



TBIT Construction News

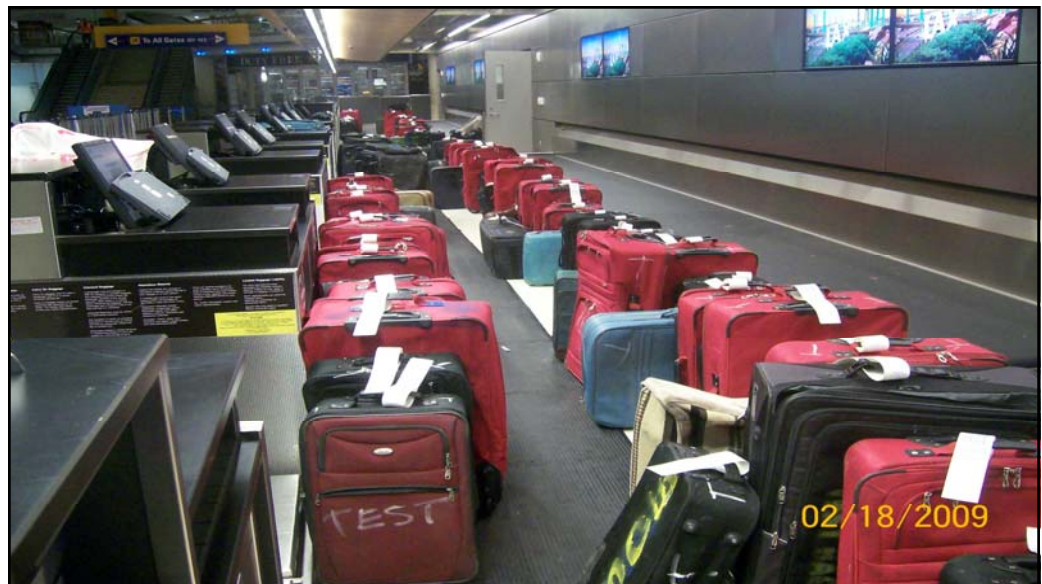
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March 2009

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Baggage Handling System Commissioning



Baggage Handling System testing and commissioning is a systematic, step by step process which requires countless hours of testing and re-testing of various mechanical, electrical and control elements, checking data and graphic status in the baggage control room and inducting live volume bags to achieve specified results and successful operation. TBIT BHS which by far the most complicated is no different. Therefore LAWA/PMT/LAXTEC and the contractor established high standards to achieve results which will meet or exceed specifications requirements.

After Mechanical Static and Electrical Static Inspection of the BHS, Phase B1 was completed, the BHS contractor started a comprehensive internal testing and commissioning of the TBIT Baggage Handling System to meet specifications and operability requirements. Basically this includes functional testing and commissioning of:

- Conveyor speed – belt tracking
- Vertical Merges

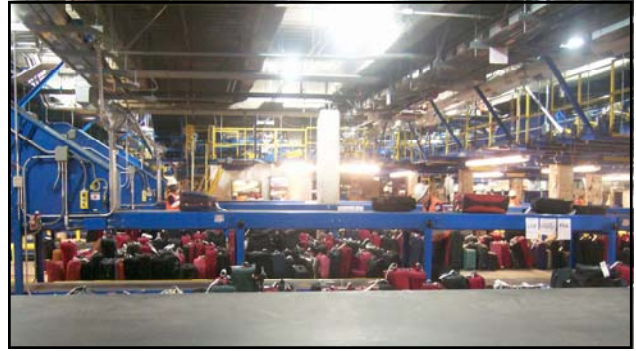
- Sortation and Sortation System Rate
- Operation of High Speed Diverters
- Graphical system status display
- Control Devices
- ATR Read Rate
- Redundancy functions
- Baggage Through put Rate

For the last 6-8 weeks the BHS contractor has been testing and tweaking various mechanical, electrical and controls elements to meet specifications requirements. For the last 10 days live tests with 700 to 1400 bags with airline bag tags have been conducted to validate tracking, sorting, bag read rate and bag through put. Bags were inducted from ticket counter TC10, TC11, TC12, TC13, TC14, TC15 and ST1. LAWA/PMT has been observing these tests and it appears that the Phase B1 BHS along with graphic status are stable and function properly to meet specifications requirements.

