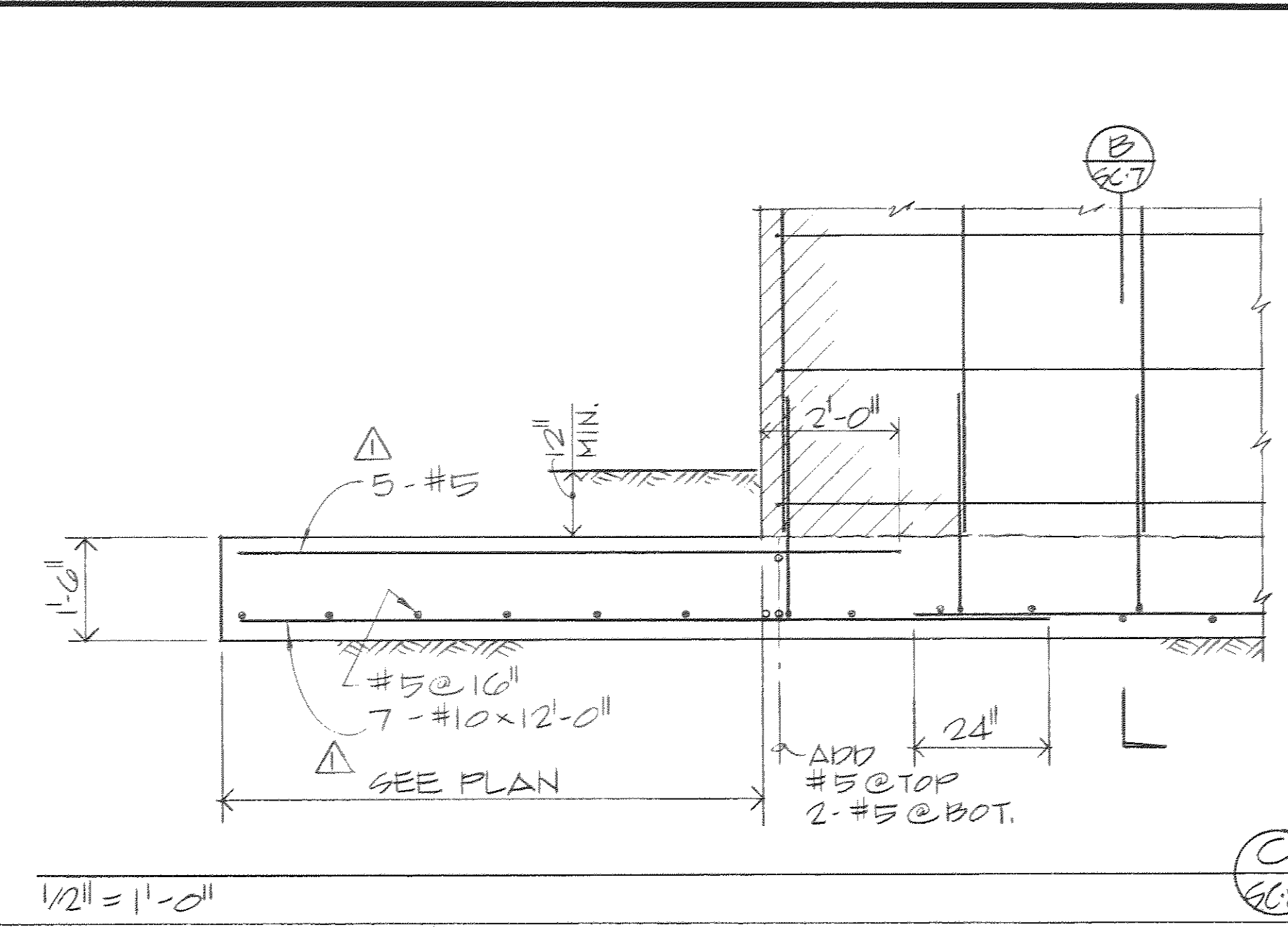
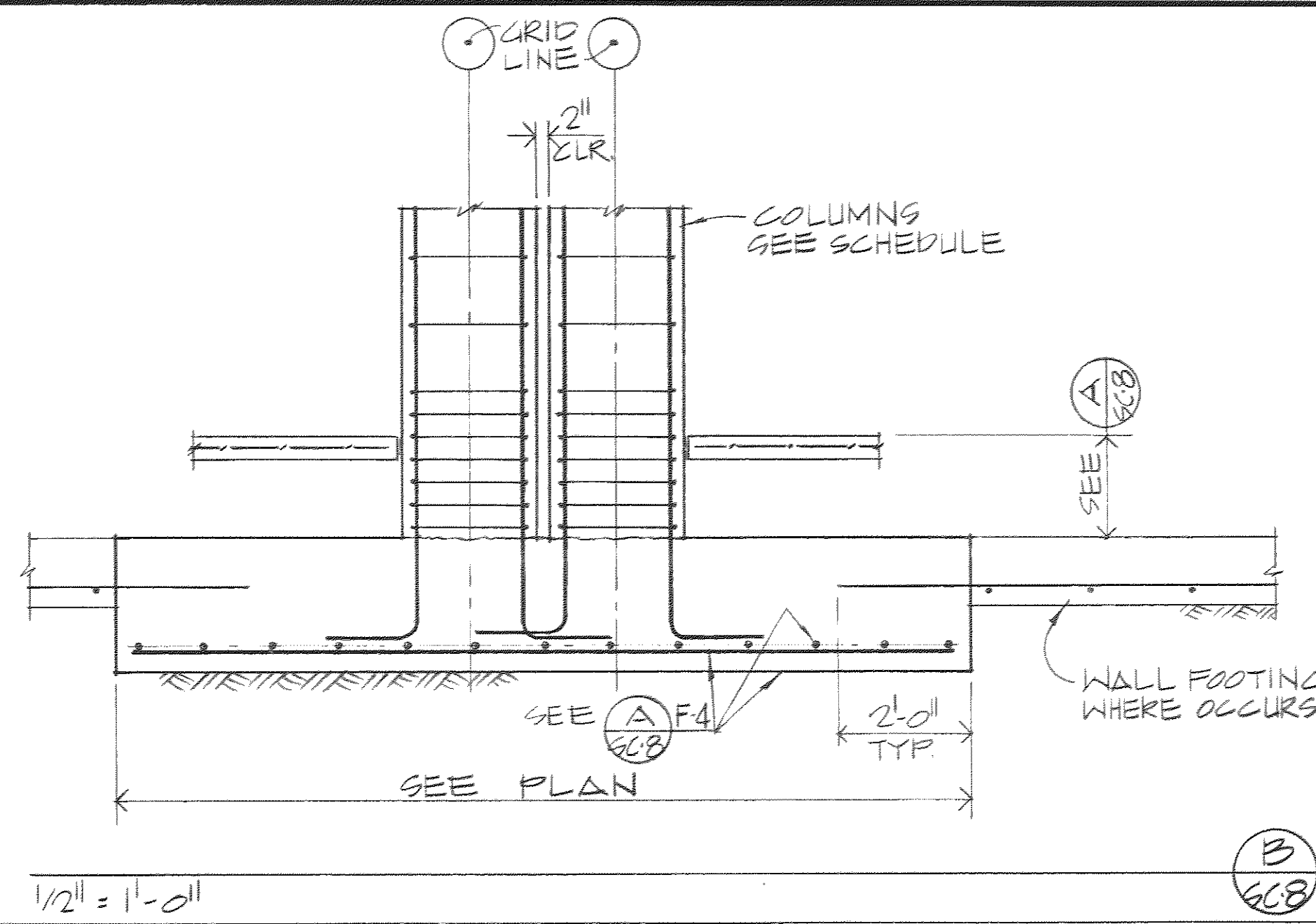
WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD
CONCOURSE BLOG C FOUNDATION PLAN

DATE: 11 MAR 1977	MEAN LOWER LOW WATER
SHEET: SC-2 OF 20	DRAWING NO. 1709
REV. 1	



MARK	SIZE		REINFORCING
	L x S	T	
F-1	10'-0" x 10'-0"	24"	11-#8 EA. WAY
F-2	5'-0" x 5'-0"	14"	3-#8 EA. WAY
F-3	SEE PLAN	24"	12-#9 (L); 3-#9 (S)
F-4	SEE PLAN	24"	11-#8 (L); 13-#8 (S)

* L = LONGITUDINAL
S = TRANSVERSE



CLASSIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:
AS-BUILT DRAWING
CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM
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Blaylock-Willis and Associates.
ARCHITECTS
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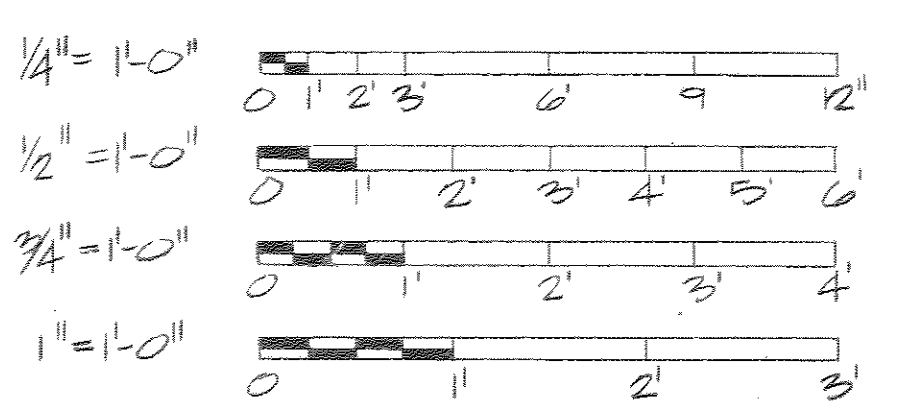
SPEC. NO.	W.O. NO.	ADDENDUM NO. 3 - REVISE FTG. REIN.	DATE
REFERENCES		AS-BUILT	3-17-77
CONTRACTOR			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR	REVISIONS	DATE

