



TBIT Construction News

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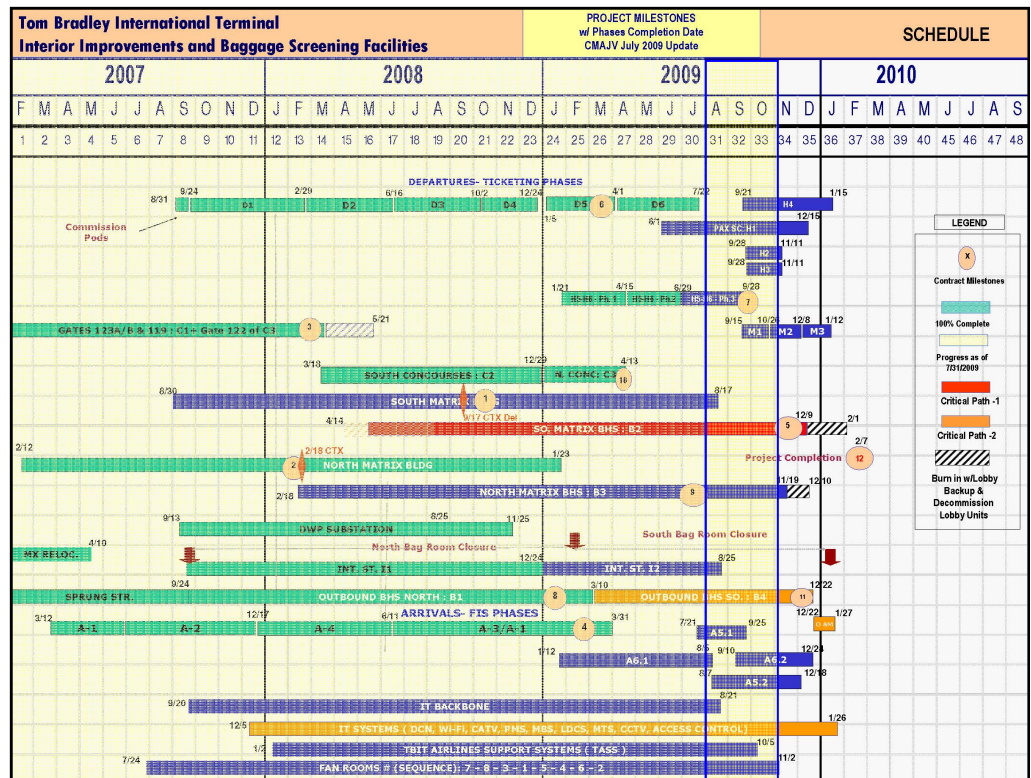
Bradley West Modernization Program 4

