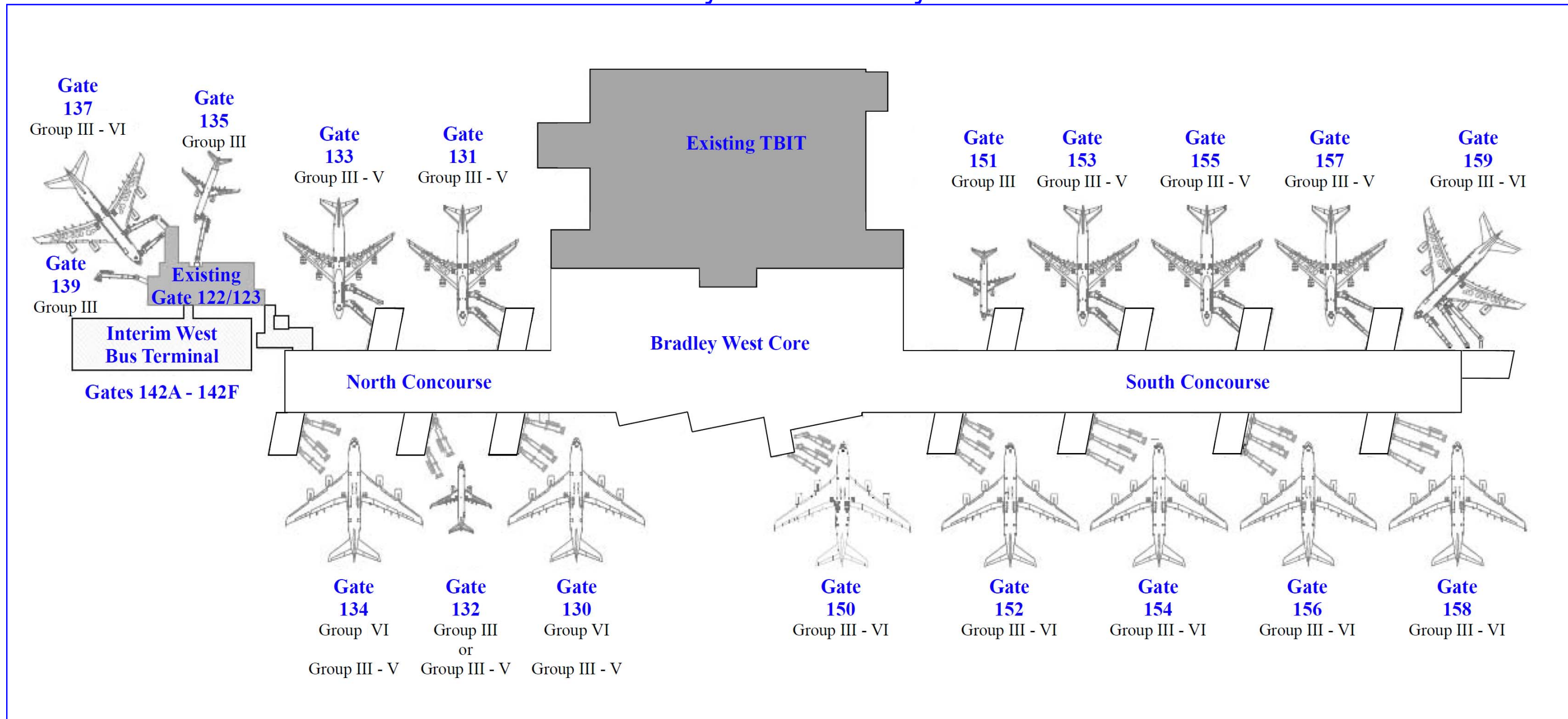


Bradley West Gate Layout

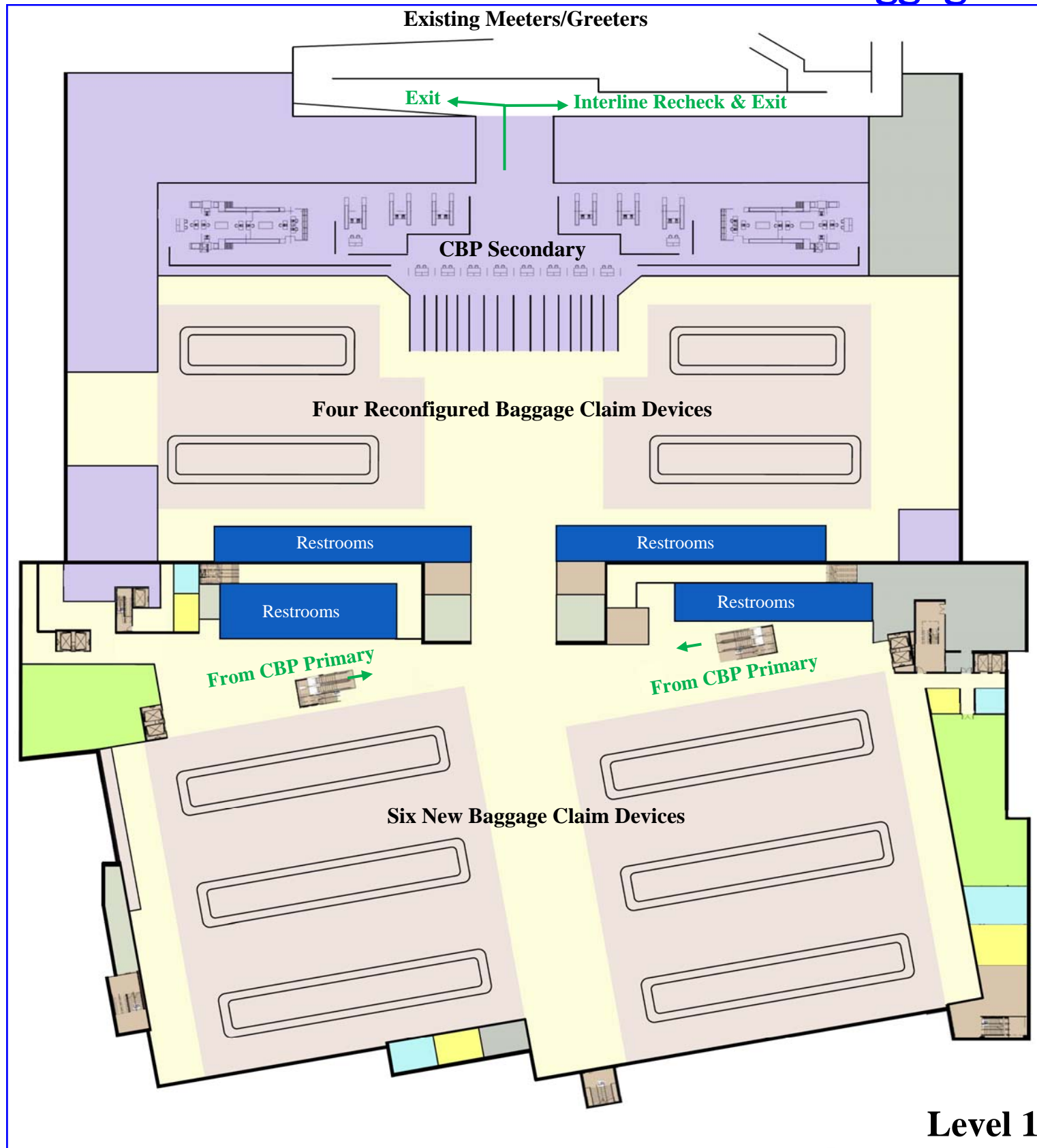


To supplement the article in this newsletter about the increase in A-380 service to TBIT, the above drawing shows the aircraft parking layout and Aircraft Design Group (ADG) that each gate can accommodate upon completion of the Bradley West Program. The west side of the concourse as well as the north and south ends (with the exception of Gate 132) are designed to accom-

modate every aircraft in the ADG III to VI and have three passenger boarding bridges at each gate. With the exception of gates 135, 139 and 151, which are for ADG III aircraft, the rest of the gates can accommodate ADG V aircraft and have two passenger boarding bridges at each gate. Gates 130, 132 and 134 can accommodate either two ADG VI or three ADG V simultaneously.

While the west side gates are scheduled to open December 2012, note the location of Gate 134 planned to open September 2012. This early opening provides the TBIT community with an opportunity to not only have access to another ADG VI gate but to have a "soft start" before opening the complete Bradley West facility and will serve to help understand new operational parameters.

Baggage Claim Changes



One of the advantages of the Bradley West Program is that there is no major outbound Baggage Handling System (BHS) that needs to be implemented, tested and commissioned as part of the operational start up. All the BHS work that was conducted as part of the TBIT Renovation Project will remain the system that provides outbound baggage handling and screening for the new Bradley West. However there will be major improvements to the new inbound system including several new bag claim devices.