BHS Commissioning (continued on Page 2)

BHS Commissioning (continued)

Contractor internal testing is satisfactorily completed, and Owner's System Functional and Acceptance Testing with 1400 bags is tentatively scheduled on March 2, 09 followed by 6 and 14 hours of endurance and stability tests which will be conducted separately from the ticket counters and STI at Interstitial level respectively. Soft start is tentatively scheduled the week of Monday March 09, 09 and full operation of the Phase BI BHS will take place one week after completion of soft start.



Construction Activity at TBIT

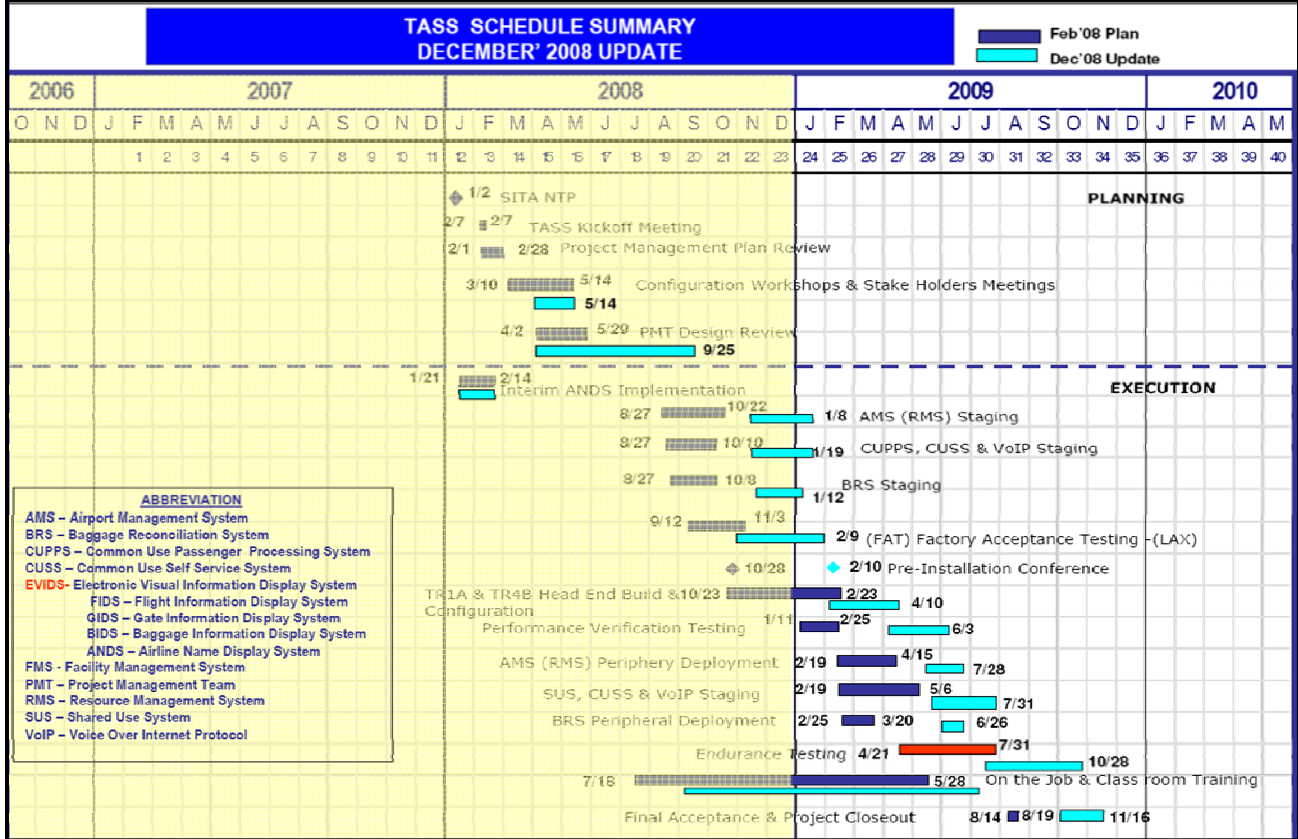
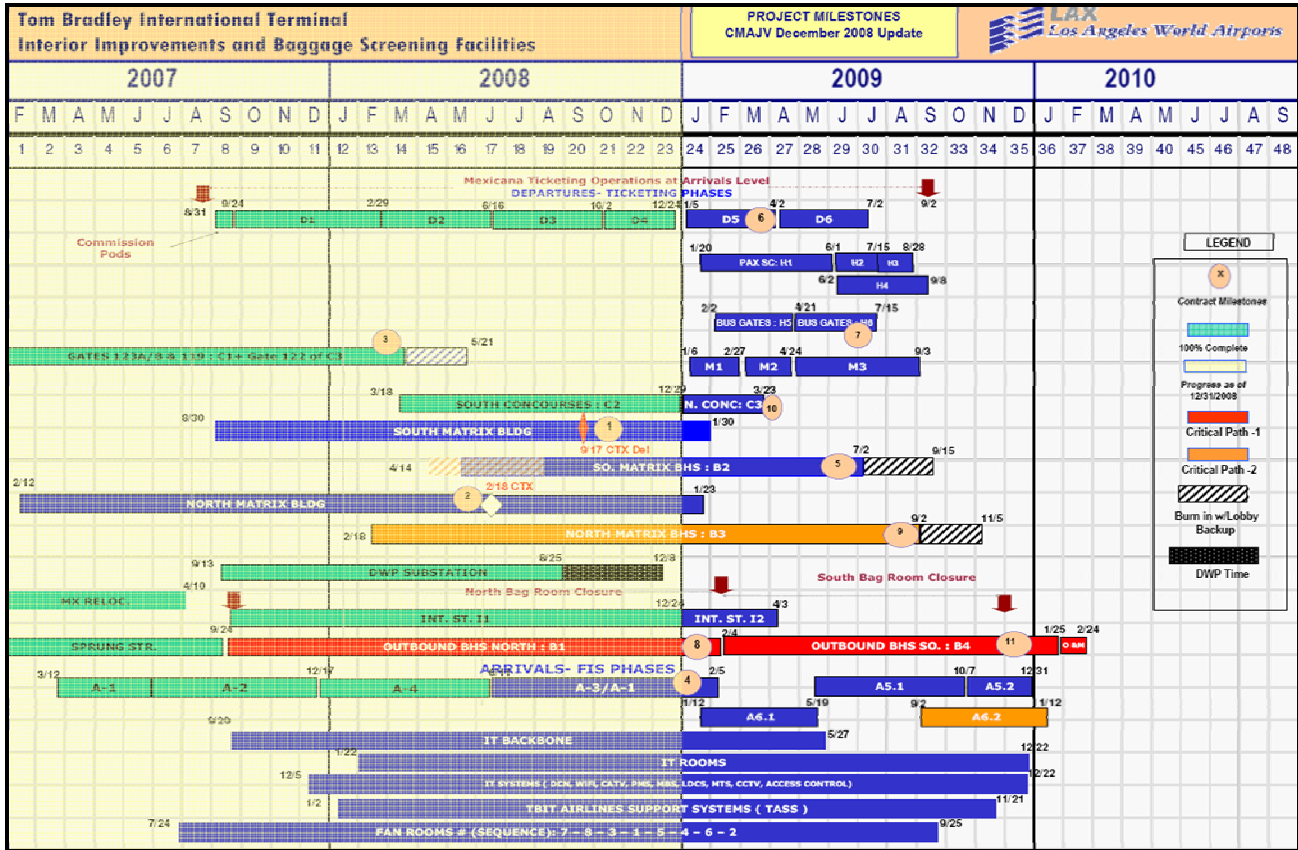
The photo on the left shows construction progress on the Level 3 Departures Level restroom facilities. Because of the problems with rusted pipes, undersized drains, and old fixture connections, the restroom renovations have taken much longer than scheduled. However, the lobby restrooms should be complete and open by the end of March, 2009, much to the delight of passengers and TBIT staff.



