



# TBIT Construction News

Volume 3, Issue 12

Holiday Edition 2009

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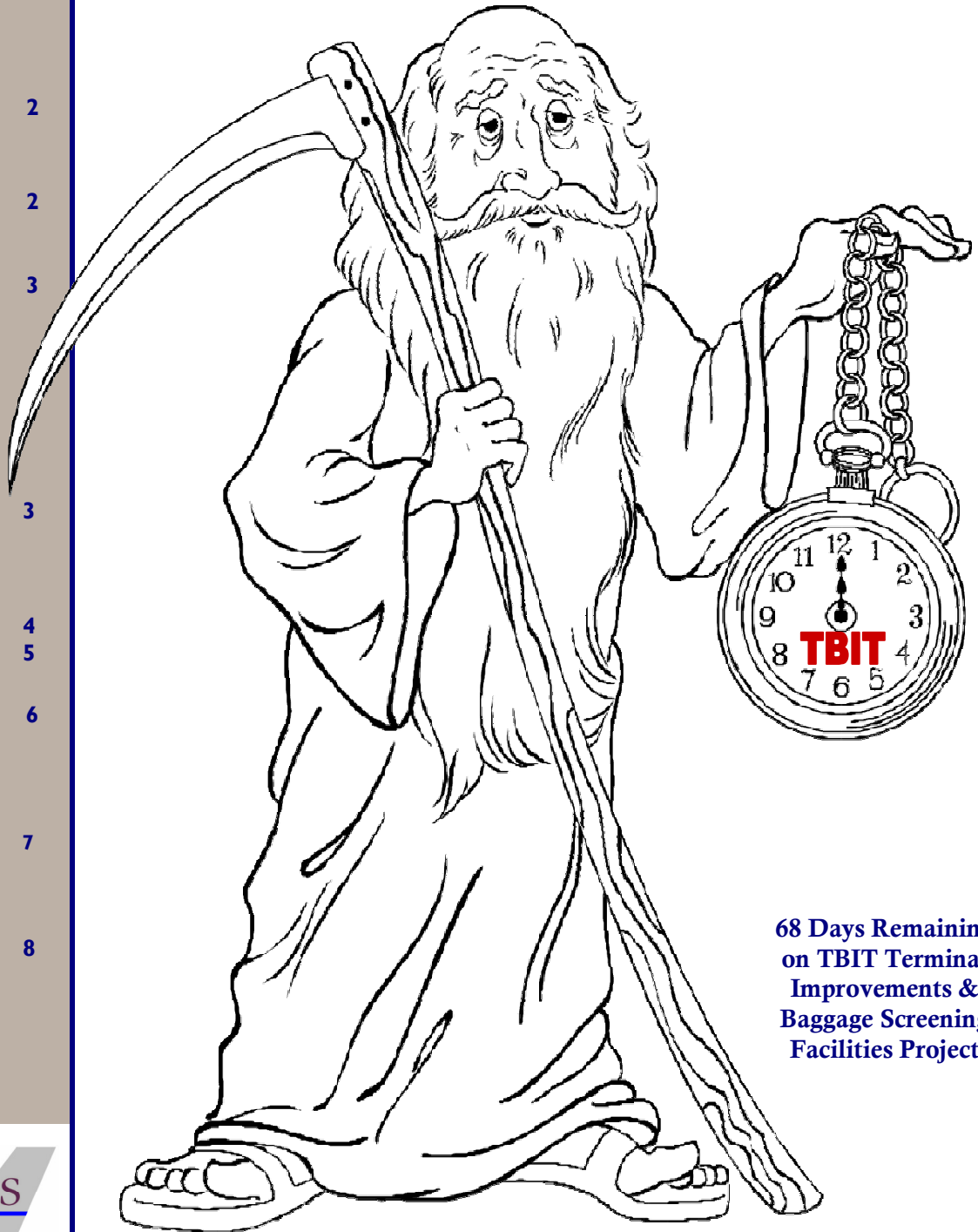
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**68 Days Remaining on TBIT Terminal Improvements & Baggage Screening Facilities Project**

## Say “Good Bye” to the Sprung Structures - They Served Us Well



Early view of Sprung Structures at 9/27/07 opening with construction of North Matrix Building in foreground.