San Diego Unified Port District
San Diego • California

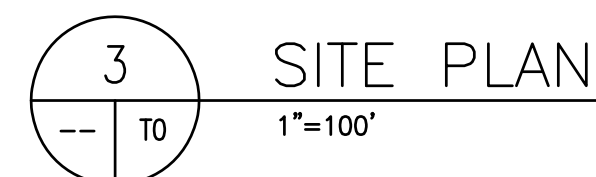
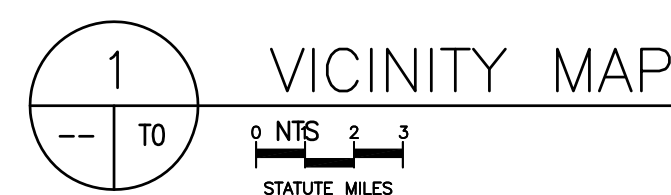
DESIGNED: RAH
DRAWN: HW
CHECKED: JAW
APPROVAL: JAW
DATE: 3-17-77

WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT
CONCOURSE BLOB 'C' FOUNDATION DETAILS
DATE: 11 MAR 1977
SHEET: SC-8 OF 223
DRAWING NO: 1709
REV: 1

AS BUILT
APPROVED: DATE:



GATE 24 - GATE 28
SAN DIEGO INTERNATIONAL AIRPORT - VOLUME 1



SEE REFERENCE DRAWING G0.0R FOR THE CITY OF SAN DIEGO DIVISION OF BUILDING AND SAFETY, DEVELOPMENT SERVICES AUGUST 23, 2011 LETTER FOR ALTERNATE MATERIALS & METHODS FOR FIRE BARRIER.

DRAWN: _____ SG	RECOMMEND AUTHORIZATION FOR PROJECT BIDDING:
DESIGNED: _____ SB	_____ PROJECT MANAGER
CHECKED: _____ FDC	PROJECT AUTHORIZED FOR BIDDING:
	_____ OFFICE CHIEF, POLYMER

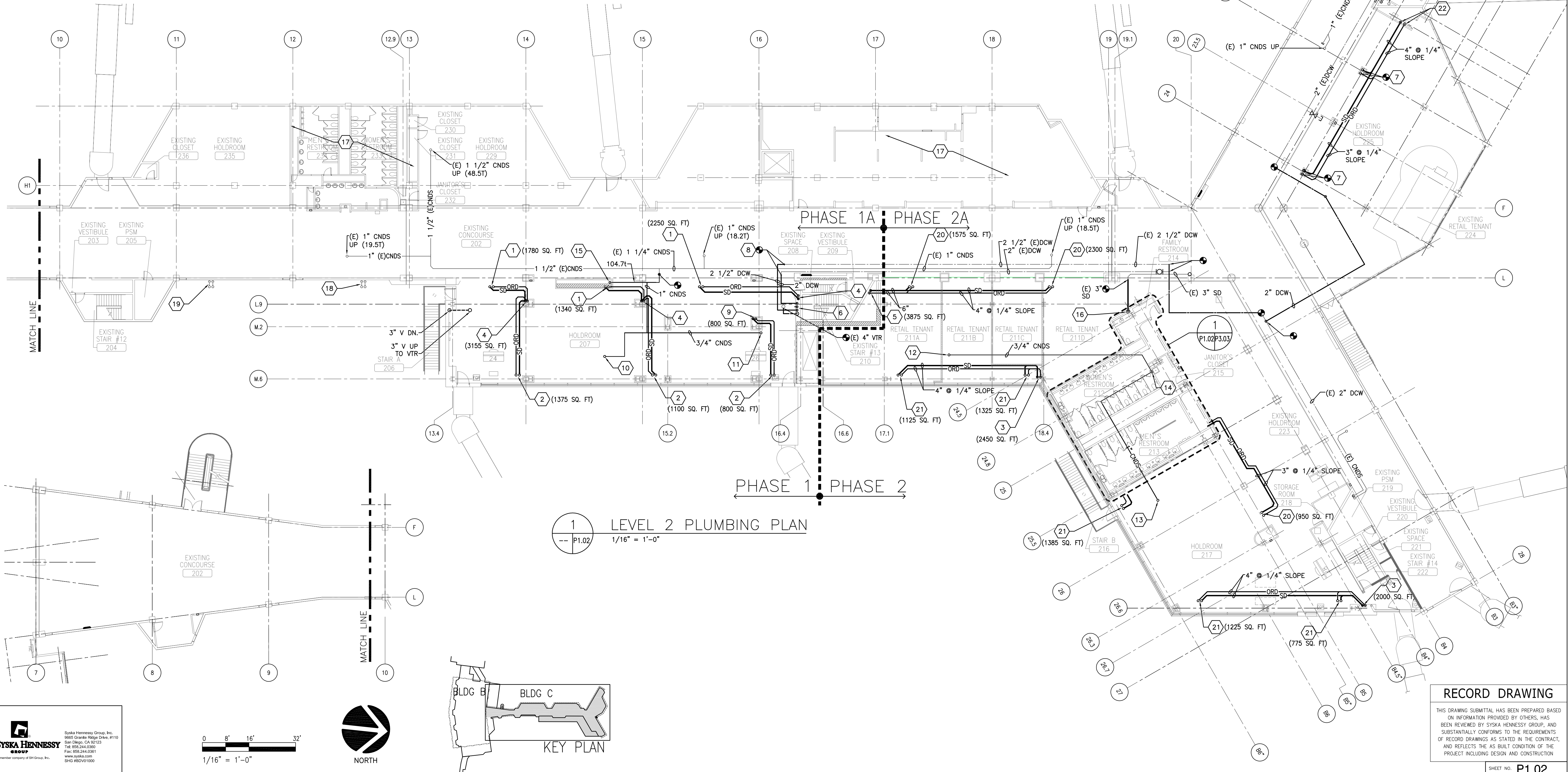
SAN DIEGO INTERNATIONAL AIRPORT		SHEET NO. 10	
EXPAND TERMINAL 2 EAST FACILITY GATE 24 - GATE 28		DATE: July 22, 2011	
		NORTH AMERICAN HORIZONTAL DATUM 1989	
		DATE: July 22, 2011	
GATE 24 - GATE 28		SHEET 1 OF 278	
TITLE SHEET - VICINITY MAP, LOC. PLAN AND SITE PLAN		DRAWING NO. 4056-B	

GENERAL NOTES

1. ARCHITECTURAL BACKGROUNDS SHOWN DASHED FOR CLARITY. REFER TO ARCH. DWGS FOR BUILDOUT SCOPE.
2. FOR PHASING REFER TO DWG. G0.5, G0.6, G0.7.
3. FOR EXACT LOCATION OF GREASE INTERCEPTOR REFER TO CIVIL DWGS.
4. FOR LOCATION OF ELECTRICAL TRENCH REFER TO CIVIL DWGS.
5. FOR EXISTING HORIZONTAL AND VERTICAL CONTROL DATUMS REFER TO CIVIL DWGS.

KEYNOTES

- 1 3" POC NEW SD & ORD UP TO EXISTING RD/ORD DRAINS. (PHASE 1)
- 2 3" SD & ORD UP TO NEW RD/ORD DRAINS. (PHASE 1)
- 3 4" SD & ORD DOWN. (PHASE 2)
- 4 4" SD & ORD DOWN. (PHASE 1)
- 5 6" SD & ORD DOWN. (PHASE 2)
- 6 4" V, 2" DCW, 2 1/2" DCW DN & 2" WSP (SEE FP DRAWINGS) DN. (PHASE 1)
- 7 NEW STORM DRAIN PIPING CONNECT TO EXISTING ROOF DRAIN AND OVERFLOW DRAIN ABOVE. (PHASE 3)
- 8 POC NEW 2 1/2" DCW CONNECT TO EXISTING 2 1/2" DCW ABOVE CEILING. (PHASE 1)
- 9 3" SD AND ORD DN. (PHASE 1)
- 10 1" CNDIS UP TO AHU ON ROOF (24T) (PHASE 1)
- 11 3/4" CNDIS UP TO RTU ON ROOF (5T) (PHASE 1)
- 12 3/4" CNDIS UP TO AHU ON ROOF (14T) (PHASE 2)
- 13 1" CNDIS UP TO AHU ON ROOF (25T) (PHASE 2)
- 14 1 1/4" CNDIS DN TO MOP SINK. SEE 1/P5.02. (PHASE 2)
- 15 1 1/2" CNDIS DN TO CEILING SPACE OF FLOOR BELOW (PHASE 1)
- 16 3" SD DOWN. (PHASE 2)
- 17 WORK IN THIS AREA IS NOT IN CONTRACT. CONTRACTOR TO PROTECT AND/OR TEMPORARILY SAFE OFF EXISTING PIPING AND ASSOCIATED APPURTENANCES AS NECESSARY TO ACCOMMODATE DEMOLITION AND CONSTRUCTION IN ADJOINING AREAS.
- 18 (E) 3" SD & ORD PIPING TO REMAIN.
- 19 (E) 4" SD & ORD PIPING TO REMAIN.
- 20 3" POC NEW SD & ORD PIPING UP TO (E) RD/ORD DRAINS (PHASE 2)
- 21 3" SD & ORD UP TO NEW RD/ORD DRAINS (PHASE 2)
- 22 4" SD & ORD DN. (PHASE 3)



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REVISIONS	DATE	APPROVED
1	09.12.13	
2	07.11.13	
3	10.25.12	
4	01.05.12	



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN:	CC/AG
DESIGNED:	CC/AG
REVIEWED:	RK

SAN DIEGO INTERNATIONAL AIRPORT	SHEET NO. P1.02
EXPAND TERMINAL 2 EAST FACILITY	DATE JULY 22, 2011
GATE 24 - GATE 28	SHEET 204 OF 278
LEVEL 2 PLUMBING PLAN	DRAWING NO. 4056-B

RECORD DRAWING

THIS DRAWING SUBMITTAL HAS BEEN PREPARED BASED ON INFORMATION PROVIDED BY OTHERS, HAS BEEN REVIEWED BY SYSKA HENNESSY GROUP, AND SUBSTANTIALLY CONFORMS TO THE REQUIREMENTS OF RECORD DRAWINGS AS STATED IN THE CONTRACT, AND REFLECTS THE AS BUILT CONDITION OF THE PROJECT INCLUDING DESIGN AND CONSTRUCTION

SCOPE OF WORK

A.