The photo on the left shows the completion of the new terrazzo flooring in front of Hudson News. Several small areas of terrazzo in the Level 3 Departures Lobby around the east elevators, security check-points, and end of aisles where the lobby CTX machines are located, is being completed. The goal is to complete all of the heavy traffic areas prior to the start of the Summer Schedule.



The photo on the left shows the work on the Arrivals Area North Ramp from the FIS facility. The supporting structure of the ramp had to be completely renovated down to the sub-base material in order to meet code requirements for the new ramp from FIS to the renovated Arrivals Area. This is just one example of the hidden work that takes so much time but is not noticed in the end product.



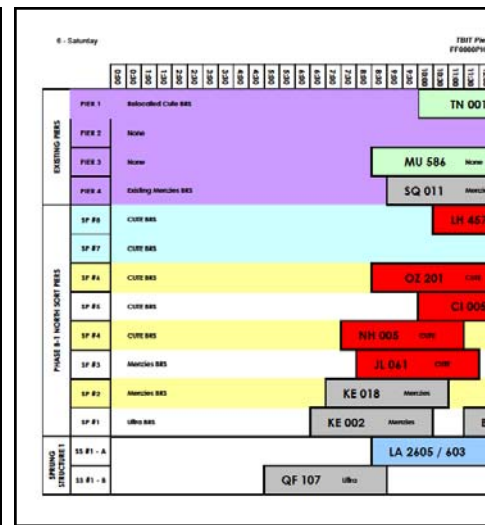
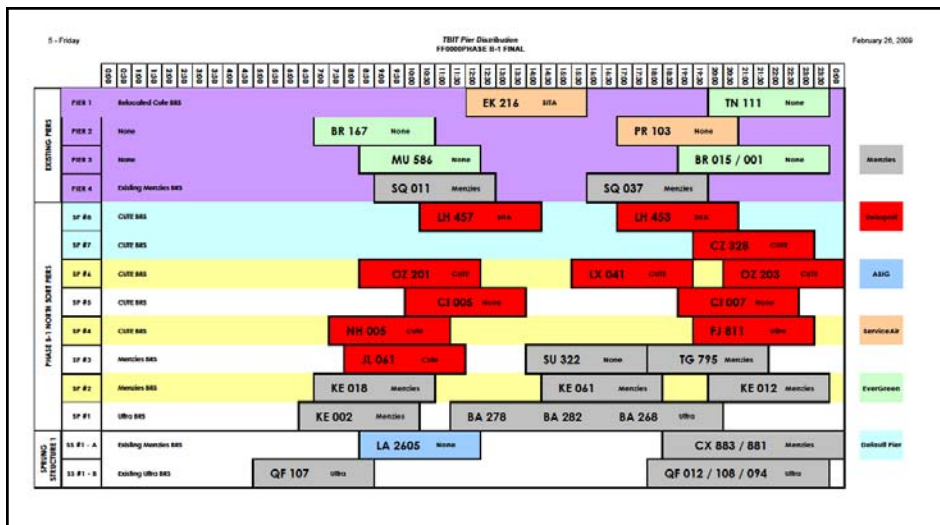
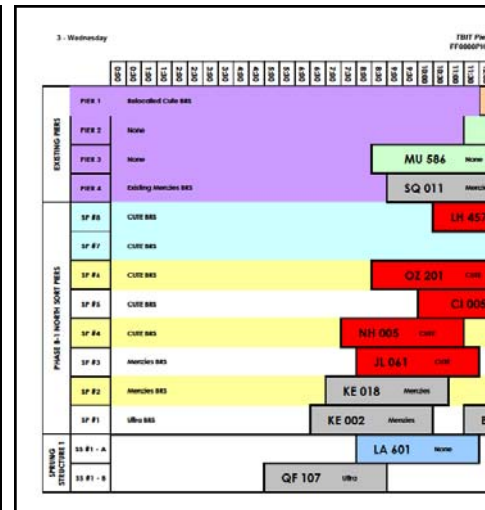
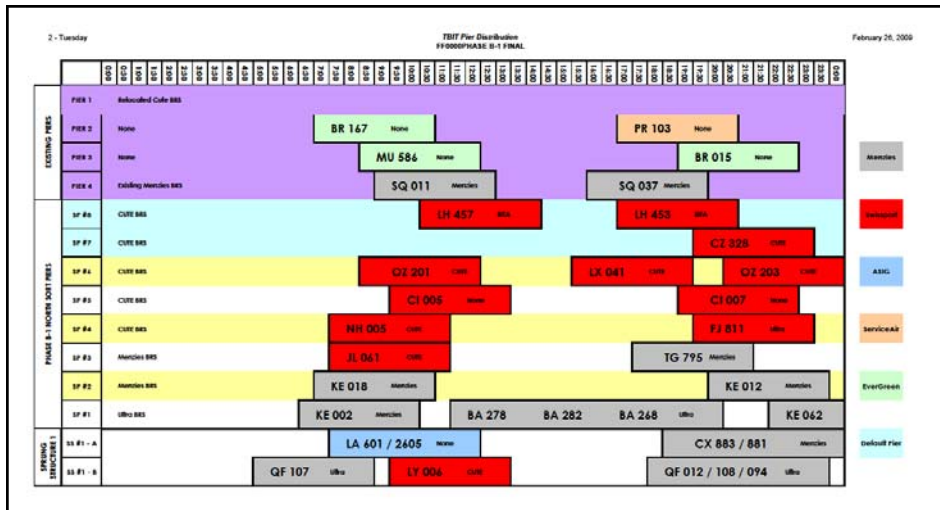
Phase B-1 Baggage Handling System Pier Assignments by Day & Location