Looking back, the early decision to add a second Sprung Structure for additional interim outbound baggage processing was a wise investment. Having two structures and two conveyor feeds led to the MegaPod baggage screening area which also worked extremely well for the airlines and the TSA.

Sprung Structure 2 (north structure) will be moved by American Airlines to T4 for interim baggage use during their In-Line Screening project. The baggage carousel in Sprung 2 will be modified and reused as the domestic claim device in the TBIT Arrivals Lobby.

American will also remove the baggage carousel from Sprung Structure 1 for reuse as part of the interim TBIT interline baggage operation while American builds the new T4 Screening facility over the top of the existing TBIT Interline Baggage facility.

Sprung Structure 1, minus conveyor, will remain in place for Qantas to use for their transfer baggage operation until the Early Bag Storage portion of BHS comes on line in mid-January. This plan will benefit all airlines since it will take a tremendous load of “on the floor” transfer bags out of the interstitial level outbound baggage operation.

## 30 Day Look Ahead - What to Expect for Holiday Operations

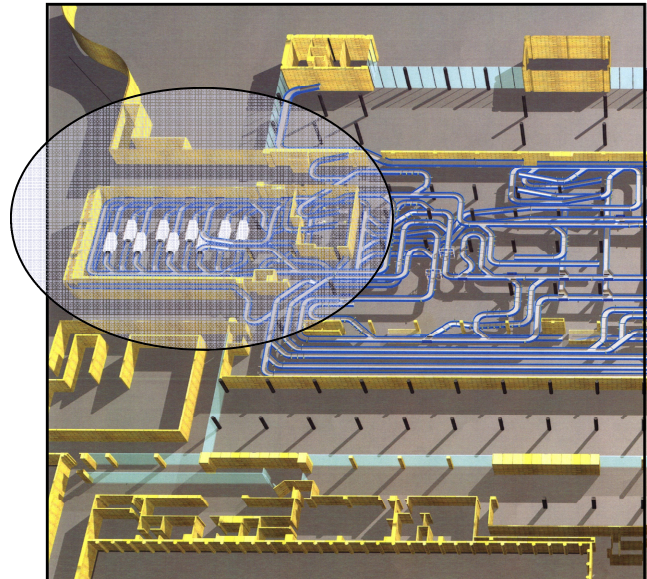
- The three **B-20 signs** (large overhead signs at east end of main aisles) will be installed and operational (Aisle C sign will be just before Christmas). These signs displaying the logos of the airlines on the respective aisles are a great hit with the Ambassadors in assisting passengers to their airline ticket counter locations.
- The **Directory Signs** at Aisle A South and Aisle C North are operational. The remaining four (4) Directory Signs will be installed but will not be made operational until the CTX Baggage Screening machines are removed from the Departures Lobby.
- The **North Oversize Baggage** screening and conveyor (OS-1) will be operational around Mid-December 2009. This 60” wide belt will accept almost all of the oversize baggage currently transported via Elevators 5 & 6 and greatly improve the Oversize Baggage operation for all airlines. **NOTE:** The TSA will screen all interline connecting Oversize Baggage at the OS-1 area and send it down the conveyor to Outbound Baggage area. **Interline Transfer Baggage operation MUST check this belt for any transfer baggage.**
- The **Terrazzo flooring** in the Departures Lobby and Concourse area behind North Security Checkpoints will be complete. There will be some work around Elevators 11 & 14 lobby areas, but access to airline clubs will not be impacted.
- Work will continue on the **Center mezzanine stair** but will not impact passenger flow. North & South stairs are available.
- The Lower conveyor systems and two (2) **CTX baggage screening machines in the South Matrix Building** will be operational during the holiday period. The Upper conveyor temporary feed has been removed to allow for terrazzo work and completion of the permanent takeaway conveyor from the recheck counters.
- New **directional and informational signage** (permanent and temporary) will continue to be installed in all areas of TBIT to assist in passenger way-finding, with completion in mid-December.
- **Qantas, Lufthansa, and El Al** outbound baggage operations will be relocated from Sprung 1 to the Pier Sort BHS. Eighteen (18) piers will be available for assignment. It will be very crowded and cooperation in keeping LAWA AOC and Bag Boss informed of airline operational changes is very important.
- Testing of the **BHS Recirculation Lines and Early Bag Storage (EBS)** systems will continue during the holidays. There should not be any impact to airline baggage operations. All roadways and current Pier lanes will be open.
- The FIDS screens will be operational in the **APS Wheelchair Service Office** to provide better communication for this service.
- All **AOA Gate Striping** will be complete in early December.