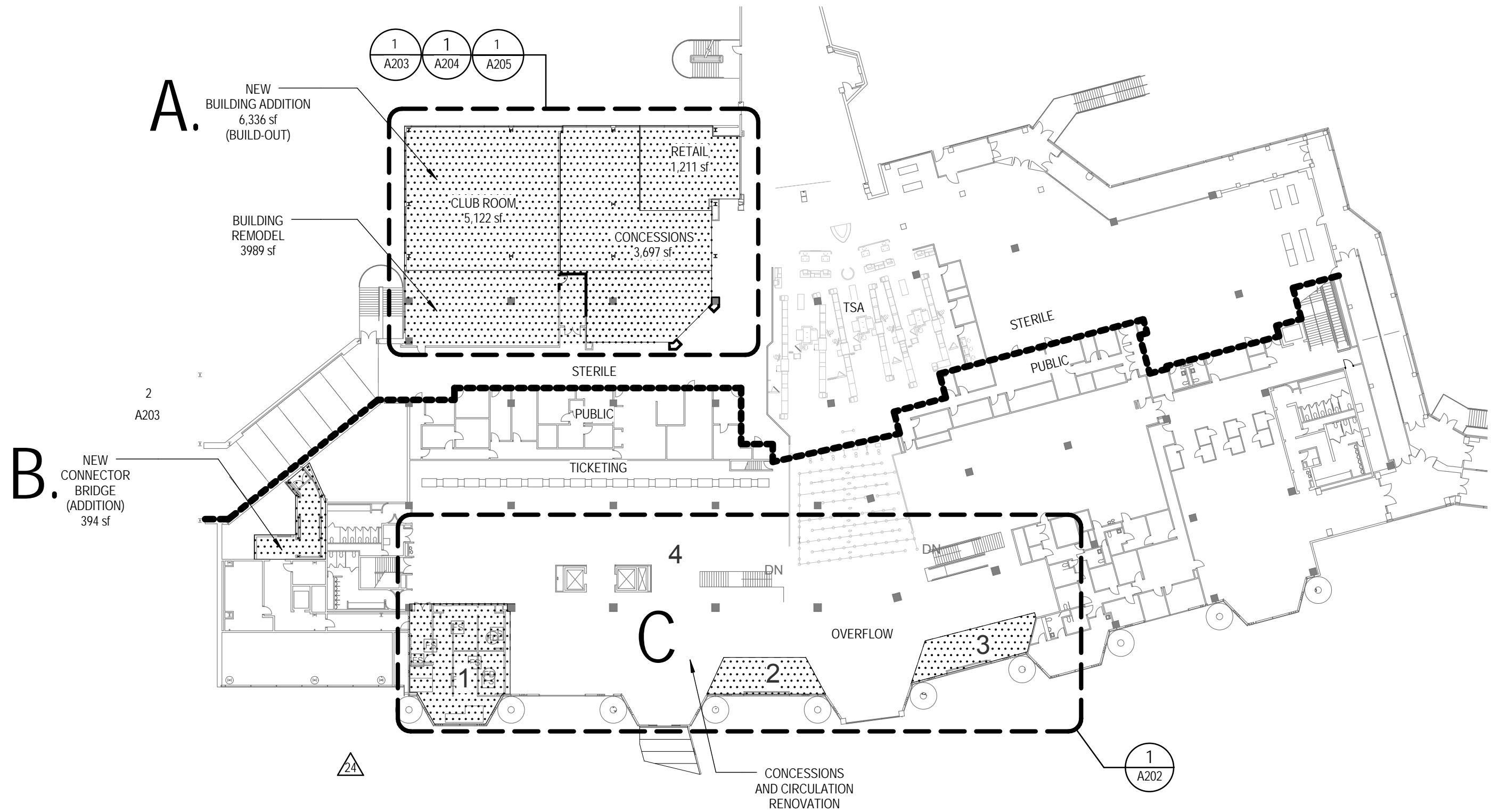
AIRSIDE ADDITION OF SECOND STORY FOR RELOCATION OF (E) AMERICAN AIRLINES CLUBROOM AND NEW FOOD & BEVERAGE AND RETAIL CONCESSIONS.		
1. CLUBROOM	5,122 sf	SHELL CONSTRUCTION W/ UTILITY HOOK UP SHELL CONSTRUCTION W/ UTILITY HOOK UP SHELL CONSTRUCTION W/ UTILITY HOOK UP FINISH OF CONSTRUCTION
2. FOOD & BEVERAGE	3,300 sf	
3. RETAIL	1,148 sf	
4. SERVICE CORRIDOR	755 sf	
TOTAL	10,325 sf	

B.

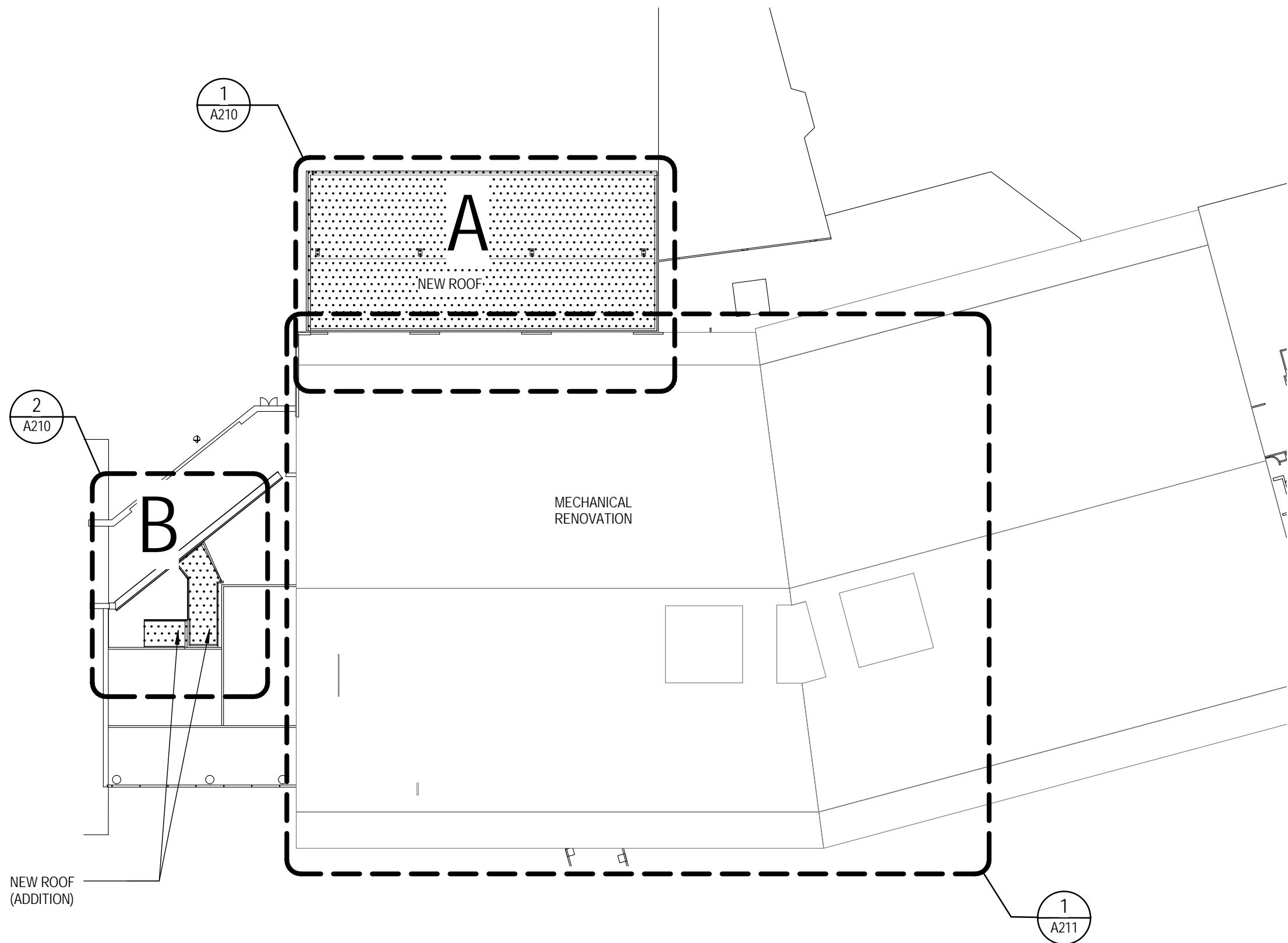
NEW SERVICE BRIDGE TO PROVIDE SERVICE ACCESS FROM (E) LOADING DOCK AT LEVEL 1 TO AIRSIDE ADDITION SERVICE.		
1. SERVICE BRIDGE	394 sf	NEW STRUCTURAL/ FULL FINISHES
TOTAL	394 sf	

C.