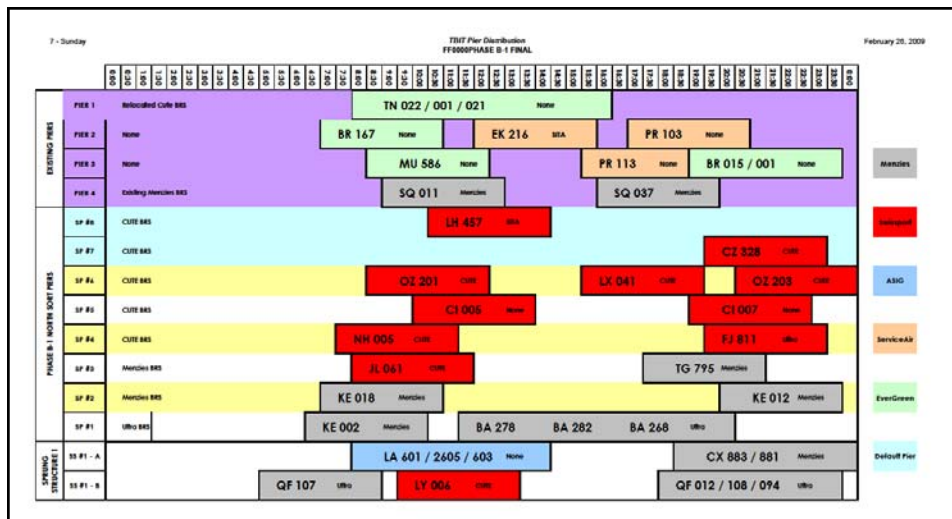
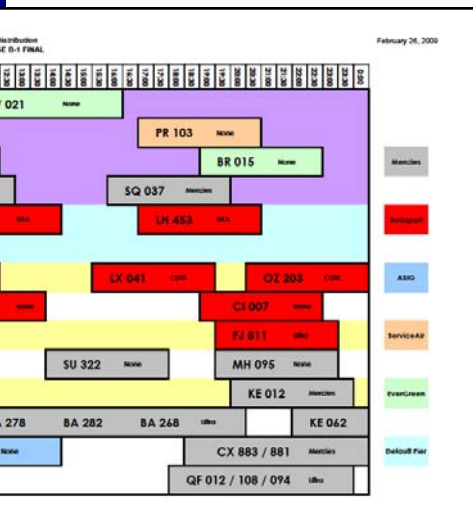
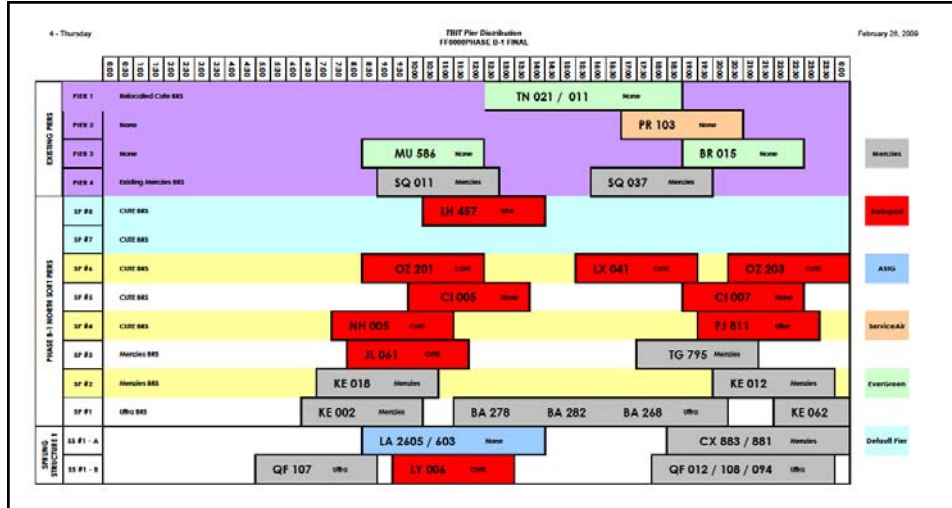
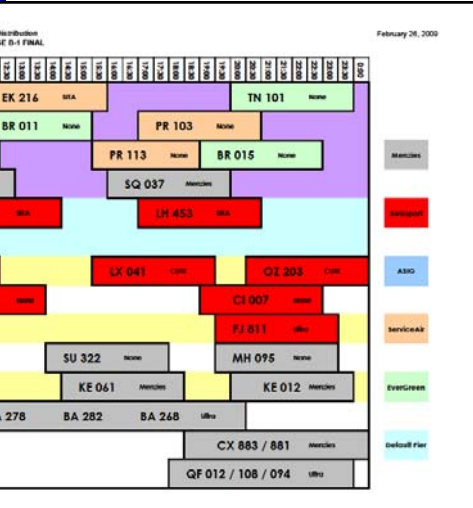
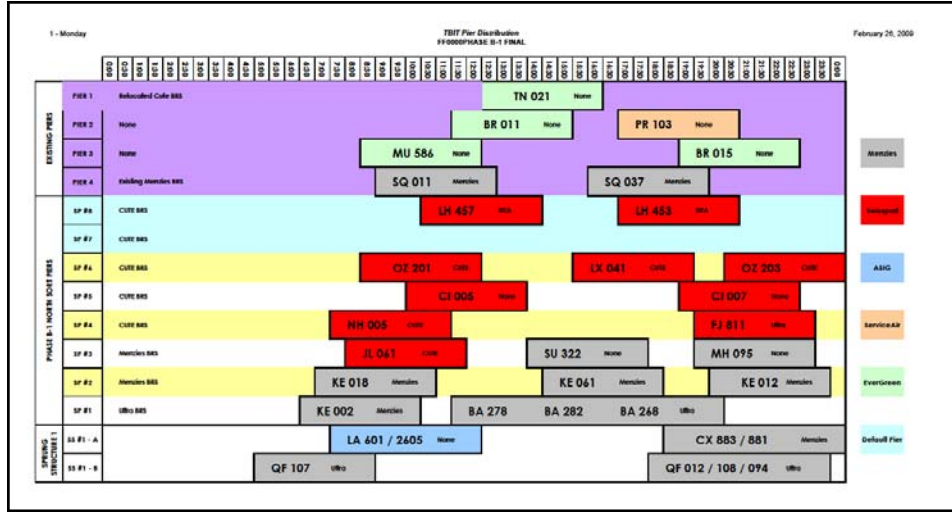
The new Pier Sort Baggage Handling System is currently in the Commissioning Phase as discussed in the Page 1 story. As soon as the new BHS is accepted by the Owner for use, the Project Management Team and LAWA Terminal Operations will start to bring the system on-line in a “soft-start” process. This process is used to be sure that the system operates correctly under actual use conditions with one or two airlines prior to operating the system under a full-load condition.