## North Matrix Building In-Line Screening Testing Begins

The Temporary Bypass conveyors have been removed and the feed conveyors to the North Matrix Building In-Line Baggage Screening facility have been connected to the outbound BHS. Both the Upper Loop and Lower Loop systems are undergoing testing and commissioning for the next few weeks.

Outbound baggage will continue to be screened at the Departures Lobby Baggage Screening locations before being introduced into the BHS. The bags are also being screened by the In-Line CTX machines running in Scan Mode as a test by TSA who will monitor the number of bags being sent to the Baggage Inspection Rooms (BIR), the flow rate of the CTX's, and other criteria. This data will be evaluated and adjustments made until the system performance is acceptable for a minimum 30 day burn-in period before the TSA will give approval for the removal of the CTX baggage screening machines from the TBIT Departures Lobby.

LAXTEC has been evaluating the BHS performance data on a weekly basis and tracking the individual airline / ground handler performance regarding percentage of bags being sent to the manual encoding station or being sent to the Default Pier. PMT representatives will also be monitoring the "good bag hygiene" practices of individual airlines when they start intro-



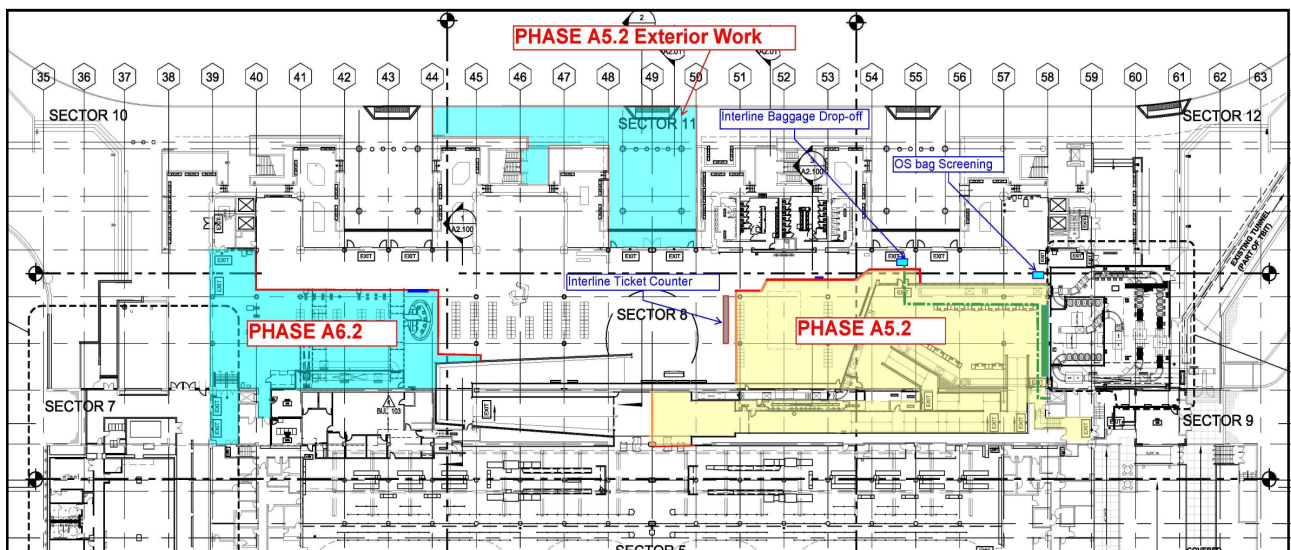
Location of the North Matrix Building In-Line Baggage Screening facility with 9 CTX machines on 2 levels.