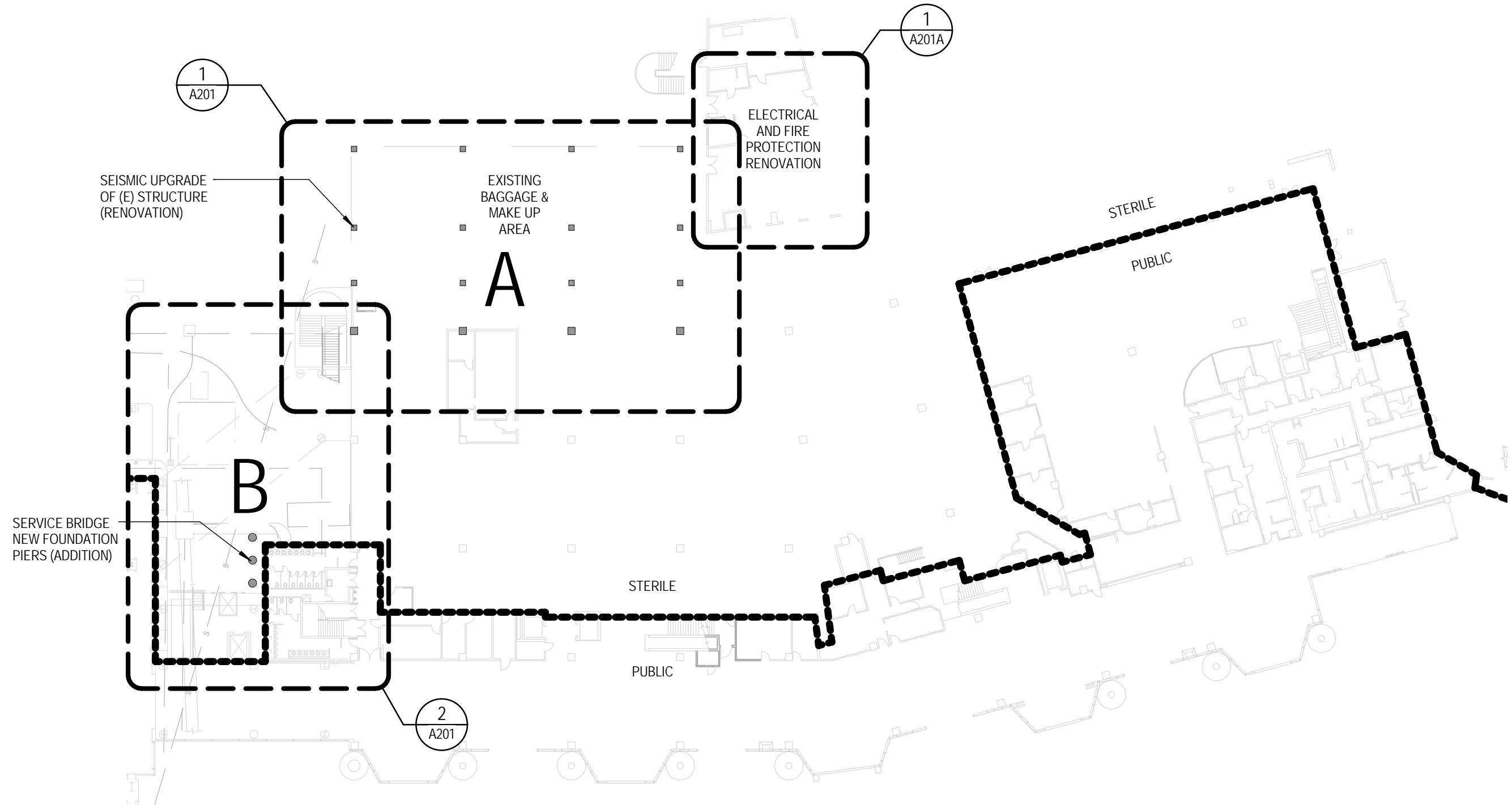
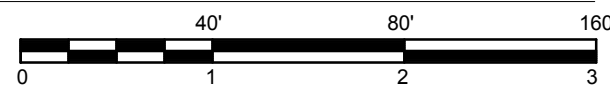
LANDSIDE RENOVATION, DEMO (E) LANDSIDE CONCESSIONS AND PROVIDE NEW LAYOUT FOR CIRCULATION AND CONCESSION SHELL SPACE.		
1. (E) KITCHEN	1,380 sf	SHELL CONSTRUCTION W/ UTILITY HOOK UP SHELL CONSTRUCTION W/ UTILITY HOOK UP FLOOR & CEILING UPGRADE OF FINISHES
2. FOOD & BEVERAGE KIOSK	549 sf	
3. RETAIL	640 sf	
4. CIRCULATION	9,167 sf	
TOTAL	11,736 sf	



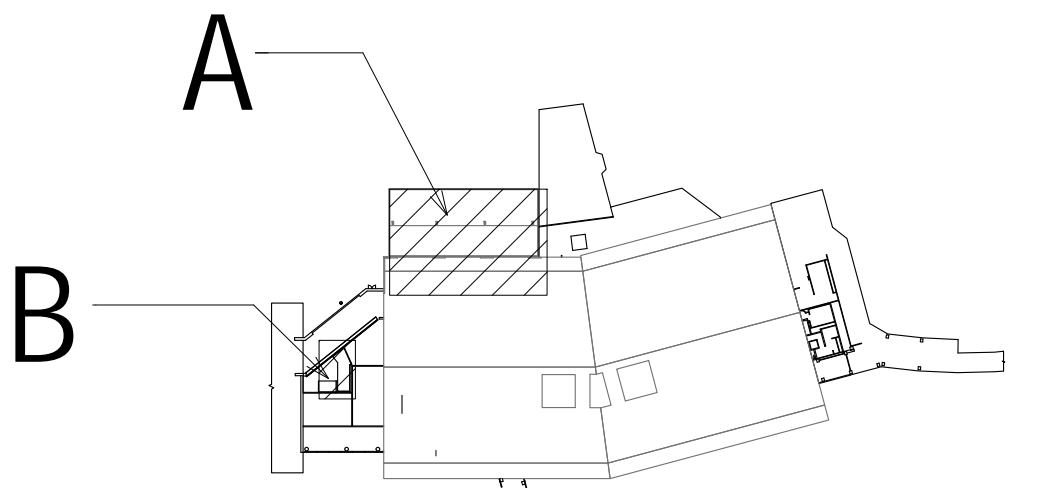
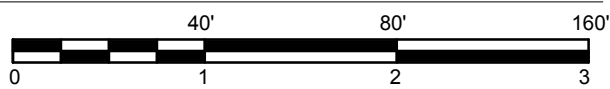
5 SCOPE OF WORK - LEVEL 2
1" = 40'-0"



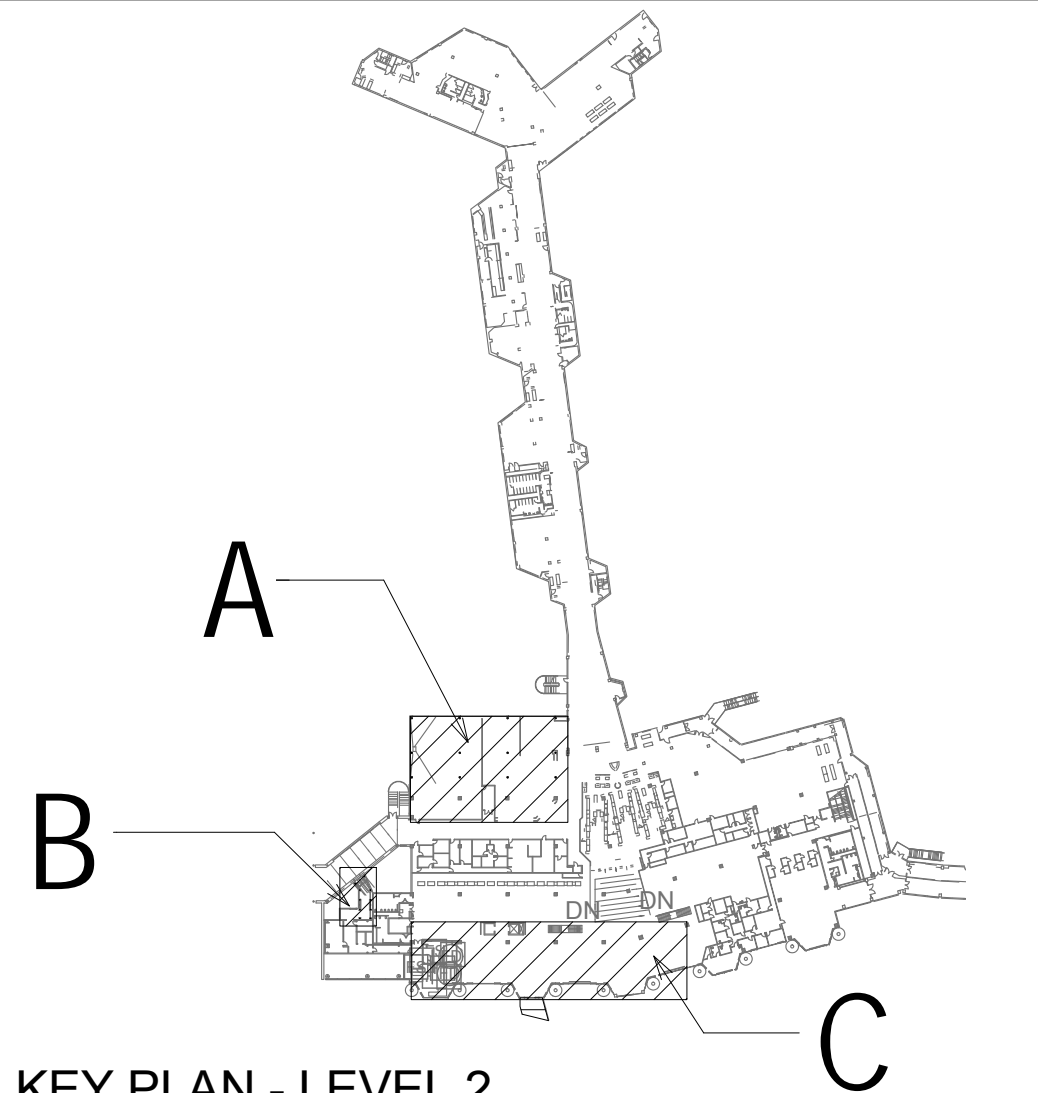
6 SCOPE OF WORK - ROOF LEVEL
1" = 40'-0"