The Phase B-1 operation will have 4 sets of new double-stacked Sort Piers (Sort Piers 1 thru 8), 4 existing piers (piers 1 thru 4) and one of the Sprung Structures (Sprung 1) for outbound baggage operations. The second Sprung Structure, Sprung 2, will be deactivated so that the contractor can remove a portion of the TC17

conveyor and start the BHS tie-in to the North Matrix In-Line Baggage Screening facility. The PMT has already relocated NH and CI from existing Pier 9 to Pier 8 to allow the contractor to start installation of the next set of double-stacked sort Piers to help with the lost capacity.

The Pier Assignments shown on these two pages were developed with BRS system, baggage handler, schedule, and ticket counter assignments in mind. There will only be six (6) baggage input (drops) points into the Phase B-1 BHS - TC10 thru TC15 on aisles B & C. LAWA Terminal Operations, PMT, and contractors are currently developing a plan for “which airline drops where” in order to maintain balance on the BHS and minimize the amount of “cross-over” bags from upper Sort Piers to lower Sort Piers.





LAX LAX DEVELOPMENT	Milestone Summary Schedule									
	2009									
Bradley West Terminal Expansion	January	February	March	April	May	June	July	August	September	
Terminal Programming / Planning Milestones										
Submit Questionnaires to TBIT Carriers / Ground Handlers <small>LAXDEV</small>	◆ January 10, 2009									
LAXTEC Meeting with Carriers / Ground Handlers <small>LAXTEC</small>	◆ January 13, 2009									
Questionnaires Due from TBIT Ground Handlers <small>GROUND HANDLERS</small>	◆ February 3, 2009									
Questionnaires Due from TBIT Carriers <small>CARRIERS</small>	◆ February 27, 2009									
100% DD Submittal - North & South Concourses <small>LAXDEV</small>	◆ March 2, 2009									
100% SD Submittal - Central Core <small>LAXDEV</small>	◆ March 6, 2009									
100% DD Review - North & South Concourses <small>LAXDEV</small>	◆ March 16, 2009									
1st Design Review Workshop for LAXTEC <small>LAXTEC</small>	◆ March 17, 2009									
100% SD Review - Central Core <small>LAXDEV</small>	◆ March 20, 2009									
Follow-up Interviews with TBIT Carriers / Ground Handlers <small>LAXDEV</small>	■ April 2009									
Programming / Planning Report Due LAXDEV / LAXTEC <small>LAXDEV</small>	◆ May 4, 2009									
2nd Design Review Workshop for LAXTEC <small>LAXTEC</small>	◆ May 19, 2009									
100% DD Submittal - Central Core <small>LAXDEV</small>	◆ July 17, 2009									
3rd Design Review Workshop for LAXTEC <small>LAXTEC</small>	◆ July 21, 2009									
100% DD Review - Central Core <small>LAXDEV</small>	◆ July 31, 2009									

LAX LAX DEVELOPMENT	Bradley West Project Construction Schedule Summary																							
	2008		2009				2010				2011				2012				2013				2014	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Crossfield Taxiway Project																								
Construction																								
Crossfield Taxiway C-13 Project Prime Contract 1	Apr 2009		Taxiway C-13				July 2010																	
	IMPACT: QF Aircraft Parking / Maintenance																							
Temporary Remote Gate Bus Facility 2			Jan 2010				Bus Facility				Sept 2010													
	IMPACT: VSR Relocated, Walking Distances																							
TBIT - Reconfiguration Project																								
Construction																								
North Concourse West Gates / Apron 3			Jan 2010				North Concourse West Gates				Jan 2012													
	IMPACT: Minimal to Carriers																							
South Concourse West Gates / Apron 4			Mar 2010				South Concourse West Gates				Sept 2012													
	IMPACT: Minimal to Carriers																							
Central Core West Gates / Apron 5			Apr 2010				Central Core West Gates				Mar 2013													
	IMPACT: Terminal Ops: SSCP, Int. Bag Claim, Landside Concessions																							
Demo Existing North Concourse / Const East Gates / Apron 6											May 2012				N Conc East Gates				Feb 2013					
	IMPACT: Baggage Handling Tug Routes																							
Demo Existing South Concourse / Const East Gates / Apron 7															Feb 2013				S. Conc East Gates				Jan 2014	
	IMPACT: Baggage Handling Tug Routes																							
Taxiway "S" Relocation 8			Nov 2009				Taxiway S Relocation				Mar 2011													
	IMPACT: Minimal to Carriers																							
LAX Fuel Lines Relocation 9			Nov 2009				Fuel Line Reloc				Sept 2010													
	IMPACT: Minimal to Carriers																							
West Side Elements 10															Apr 2013				West Side Proj				Jun 2016	
	IMPACT: Minimal to Carriers																							