## Arrivals Lobby Renovation Update

Construction in the Arrivals Lobby will continue through the holiday season, but several areas will be completed to provide some relief for the passengers and meeters & greeters.


- Barricades will be removed and the full arrivals roadway and curbside will be available for use.
- The Phase A5.2 Exterior Work will be completed and all three (3) sets of Arrivals Lobby front doors will be available to passengers.


- Phase A5.2 (north section) terrazzo flooring is being polished. Barricade will be removed to "angle wall" at column line 53.5 and space available for passengers except for area around Bistro Bar construction.
- The Interline Connecting Oversize Baggage Screening will be relocated from the temporary location up to the Departures Lobby South Oversize Baggage area (southeast end of aisle A).



**NTP 2** 2.12.2007

*The USCBP Flood of 2007*  
*I Survived!*

 North Matrix  
CTX Delivery  
February 18, 2008

 **USCBP CTR  
Complete  
April 4, 2008**

Gate 101 Gate 102  
Holdrooms  
Completed  
September 4, 2008

**FIS Phase A3**  
COMPLETE NOV. 26, 2008

**FIS HIGH-BAY**  
COMPLETE FEB. 26, 2009


**FIS Phase A1**  
COMPLETE MARCH 31, 2009

**Bus Gates**  
Phase 2 Completed  
June 30, 2009



**JAL ANA** Relocation  
June 8, 2006

**MEXICANA**  
Relocacion Completa 10 Abril 2007

 Sprung  
Structure  
Sump Drain  
February 25, 2008

B64 **D-2 OPERATIONAL**  
JUNE 9, 2008

 South Matrix  
CTX Delivery  
September 19, 2008


GATES 105 & 106  
OPERATIONAL  
December 23, 2008

**FIS Low-Bay**  
COMPLETE FEB. 26, 2009

Departures (D5) Ticketing  
A55 Complete 04.02.09 A54

Departures (D6) Ticketing  
A55 Complete 07.27.09 A54

Gate 101  
Operational  
September 26, 2006

 **Customs FIS  
Phase A1**  
June 18, 2007

C27 **D-1 FINAL & OPEN**  
FEBRUARY 29, 2008

 **Customs FIS  
Phase A4**  
June 11, 2008

B14 **D3 OPERATIONAL**  
September 19, 2008

Departures (D4) Ticketing  
A55 Complete 12.23.08 A54

**PASSENGER BO**  
COMP

Gate 120 & 121  
North Concourse  
Completed April 14, 2009

**ARRIVALS Phase 6.1**  
Completed: August 6, 2009

4th and 5th Floor Airline Lounges  
Demolished  
October 23, 2006

TERMINAL OPERATIONS CENTER  
RELOCATED  
MARCH 3, 2007

A380 Gate Fit  
@Gate 101  
March 19, 2007

SPRUNG  
STRUCTURES  
OPERATIONAL  
9-21-07

GATE 119  
First Hold room Completion  
December 7, 2007

U.S. DEPARTMENT OF  
HOMELAND SECURITY  
Customs FIS  
Phase A2  
December 14, 2007

Gate 122  
Hold Room  
Complete  
March 14, 2008

Gate 123  
Operational  
March 14, 2008

CONVEYOR BRIDGE DEMOLITION  
April 1, 2008

Gate 103 Gate 104 Completed  
June 30, 2008

South Matrix Building  
Topped Out  
July 21, 2008

LA DWP  
Substation Turnover  
to LADWP  
August 29, 2008

First Qantas  
A380 Flight  
Gate 101  
October 20, 2008

Public Information Booth  
Complete October 29, 2008

LA DWP  
Substation Energized  
November 25, 2008

January 9, 2009  
The COWS are here!!  
The COWS are here!!