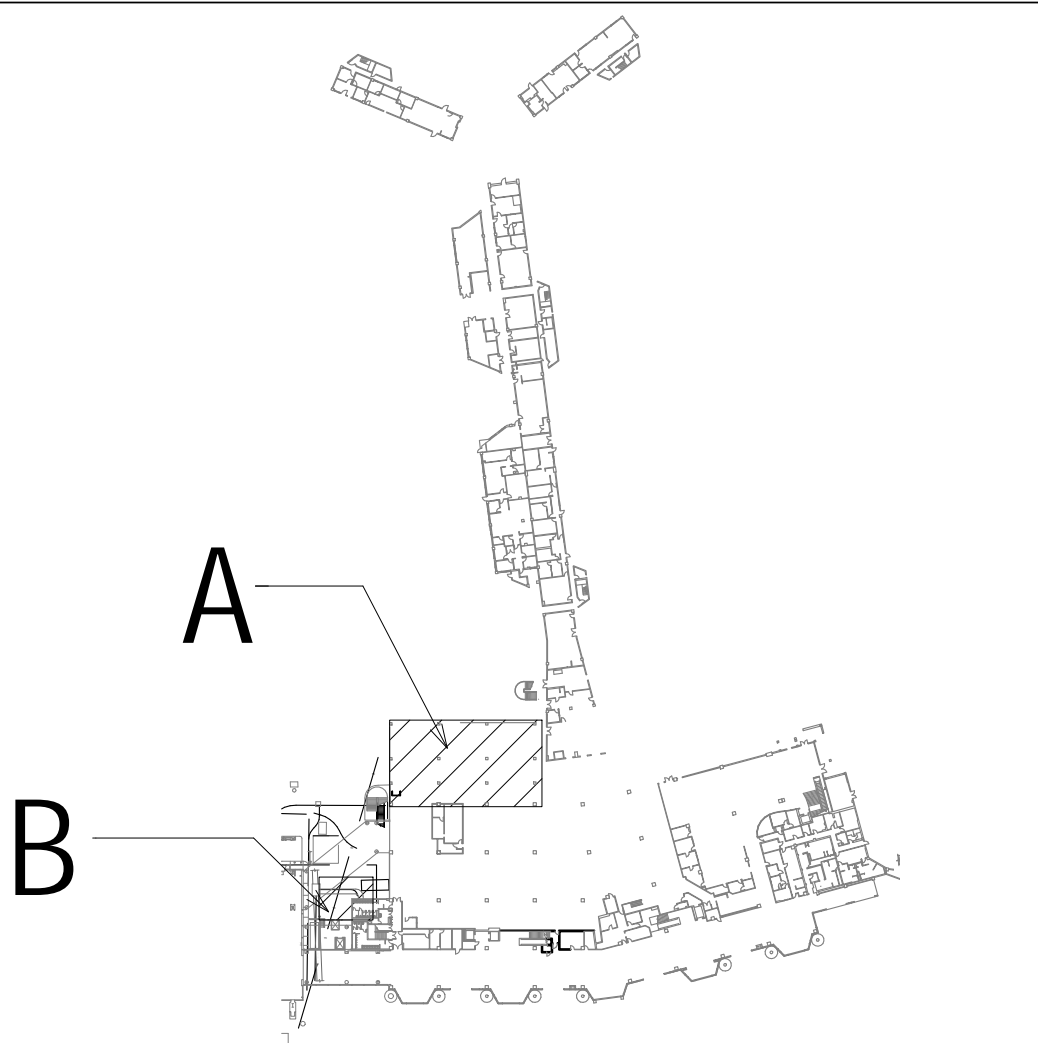
4 SCOPE OF WORK - LEVEL 1
1" = 40'-0"



3 KEY PLAN - ROOF LEVEL
T001 G201 1" = 160'-0"



2 KEY PLAN - LEVEL 2
T001 G201 1" = 160'-0"



1 KEY PLAN - LEVEL 1
T001 G201 1" = 160'-0"

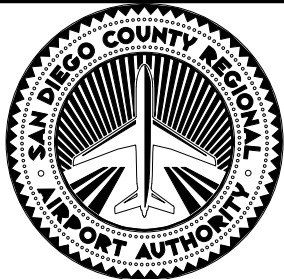


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SPEC NO. 4056-C	C.L.P. NO. 104056	BULLETIN SOL-039	08-06-2012
REFERENCES:	PROJECT MANAGER: SAAD ILYAS		
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:		RECORD DRAWING	08/30/2013
COST:	INSPECTOR:	REVISIONS	DATE
			APPROVED



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

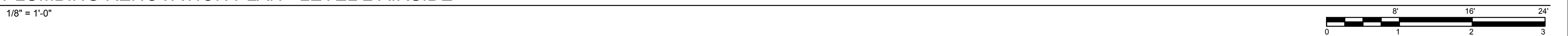
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DESIGNED:	HC
REVIEWED:	DH

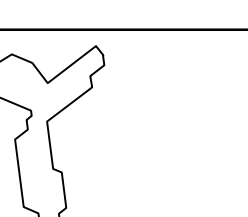
SAN DIEGO INTERNATIONAL AIRPORT

EXPAND TERMINAL 2 - EAST FACILITY
TERMINAL BUILDING

KEY PLANS AND SCOPE OF WORK

SHEET NO. G201	DATUM: NORTH AMERICAN VERTICAL DATUM 1988
DATE: 08/01/11	
SHEET: 3 OF 163	
DRAWING NO. 4056-C	REV.



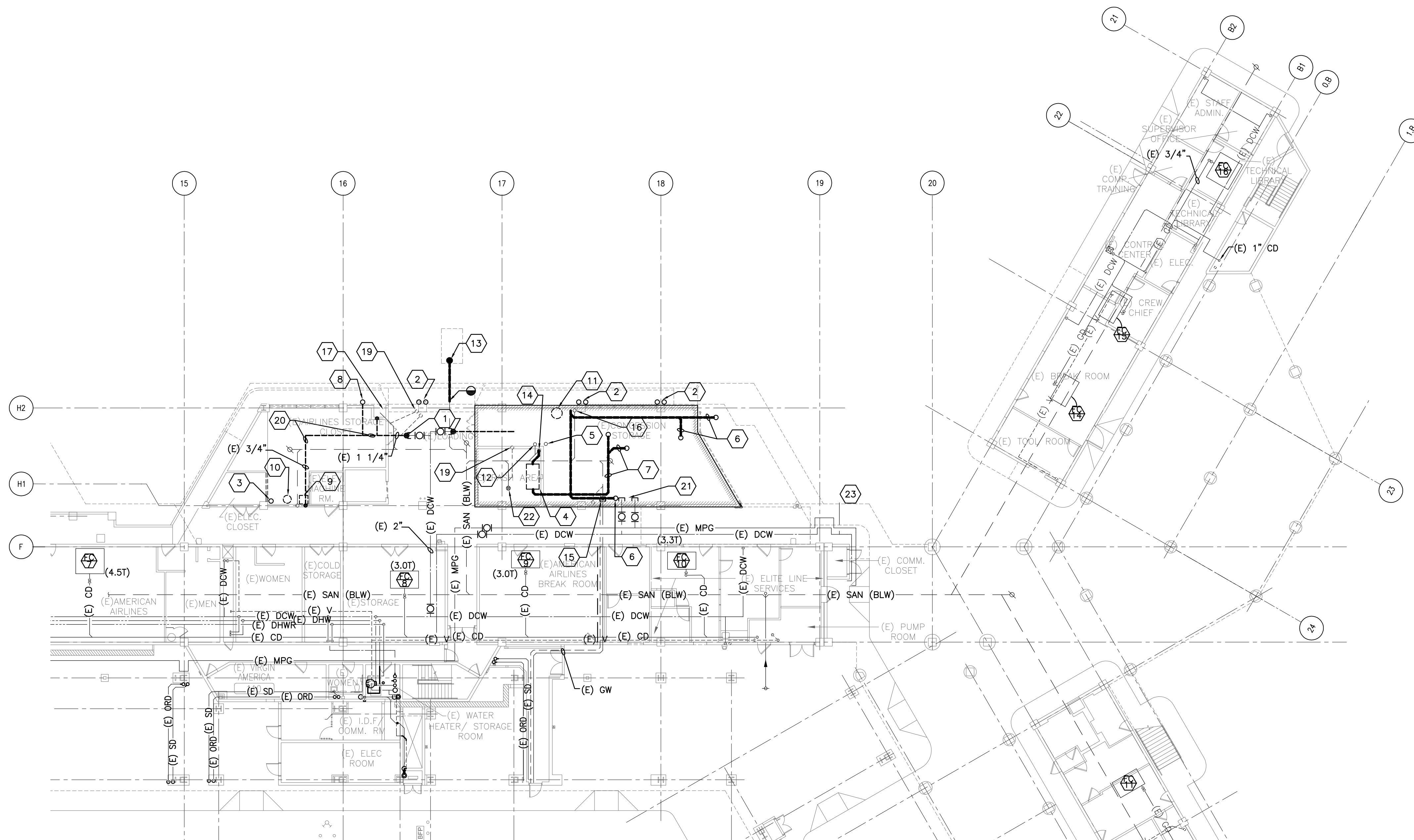
- # KEY PLAN
- 
- KEY PLAN
- SHEET NO. P205

