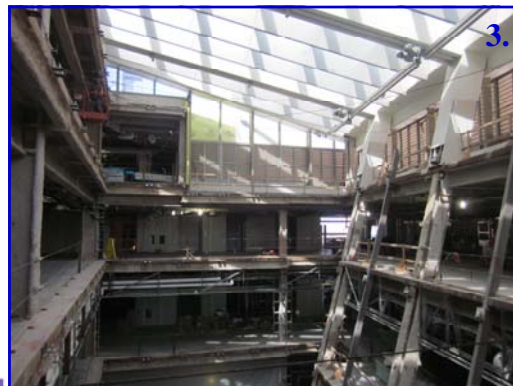


# TBIT Construction News



## Construction Photographs

- 1. Central Core & Apron
- 2. Central Core Scaffolding
- 3. North Lightwell - Level 6
- 4. North Lightwell - Level 1
- 5. CBP Primary - Level 3
- 6. Baggage Claim - Level 1
- 7. Baggage Claim - Level 1
- 8. South Concourse



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## AvAirPros

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#### Insert

Revised Key Milestones

### Space Shuttle Endeavour

Space Shuttle Endeavour completed its final mission landing at Los Angeles International Airport on September 28, 2012. Endeavour's final flight was on the back of NASA's Shuttle Carrier Aircraft, a Boeing 747 specially modified to support the weight of the shuttle. The pair flew over several California sites including the state capital of Sacramento, San Francisco's Golden Gate Bridge, Disneyland, the Hollywood sign and the Bradley West Project at LAX. NASA built Endeavour as a replacement for the orbiter lost in the tragic Challenger shuttle disaster of January 1986. Endeavour made its first flight in 1992 and was retired in 2011 after 25 space missions and nearly 123 million miles during its spaceflight career.

A new addition to the California Science Center called the Samuel Oschin Air and Space Center, will be the permanent home for Endeavour.

#### Space Shuttle Endeavour Fun Facts:

- Youngest Member of the NASA Space Shuttle Fleet
- Only Shuttle Named by Children (National Competition Among Elementary and Secondary School Students)
- First Shuttle to Use a Drag Parachute During Landing
- Conducted First Hubble Telescope Servicing Mission



## Gate 134 Starts Operation

One of the more important milestones in the Bradley West Program was achieved in September with the first aircraft arrival and departure operation at Gate 134. On September 6, QANTAS Flight 11 arrived at the new north concourse and Cathay Pacific conducted the first departure operation on September 25 at 0130. Passengers deplaned using the three passenger boarding bridges, entered the new gate pier and proceeded up to the new sterile corridor on the fifth level. The arriving passengers utilized the escalators and elevators within the new connector building on Level 5 to access the existing bus gate terminal sterile corridor on Level 3 which brings the passenger to the existing U.S. Customs and Border Protection (CBP) area. In the future once Bradley West opens, this connector building will serve as the permanent passenger access to Gates 122 and 123 from the new north concourse after the existing north concourse is demolished.

For the most part these operations have been conducted without major complications. However from these first few operations many operational issues have been uncovered that will need to be addressed. This opening provides the airlines with an opportunity to not only have early access to an additional Group VI gate but to also commence operations and understand how each airline will operate in this new environment. All airlines will need to recognize that both the boarding and deplaning process is significantly different than the existing TBIT facility. The TBIT Airlines will need to run through several arrival and departure operations to determine how their airline will adapt to the changes from the current way of processing passengers. Now that we have run through a few test flights with QF and CX, LAWA will begin to incorporate other TBIT Airlines through the gate so each airline will have a chance to see how this new gate area operates.