T  
C  
O  
NORTH MATRIX  
ISSUED JAN. 27, 2009

Fan Rooms  
7 and 8  
COMMISSIONED by Feb 2009

LOADING BRIDGES  
COMPLETED FEBRUARY 28, 2009

North Outbound  
BHS SOFT START  
March 10, 2009

North Outbound  
BHS COMPLETE  
March 23, 2009

Bus Gates  
Phase 1 Completed  
April 21, 2009

Fan Room 3  
COMMISSIONED JUNE 2009

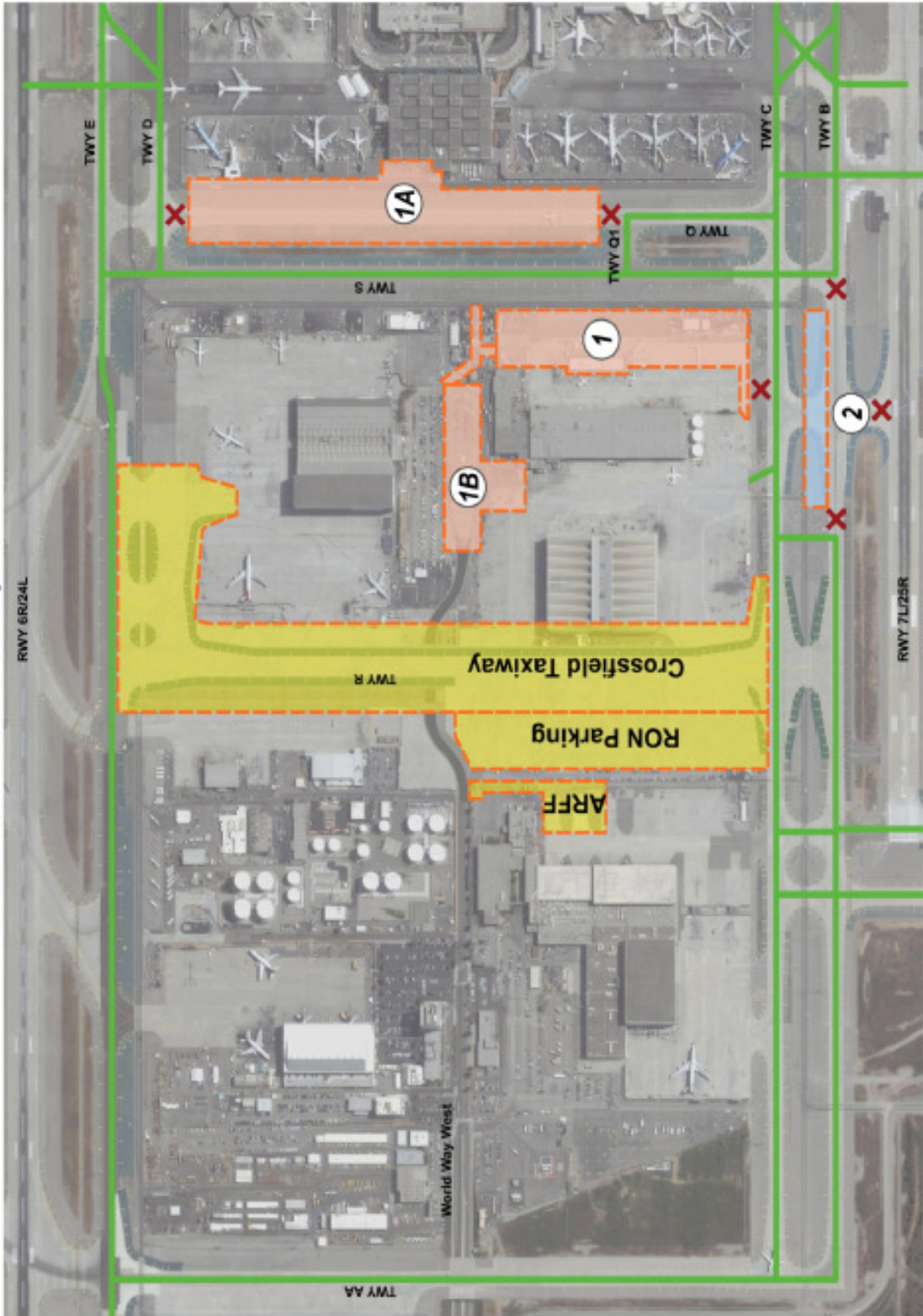
Restrooms (D5)  
OPEN FOR BUSINESS  
June 25, 2009