KEYNOTES

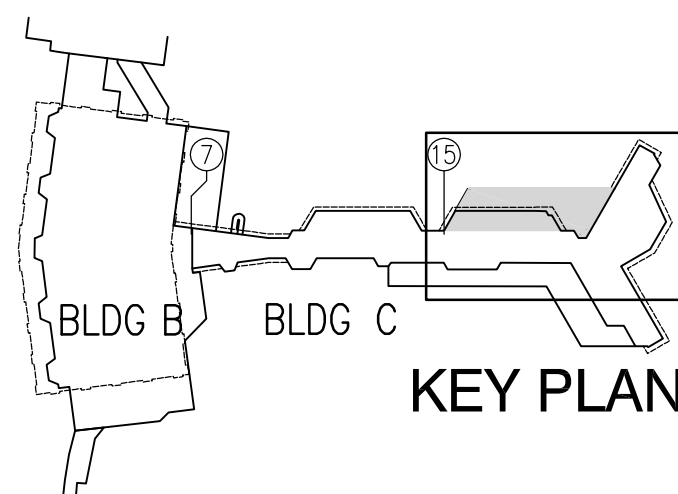
- 1 REMOVE ALL (E) DCW AND DHW DISTRIBUTION/BRANCH PIPING IN TENANT SPACE, INCLUDING PIPING UP TO FIXTURES ON FLOOR ABOVE. CAP AT 2" VALVE, REMOVE ALL ASSOCIATE HANGERS AND SUPPORTS.
- 2 REMOVE (E) 3" SD AND ORD DROP, INCLUDING PIPE DISCHARGE THRU WALL. PATCH WALL TO MATCH. SEE NEW WORK PLAN FOR EXTENSION.
- 3 REMOVE (E) 2" V UP
- 4 (E) GI AND ASSOCIATED PIPING TO BE REMOVED.
- 5 REMOVED (E) 3" V UP
- 6 REMOVE ALL (E) SAN DRAIN AND VENT.
- 7 REMOVE (E) GW DRAIN AND ASSOCIATED VENT PIPING.
- 8 REMOVE AND RELOCATE (E) EW. REMOVE (E) 3/4" DCW INSIDE BLDG TO BRANCH CONNECTION.
- 9 REMOVE (E) LAUNDRY TUB/SERVICE SINK AND ASSOCIATED PIPING. CAP DRAIN AT FLOOR.
- 10 REMOVE (E) 15 GAL EWH BELOW COUNTER AND ASSOCIATED PIPING.
- 11 REMOVE (E) 85 GAL EWH AND ALL ASSOCIATED PIPING.
- 12 REMOVE (E) SERVICE SINK AND ALL ASSOCIATED PIPING. REMOVE TRAP BELOW FLOOR AND CAP.
- 13 REMOVE PIT DRAIN AND TRAP. REMOVE UNDERGROUND PIPING BACK TO POD AND PREPARE PIPING FOR NEW PIPING CONNECTION. SEE NEW WORK PLANS.
- 14 CAP (E) SAN FROM REMOVED GI AT FLOOR.
- 15 (E) FS TO REMAIN. REMOVE ASSOCIATED HORIZONTAL VENT PIPE AT CEILING. VERTICAL PIPE TO REMAIN. PROVIDE TEMPORARY CAP. SEE NEW WORK FOR EXTENSION AND CONNECTION.
- 16 CAP (E) SAN AT FLOOR. REMOVE SAN STACK.
- 17 REMOVE (E) ES AND ASSOCIATED PIPE. REMOVE TRAP BELOW FLOOR AND CAP.
- 18 REMOVE (E) FD AND P-TRAP. CAP PIPE.
- 19 REMOVE VENT PIPE AND CAP AT FLOOR.
- 20 REMOVE (E) DCW AS INDICATED, AND ALL BRANCH PIPING NOT SHOWN, BACK TO VALVE AND CAP. COORDINATE ACCESS TO TENANT AREA WITH AIRPORT AUTHORITY.
- 21 (E) CAPPED DCW AND MPG TO REMAIN. SEE NEW WORK FOR CONNECTION.
- 22 (E) FLOOR DRAIN TO REMAIN.
- 23 REMOVE (E) 1" DCW PASSENGER BOARDING BRIDGE PIPING AND ASSOCIATED APPURTENANCES BACK TO SOV.

GENERAL NOTES

1. PATCH CONCRETE SLAB AT AREAS OF BELOW SLAB P-TRAPS THAT ARE REMOVED AND CAPPED. PATCH TO MATCH SURROUNDING STRUCTURE AND SURFACE.



1 LEVEL 1 PLUMBING DEMOLITION PLAN
1/16" = 1'-0"



0 8' 16' 32'
1/16" = 1'-0"

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SPEC. NO. 4056-D	C.I.P. NO. 104056	RECORD DRAWING	9/1/14
REVISIONS		DATE	APPROVED
















SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN:	CC/AG
DESIGNED:	CC/AG
REVIEWED:	RK


SAN DIEGO INTERNATIONAL AIRPORT
EXPAND TERMINAL 2 EAST FACILITY
GATE 25 - GATE 27
LEVEL 1 PLUMBING DEMOLITION

SHEET NO. PD.01
NORTH AMERICAN VERTICAL DATUM 1988
DATE OCTOBER 31, 2011
SHEET 142 OF 197
DRAWING NO. 4056-D
REV.





PLANTING LEGEND
TREE LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY	WATER USE
	Callistemon citrinus	Lemon Bottlebrush	24" BOX	Evergreen	5 100	Low
	Metrosideros excelsa	New Zealand Christmas Tree	36" BOX Standard	Evergreen	5 81 4	Low
	Eriobotrya deflexa	Bronze Loquat	24" BOX	Evergreen	5 42	Low
	Chamaerops humilis	Mediterranean Fan Palm Multi-trunk (3)	8' BTH	Evergreen	5 28 1 3	Low
	Cupressus sempervirens 'Glauca'	Italian Cypress	36" BOX	Evergreen	5 65	Low
	Phoenix dactylifera	Date Palm	25' BTH	Evergreen	5 21	Low
	Phoenix dactylifera 'Medjool'	Date Palm	25' BTH	Evergreen	5 17 3	Low
	Phoenix dactylifera	Date Palm	20' BTH	Evergreen	5 9 1	Low
	Pinus torreyana	Torrey Pine	48" BOX	Evergreen	5 3	Low
	Olea europaea 'Wilsoni'	Olive Tree (fruitless)	60" BOX	Evergreen	5 13	Low
	Olea europaea 'Wilsoni'	Olive Tree (fruitless)	72" BOX	Evergreen	5	Low
	Melaluca nesophila	Pink Melaluca	24" BOX	Evergreen	5 46	Low
	Syagrus romanzoffianum	Queen Palm	15' BTH	Evergreen	5 244 2 4	Low

VINE LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY	WATER USE
	Ficus pumila	Creeping Fig	15 GAL	Evergreen	34	Low


PLANTS FOR SHADED AREAS AND POTS

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY
	Clivia miniata 'Flame'	Kaffir Lily	15 GAL	Evergreen	79 4
	Cycas revoluta	Sago Palm	15 GAL	Evergreen	57
	Fatsia japonica	Japanese Aralia	15 GAL	Evergreen	92
	Sansevieria trifasciata	Snake Plant	15 GAL	Evergreen	222 4
	Echeveria 'Blue Curls'	Hybrid Echeveria	1 GAL	Evergreen	72
	Euphorbia tirucalli	Sticks on Fire	15 GAL	Evergreen	36



SHRUB & GRASS LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY	WATER USE
	Agave attenuata	Fox Tail Agave	15 gal	Evergreen	88 4	Low
	Agave attenuata	Fox Tail Agave	5 gal	Evergreen	278 4	Low
	Agave villmoriana	Octopus Agave	5 gal	Evergreen	212	Low
	Aloe barbadensis	Barbados Aloe	5 gal	Evergreen	45	Low
	Aloe saponaria	African Aloe	5 gal	Evergreen	286	Low
	Anigozanthos sp. 'Bush Ranger'	Kangaroo Paw	5 gal	Evergreen	189 4	Low
	Cassia artemisioides	Feathery Cassia	5 gal	Evergreen	262	Low
	Cistus purpureus	Orchid Rockrose	5 gal	Evergreen	64	Low
	Dasylirion wheelerii	Desert Spoon	5 gal	Evergreen	392 4	Low
	Dietes vegata	Fortnight Lily	5 gal	Evergreen	969 4	Low
	Echium fastuosum	Pride of Madeira	15 gal	Evergreen	247	Low
	Euryops pectinatus	Euryops	5 gal	Evergreen	51 2	Low
	Grevillea "Noellii"	Grevillea	5 gal	Evergreen	174	Low
	Hesperaloe parviflora	Red Yucca	5 gal	Evergreen	138	Low
	Kniphofia uvaria	Red Hot Poker	5 gal	Evergreen	451 4	Low
	Lantana montevidensis	Trailing Lantana	5 gal	Evergreen	152 4	Low
	Lavendula angustifolia	English Lavender	5 gal	Evergreen	155 4	Low
	Leonotis leonurus	Lion's Tail	5 gal	Evergreen	56	Low
	Limonium perezii	Sea Lavender	5 gal	Evergreen	257	Low
	Phormium 'Sundowner'	New Zealand Flax	15 gal	Evergreen	394 4	Low
	Salvia leucantha	Mexican Sage	5 gal	Evergreen	202	Low
	Yucca gloriosa	Soft Tip Yucca	15 gal	Evergreen	117 4	Low

GROUNDCOVER LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	SPACING	WATER USE
	Delosperma floribunda 'Stardust'	Blue Ice Plant	1 gal	Evergreen	30" o.c.	Low

----- TREE ROOT BARRIER, SEE PLANTING DETAILS FOR INSTALLATION

  EXISTING TREE

NOTE:
PROVIDE DECOMPOSED GRANITE MULCH LAYER UNDER ALL PLANTING PER PLANTING DETAIL.