from which you can choose

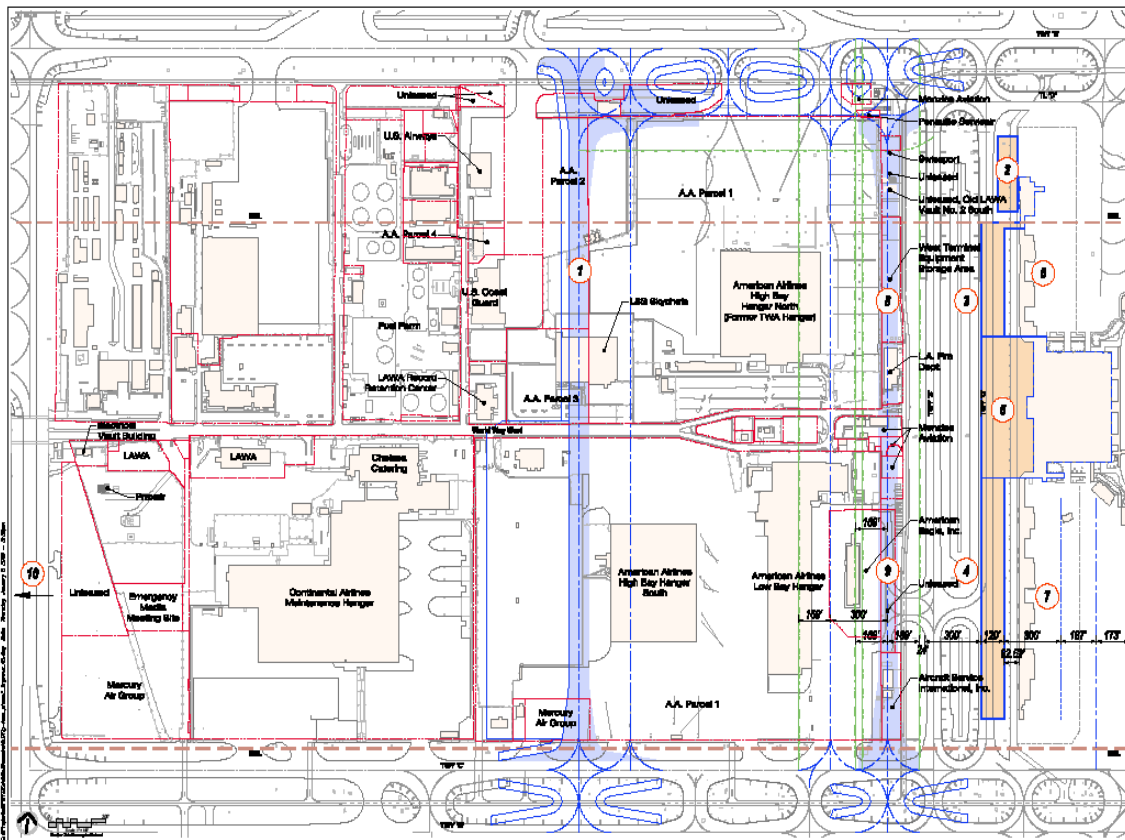
TBIT West Update

The TBIT West Program continues to move ahead at a very fast pace. Survey forms were recently sent to the TBIT Airlines and the Ground Service Providers to try and obtain valuable information about future space requirements and operational needs. This information will be used at this stage of the design to try and incorporate and provide to the best that the project can, the key operational requirements of the airlines.

On February 19 we conducted a work session with the Ground Service Providers. The work session was very informative and helpful for the Architects and a lot of pertinent information was exchanged. **Similarly we are going to conduct a work session with the TBIT Airlines on Tuesday March 10 at 1330 in the LMC conference room.** Hopefully we will have good participation from the TBIT Airlines for this meeting. For those airlines that have not forwarded the responses to their survey forms to LAX-TEC, please take a moment to record your input and forward it to Phyllis. A few minutes to put down your thoughts now will be much more productive than criticizing the design later on.

We are already seeing a lot of competing demands on space both within the new TBIT West Facilities as well as outside the building on and around the ramp. As you are all aware the existing TBIT has limited space for things from GSE storage on the ramp to wheelchairs storage in the facility. More concessions storage and means of distribution of product and removal of garbage are all examples of the complexities we are trying to solve in a very quick manner in order to meet pre-determined schedules.

A prime example is what will be the demand for new TBIT Airlines lounge space in the new facility. While the existing lounges will remain if the airlines want to continue to operate them, there will be the opportunity for additional lounge space in the new facility and it is important that we make an informed decision at this point as to how much should the project build for this potential future need. It is easy to see the importance for the airlines to participate and communicate given the opportunity at each stage of this new project.



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One Year To Go

As we move into 2009 we enter the home-stretch of the TBIT Refurbishment Project with 65% of construction activity having been completed. In the near future we will see major sections of the building finished including the FIS area, gate hold-rooms, and the arrivals level. Almost three years have passed since start of a highly complex construction project with some almost impossible phasing challenges that had to be addressed. To everyone's credit we have survived several peak travel seasons, and done so with no major incidents, and no disruption to the construction schedule. While we have achieved numerous major project milestones, we still face some significant challenges over the next twelve months that will last until project completion in January 2010. Most important for the airline community will be those elements of the project that will have the greatest impact on your staff in terms of training requirements, but are also expected to deliver the most significant productivity and service improvements to be generated by the investment of over \$723M in this program. Specifically TASS, which incorporates the

airline's IT related programs, and the new "in-line" bag system, will begin to come "on-line" in the next few months. We seek your continued support through participation in planning and implementation meetings as we move through this final phase. The involvement and training of airline/service company personnel will be a critical element of the plan that will lead to a smooth introduction of both systems.



Frank Clark
Executive Director—LAXTEC

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