South Matrix  
Upper-Loop Live Screening  
September 28, 2009

Bus Gates  
Phase 3 Completed  
October 7, 2009

We've Come a Long Way  
Since February 12, 2007

**Airside Construction: January 2010 - June 2010**



- Legend**
- Taxiways Open to Aircraft Traffic
  - Taxiway Closure
  - Day Work Area
  - Night Work Area
  - Under Construction
- Notes**
- 1) Taxiway Q closed between Taxiways D & Q1
  - 2) Taxiway S Group V1
  - 3) Taxiway Q - two week closure between Taxiway C and Taxiway Q1
  - 4) Taxiway B closed nightly from 11PM to 6 AM
  - 5) Crossfield Taxiway Project completion date: June 2010
  - 6) ARFF Project completion date: September 2010
  - 7) RON Parking completion date: June 2010

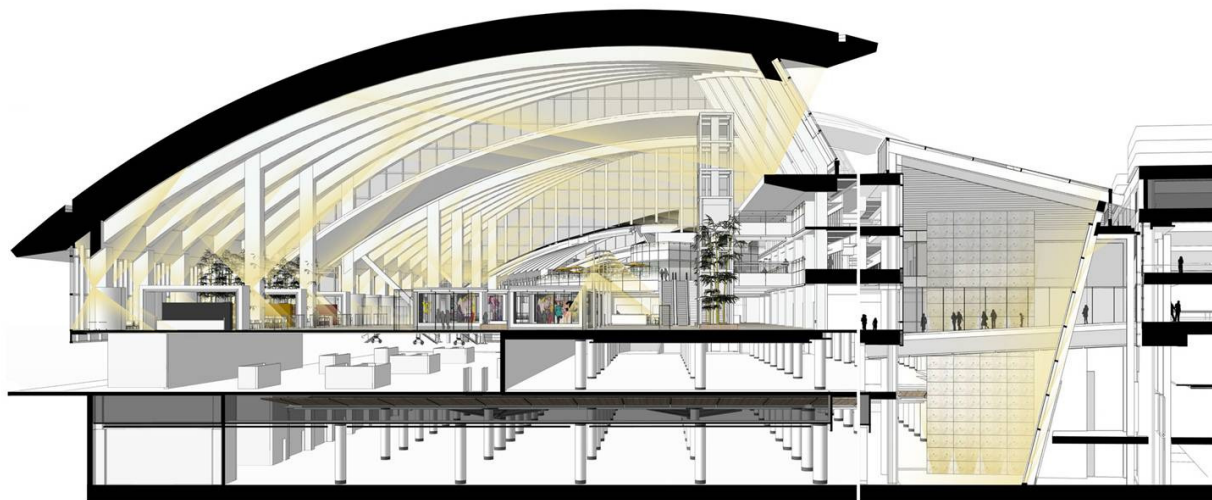


**Bradley West**

Section of North Lightwell between TBIT and Bradley West .