NOTE:
CONTRACTOR TO HAVE A CERTIFIED ARBORIST ON CALL FOR CONSULTATION PURPOSES DURING PLANTING AND MAINTENANCE PERIOD.

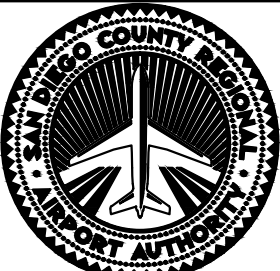
NOTE:
WHEN PLANT SYMBOLS AND QUANTITIES DIFFER, QUANTITIES ON PLANT LEGEND SHALL PREVAIL.



PATH: J:\2769005_SDA - CONTRACT 2 LANDSCAPE\CAD BASE FILES\LANDSCAPE SHEETS\RECORD DRAWINGS 2013\L-PP0A.DWG
PLOT DATE: 1/7/2014 10:57 AM
SCALE: 8"=1'-0" (1/4"=1'-0")



SPEC NO.	3201	PROJECT NO.	201401	RECORD DRAWINGS REVISIONS	10/29/13	
				1. NDC 145	11/21/12	
				2. NDC 125	07/03/12	
				3. NDC 117	06/06/12	
				4. NDC 73	02/24/12	
				0 - INITIAL RELEASE FOR CONSTRUCTION	08/15/11	
				REVISIONS	DATE	APPROVED



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DESIGNED PT	SAN DIEGO INTERNATIONAL AIRPORT
DRAWN KT	SMART CURB PLANS LANDSCAPING SHEETS
REVIEWED GS	PLANTING LEGEND

SHEET NO.	L-PP0A
* DATUM *	NORTH AMERICAN VERTICAL DATUM 1988
DATE:	10/29/2013
SHEET	97 OF 946
DRAWING NO.	3201

FULL SIZE SHEET = 22"x34"

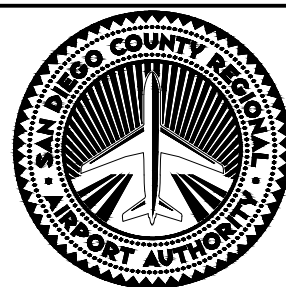


INFORMATION ONLY

THIS DRAWING HAS BEEN PREPARED FOR INFORMATION ONLY. IF ANY DISCREPANCIES, INADEQUACIES OR INACCURACIES ARE DISCOVERED, IT SHOULD BE REPORTED TO THE AIRPORT FACILITIES DEPARTMENT IN WRITING. THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

ISSUED BY: FACILITIES DEVELOPMENT DEPARTMENT

REVISIONS	DATE	APPROVED	



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN : FDD TECH SERVICES
CHECKED : -
APPROVED : -

SAN DIEGO INTERNATIONAL AIRPORT

TERMINAL 2 EAST, FIRST FLOOR

DATE : 1/16/2018
SCALE : 1" = 50'

EXHIBIT

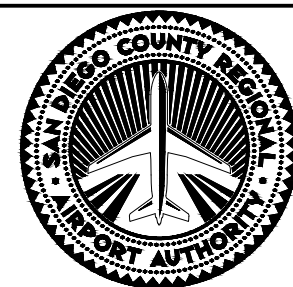


INFORMATION ONLY

THIS DRAWING HAS BEEN PREPARED FOR INFORMATION ONLY. IF ANY DISCREPANCIES, INADEQUACIES OR INACCURACIES ARE DISCOVERED, IT SHOULD BE REPORTED TO THE AIRPORT FACILITIES DEPARTMENT IN WRITING. THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

ISSUED BY: FACILITIES DEVELOPMENT DEPARTMENT

REVISIONS	DATE	APPROVED	



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN : FDD TECH SERVICES
CHECKED : -
APPROVED : -

SAN DIEGO INTERNATIONAL AIRPORT
TERMINAL 2 EAST, SECOND FLOOR

DATE : 1/2018
SCALE : 1" = 50'
EXHIBIT

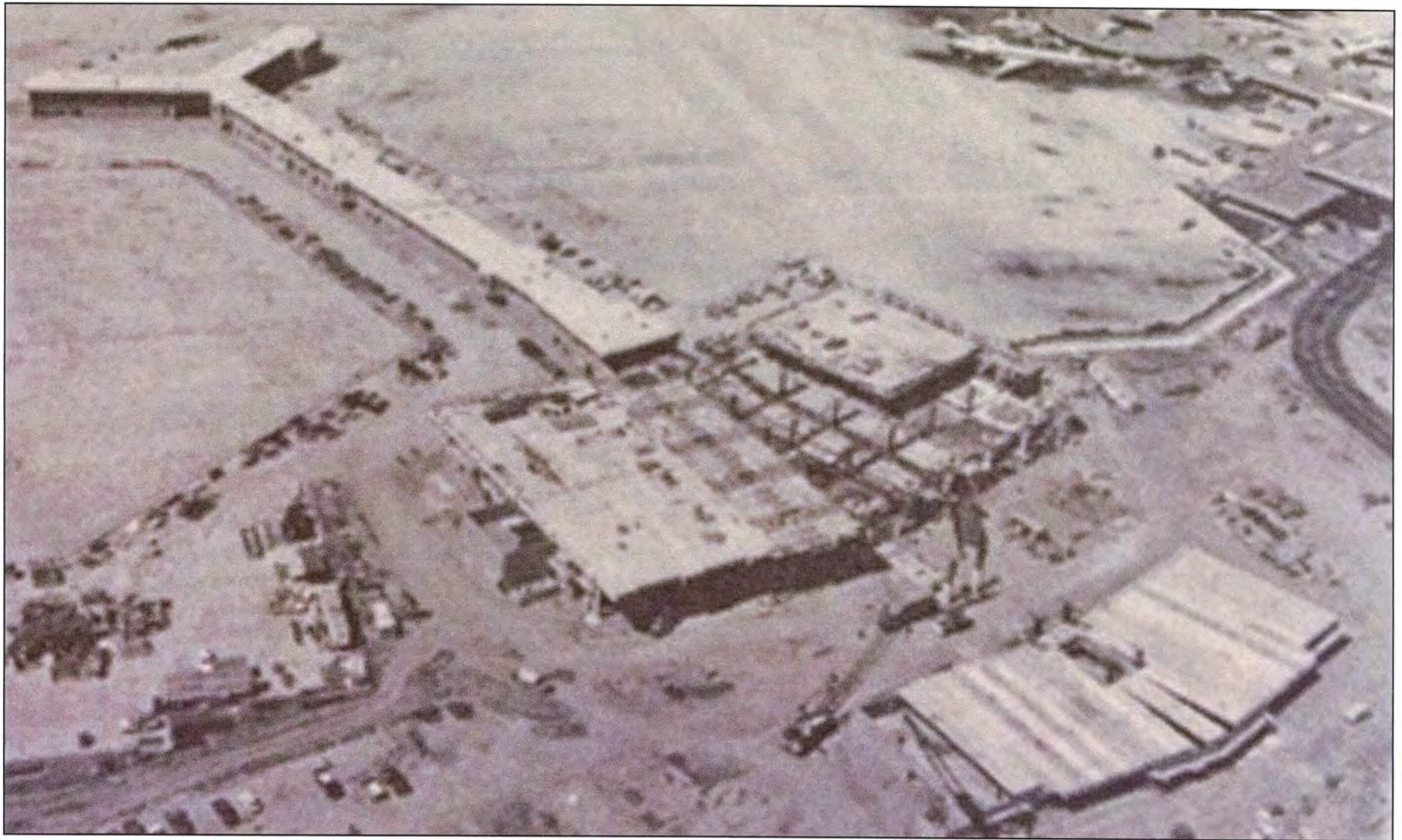


Plate 1

1977 Aerial Photograph of Terminal 2 East During Construction, Facing Northeast

Lindbergh Field West Terminal

(Photograph courtesy of the San Diego Air and Space Museum)