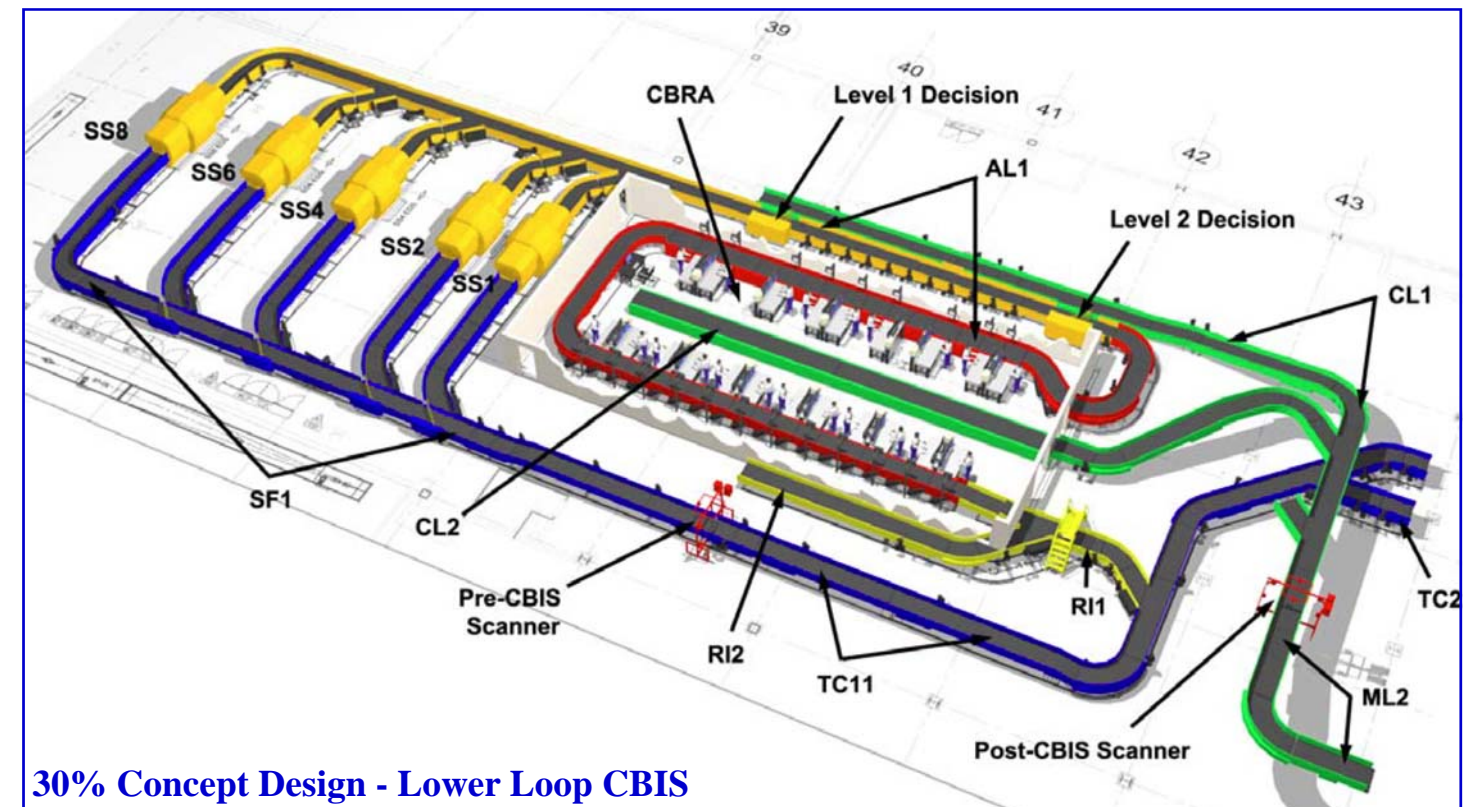
## TBIT CBIS/BHS Modernization Update

As presented at the June 2012 AOC Meeting, an on-going multiphase effort focused upon addressing immediate problems, correcting system configuration issues and adding future capacity for the TBIT Checked Baggage Inspection System and Baggage Handling System (CBIS/BHS) continues. This multiphase approach has been developed in the form of short term and midterm strategies. The short term strategies are designed to address those items that immediately impact current operations and include an increased focus on bag hygiene, sort pier operation, reporting and the communication process, manual encode utilization and recurrent training. Several of these immediate measures were identified in the Summer Season Bag Management Plan and further developed in the BHS Task Force meetings. These measures were enacted by the airlines, ground service providers, TBITEC, ELS and TSA in an attempt to relieve some operational deficiencies.

Additional short term strategies include an emulation model of the existing control system, replacement of the Sort Pier E-Stop and bag advance lanyards with control stations, modification of the conveyor logic in the TSA Checked Baggage Reconciliation Area (CBRA) and modifications to the control system based on the emulation results to maximize system throughput. All short term strategies are scheduled to be completed in calendar year 2012.

The midterm strategy is designed to correct physical operational constraints and achieve compliance with current version of the TSA Planning Guidelines and Design Standards. This work plan requires modifications to different conveyor sections, reconfiguration of the TSA CBRA rooms and changes to the control system to increase efficiency, utilization and reporting. A 30% submittal package required by the TSA is part of the midterm strategy. The below drawing illustrates the 30% concept for the changes to the lower loop and associated CBRA space, that is designed to significantly improve the TSA baggage inspection conditions. The 30% submittal package will be transmitted to the TSA for review and comment on October 5, 2012. Development of the midterm strategies will continue into calendar year 2013 with implementation currently scheduled to begin Q3 2013. The short term and midterm strategies are intended to correct the current operational issues as well as maximize the existing TBIT CBIS/BHS throughput capacity.

TBITEC is working closely with LAWA and the TSA in development and execution of the immediate corrective actions as well as the short term and midterm strategies. Construction phasing shall be discussed in future newsletters and in working sessions with the airlines and the implementation team.



30% Concept Design - Lower Loop CBIS