As shown in the drawing to the left, six new bag claim devices will be installed in the new building. Each of these new claim devices are over 150 feet long and are separated to provide ample queuing and movement of bag carts between them. Once the new bag claim area is complete and operational in Bradley West, the existing TBIT bag claim area, which includes the entire current CBP operation, will be reconfigured as shown in the upper portion of the drawing. The existing six bag claim devices will be reconfigured to four, providing the TBIT airlines with a total of 10 bag claim devices.

In order to feed baggage to these new bag claim devices, a new inbound bag room will be developed on the west side of Bradley West as depicted in the below drawing. This inbound bag room will serve the six new claim devices and one dedicated oversize conveyor in Bradley West. The six new bag claim devices will be fed from 12 new piers within the inbound bag room and have access at ramp level, from the west apron. The newly reconfigured bag claim devices in TBIT, will continue to be fed from the existing inbound bag system. One of the benefits of this new layout will be to relieve some congestion in the existing TBIT bag room area. Note that there will be tug drives at both the north and south ends of the new Central Core, under the concourses. These new tug drives will allow ground service and baggage movement between the east and west sides of the new concourses.

There will be many challenges in the renovation of the existing bag claim, including phasing this construction. Phasing will be the topic of future newsletters and working sessions with the airlines and the implementation team.