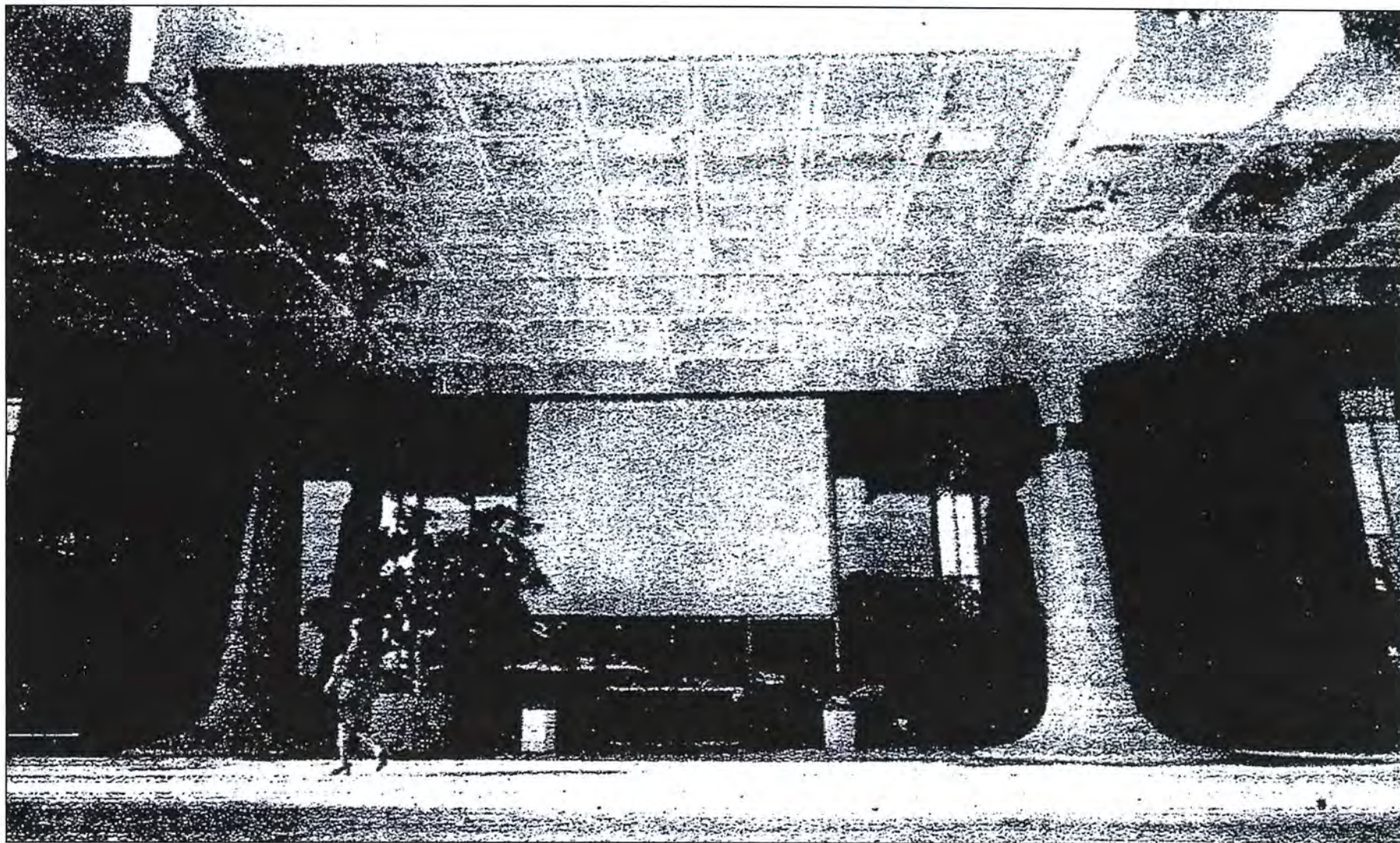


Plate 2

1979 Photograph of the Cantilevered Waffle-Slab Overhang on the Primary (South) Façade of Terminal 2 East

Lindbergh Field West Terminal

(Photograph courtesy of the San Diego Union 1979)





Plate 3

1979 Photograph of the Terminal 2 East Interior Public Concourse

Lindbergh Field West Terminal

(Photograph courtesy of the San Diego Union 1979)





Plate 4

1979 Photograph of the Terminal 2 East Interior Baggage Claim Area

Lindbergh Field West Terminal

(Photograph courtesy of the San Diego Union 1979)



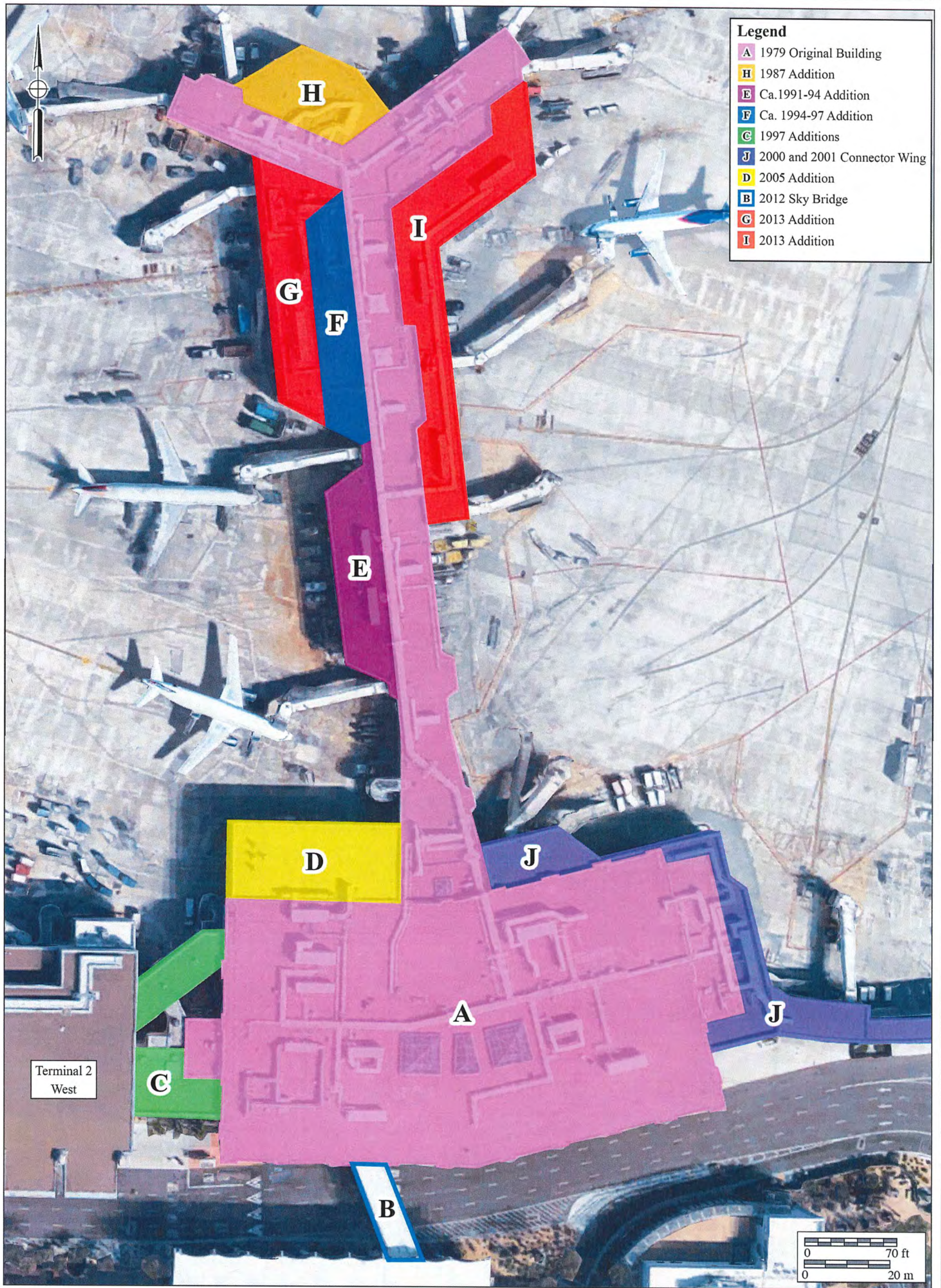


Plate 5

**View of the Primary (South) Façade of
Terminal 2 East in 1991 Showing the Original Sky Bridge
Lindbergh Field West Terminal**

(Photograph courtesy of the San Diego Unified Port District 1991)





Site Plan for Terminal 2 East
Lindbergh Field West Terminal



HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

LINBERGH FIELD WEST TERMINAL (Terminal 2 East)
3225 North Harbor Drive
San Diego
San Diego County
California

HABS No.

INDEX TO BLACK AND WHITE PHOTOGRAPHS

Ryan B. Anderson, Photographer, November 2017

- _____-1 SOUTH FAÇADE OF SECTION A, FACING NORTHEAST
- _____-2 SOUTH FAÇADE OF SECTION A, FACING NORTH
- _____-3 SOUTH FAÇADE OF SECTION A, FACING NORTHEAST
- _____-4 SECTIONS J AND A, FACING WEST
- _____-5 SECTIONS A AND I, FACING NORTHWEST
- _____-6 SECTION I, FACING WEST
- _____-7 SECTION I, FACING NORTHWEST
- _____-8 SECTIONS I AND A, FACING NORTHWEST
- _____-9 EAST WING OF SECTION A, FACING SOUTHWEST
- _____-10 EAST WING OF SECTION A, FACING SOUTHEAST
- _____-11 SECTION H, FACING SOUTHWEST
- _____-12 WEST WING OF SECTION A, FACING SOUTH
- _____-13 SECTIONS A AND G, FACING EAST
- _____-14 SECTION G, FACING EAST
- _____-15 SECTION E, FACING SOUTHEAST
- _____-16 SECTIONS A AND D, FACING EAST

- _____-17 NORTHWEST CORNER OF SECTION D, FACING SOUTHEAST
- _____-18 FIRST FLOOR INTERIOR OF SECTION A, FACING EAST
- _____-19 SECOND FLOOR INTERIOR OF SECTION A, FACING NORTH

HABS No. _____-1



HABS No. _____-2



HABS No. _____-3



HABS No. _____-4



HABS No. _____-5



HABS No. _____-6



HABS No. _____-7



HABS No. _____-8



HABS No. _____-9



HABS No. _____-10



HABS No. _____-11



HABS No. _____-12



HABS No. _____-13



HABS No. _____-14



HABS No. _____-15



HABS No. _____-16



HABS No. _____-17



HABS No. _____-18



HABS No. _____-19