In November we conducted another in a series of design reviews of the progress of the Bradley West Modernization Program. It was well attended by the TBIT Airlines, the TBIT Ground Service Providers, LAWA TSA and CBP. There were many excellent questions and comments about the program in general as well as specific comments about impacts to various stakeholders. LAXTEC will be sending out a CD of the presentation. These design reviews are an excellent opportunity for the TBIT community to review and comment on the Bradley West Program and from those comments and questions it helps the project team to make sure, to the best we can, that we address specific issues that are important to each stakeholder so they don't become operational problems with the new facility.

For the last several months in a separate Bradley West Newsletter, we have been focusing on the Bradley West design, showing the floor plans, drawings of the various elements so you can see and understand the design of the building. This month as we migrate back to one newsletter, we wanted to start focusing on the pending Airfield projects that will impact aircraft movement and in some cases, GSE movement and staging. The plan on the preceding page highlights the January 2010 to June 2010 Phase of airfield construction projects that are intended to improve the safety and operation of the west airfield as we accommodate the impacts of the new Bradley West expansion.



East / West Section of Core Lighting looking north.

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### A NEW BEGINNING

As 2009 comes to a close and 2010 is about to begin, and not so coincidentally we come to the end of one TBIT Program and begin another even more aggressive TBIT Program, we thought it was appropriate to take liberties and have some fun with the graphics in this month's newsletter.

Now that we are in the final stages of the TBIT Refurbishment Program, it is interesting for each of us who have been involved in the program since the beginning, to look back and appreciate how far we've come, how difficult the impacts to operations and to each of your spaces have been. Except for some bumps in the road from time to time, the TBIT Airlines came through all the operational impacts in one piece.

The success of the TBIT Renovation Program was due to many things, most importantly the spirit of teamwork in working with the TBIT Airlines, LAWA, LAXTEC, and the Contractor. The support and patience of the TBIT Airlines and the willingness to make the project work through some very challenging transition periods made it possible.

We still have one more challenging transition to make as we migrate from screening bags in the lobby, to the new in-line bag screening

system. This transition is in progress and is scheduled to be completed sometime in mid to late January. Once there is a comfort level that the new in-line screening system is stable and operating as designed, you will then begin to see the bag screening equipment in the ticket lobby removed. In its place we will finally install the CUSS (Common Use Self Service) units that will enhance passenger check in for those airlines who choose to utilize it.

In early 2010, we will embark on another, even larger building program, the Bradley West Modernization Program. This will change much more dramatically not only the look of TBIT, but its function and how it operates. Once again you will be called upon for the spirit of cooperation and to become part of a team that will be challenged in many more ways over the next several years. The good news is that the impacts from construction, for the most part, will be far less for the Bradley West Modernization Program than they were for the TBIT Renovation Program. The not so good news is that there will be impacts, some starting soon, others later in the program.

- Gates 119 and 106 will be closed for utility construction starting the first part of February, 2010. The closure is anticipated to be for about 4 months for Gate 119 and up to 8 months for Gate 106.
- Due to the new location of the consolidated security check point on the concession level, both the SkyTeam Lounge and the Los Angeles International Lounge will be impacted sometime in 2012.
- The Oneworld Lounge and Star Alliance Lounge will have some minor construction work impact their lounge space beginning around the first part of February, 2010 to accommodate a temporary condition for emergency egress and allow for construction of the new Central core expansion.
- The north half of the bus gate ramp will be closed beginning next spring, to allow for excavation of the new Central Core Expansion. A new temporary bus gate facility is being constructed on the north end of the TBIT concourse, directly west of Gate 123 and should be ready for operation in September, 2010.

Thank you for your guidance, comment and input. We look forward to your continuing support as we wrap up the final challenging stages of the TBIT Refurbishment Program and begin the next challenge of the Bradley West Modernization Program.

*Steve and Ron*

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