

Central Core Photographs



TBITEC

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Gates 130 & 132 Operational

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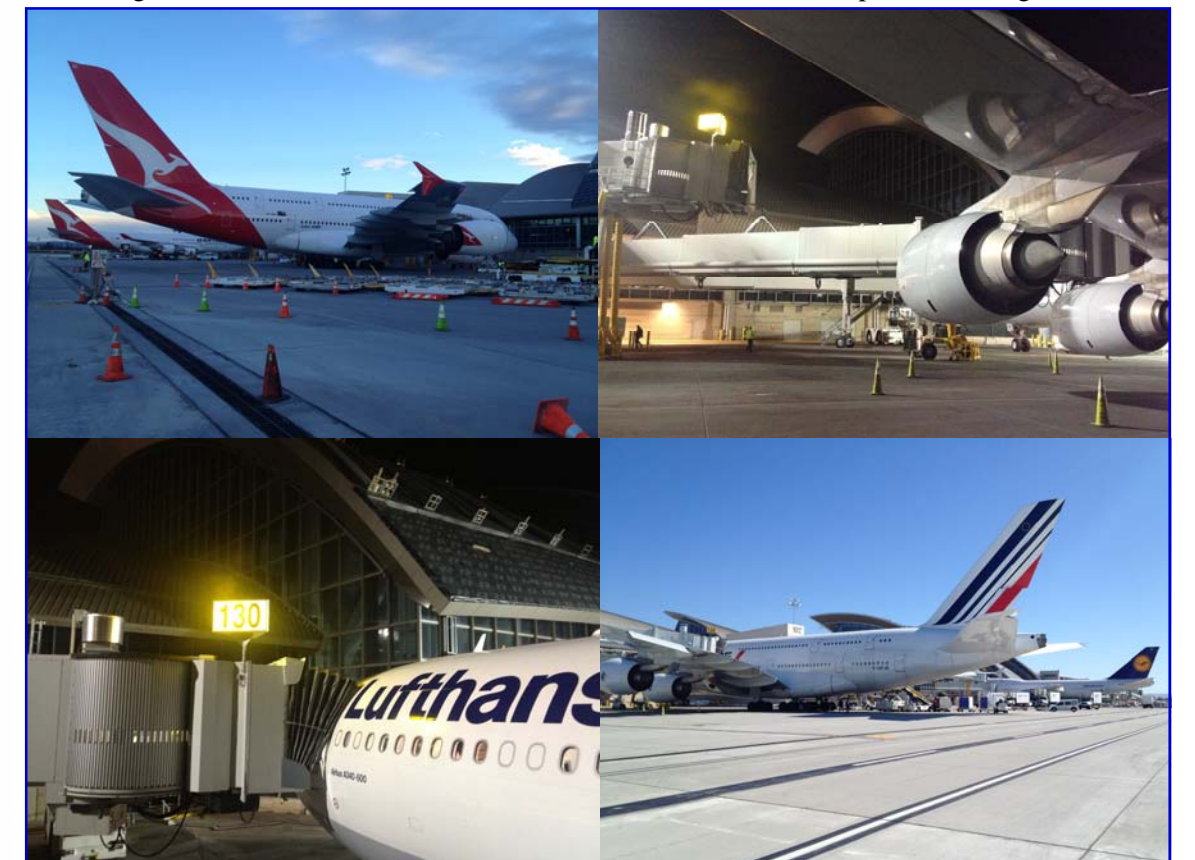
An important milestone in the Bradley West Program was achieved in February with the start of airline operations at Gate 130 and Gate 132. On 20 February, QANTAS arrived at Gate 130 and Lufthansa conducted the first departure later that same day. EL AL Israel Airlines was the first to utilize Gate 132 followed by a Cathay Pacific turn on 28 February. These new gates, along with Gate 134 which opened in September 2012, provide the TBIT airlines with two Aircraft Design Group (ADG) VI gates (130 & 134) and an ADG III gate (132) or three simultaneous ADG V gates (130, 132 & 134).

For the most part these operations have been conducted without major complications, however 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 the boarding process is significantly different than the existing TBIT facility and may require several arrival and departure operations to determine how their airline will adapt to the changes.

Insert

CTA Roadway Impacts

CTA Pedestrian Impacts



New Airlines Utilize Bradley West Facility

EVA Airways (BR) and Singapore Airlines (SQ) are the latest airlines to utilize the new Bradley West facility. SQ conducted their first operation with an A380 at Gate 134 on 01 March followed by the BR B777-300 at Gate 130 on 04 March. These airlines joined AF, CX, LH, LY and QF that have previously operated at these gates. In order to begin operations in the new Bradley West facility, every airline is required to conduct testing of the Common Use Terminal Equipment (CUTE), training of the Electronic Visual Information Display System (EVIDS) and complete the Passenger Boarding Bridge (PBB) training developed by TBITEC.

Please contact Leroy Lockwood with TBITEC at llockwood@tbiteclax.com for more information on the PBB Training Program or to scheduled PBB training. Please contact Jeff Wosman with AvAirPros at j.wosman@avairpros.com for the status of CUTE testing, EVIDS training or to schedule testing/training with SITA and LAWA IT.

LAWA Operations will not assign an airline to a new gate until the CUTE testing/EVIDS training have been signed off by SITA and TBITEC can verify that sufficient personnel have completed the PBB training to support the particular airline operation.



CBIS/BHS Update

As all the TBIT Airlines are painfully aware, the TBIT CBIS/BHS (Checked Baggage Inspection System and Baggage Handling System) continues to have significant issues on a regular basis. Most recently, the week of 25 February, the system experienced substantial failure and many of the TBIT Airlines who operate in the evening peak experienced large delays to baggage processing through the CBIS/BHS which resulted in increased delays to the arrival of originating bags to the sort piers resulting in flight delays and an increased number of bags that did not make the flights.

TBITEC and ELS believe that the source of the recent problems experienced was identified and corrected prior to operations on 28 February. Since the correction, the CBIS/BHS has seen significant improvement in overall performance and the disruptions to airline operations has decreased. In order to provide immediate support to TBIT CBIS/BHS, TBITEC is working with LAWA and the TSA to implement the installation of two CTX 5500 Explosive Detection System (EDS) units in the bag room. These two EDS units

will be installed adjacent to each of the two existing oversize conveyors, one at the north end of TBIT and one at the south end of TBIT. These EDS units will be located on the east side of the bag room, out of the way of the tug drive. Bollards will be installed around the devices for safety of the TSA workers and to try and protect the EDS units. When needed, the bags in the ticket lobby will be portered over to the current oversize area and sent down to the bag room where they will be screened and then delivered to the appropriate sort pier. This is intended to provide some redundancy and additional screening capacity in the event the CBIS/BHS cannot efficiently process the bag volumes.

LAWA and the TSA are planning to install the EDS units prior to start of the summer season peak. At this point it is planned that they will be installed and operating by the end of May. Starting in late April or early May, each of the oversize conveyors will be shut down, one at a time, in order to reconfigure the lower level conveyor sections to accommodate the new CTX 5500 units.

CTX-5500 EDS Unit