100 Days To Go !

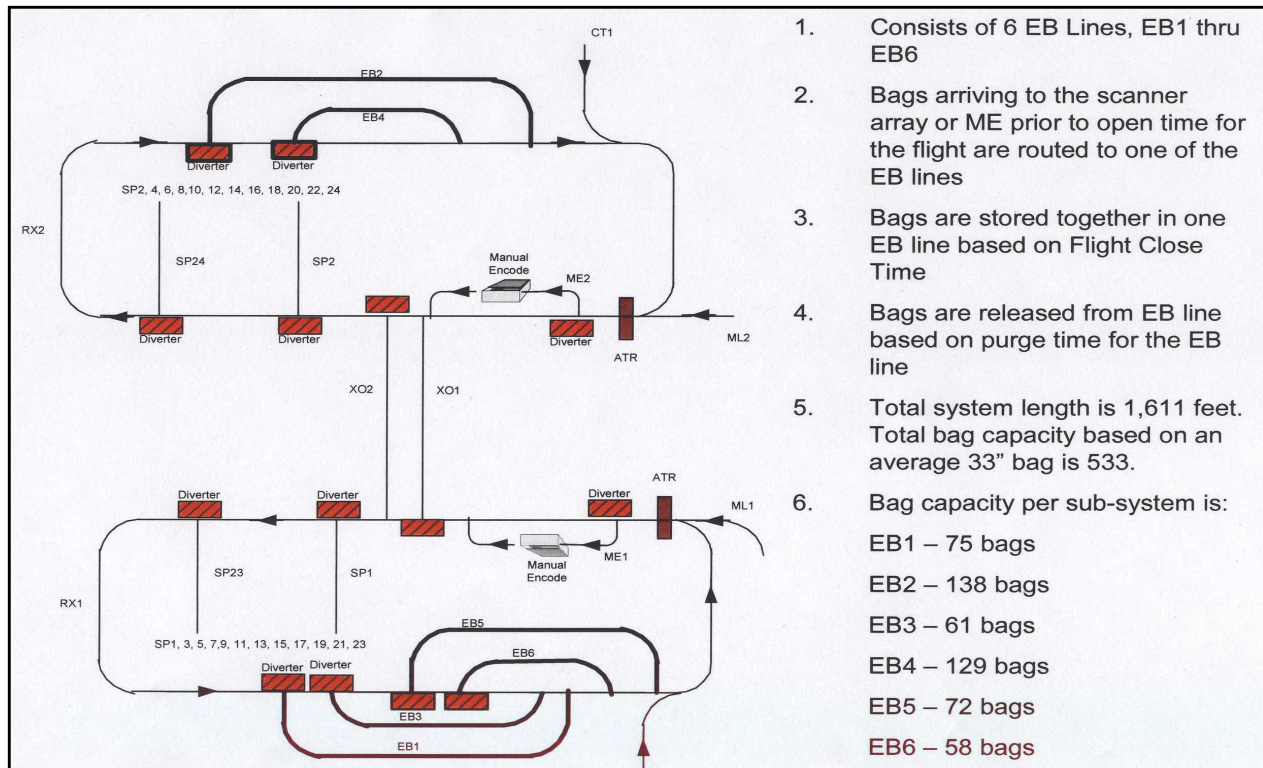
The TBIT Interior Improvements and Baggage Screening Facilities project has One Hundred (100) days left until the Contract Completion date of February 7, 2010. Overall, the project is on schedule which is a testament to the contractor, Clark McCarthy, A Joint Venture, and all of the many subcontractors involved in rebuilding the TBIT terminal and Baggage Handling System on top of an operating terminal. Thanks also to the airline community, which has been very patient and has cooperated with the Project Management Team whenever called upon to adjust to changing construction related situations.

The initial contract schedule established twelve (12) Milestone Dates for the contractor to meet in order to keep the project on-schedule. To date, the contract has completed eight (8) of the twelve (12) Milestones. As shown on the schedule below, the Milestones no longer go in sequence since they have been adjusted twice during the course of the project. This was done to meet changing material delivery dates, better sequencing of activities to keep trades working in an efficient manner, and knowledge gained as the pieces of the puzzle were sequenced into place.

The project is now concentrating on completion of the Arrivals Lobby, incorporating the WOW 1 and WOW 2 projects, and completing the Baggage Handling System and In-Line CTX 9400 baggage screening facilities. **THE END IS NOW IN SIGHT !**



Early Bag Storage System Overview and Recommendations



1. Consists of 6 EB Lines, EB1 thru EB6
2. Bags arriving to the scanner array or ME prior to open time for the flight are routed to one of the EB lines
3. Bags are stored together in one EB line based on Flight Close Time
4. Bags are released from EB line based on purge time for the EB line
5. Total system length is 1,611 feet. Total bag capacity based on an average 33" bag is 533.
6. Bag capacity per sub-system is:
 - EB1 – 75 bags
 - EB2 – 138 bags
 - EB3 – 61 bags
 - EB4 – 129 bags
 - EB5 – 72 bags
 - EB6 – 58 bags

- An EBS strategy based on flight departure times appears to work well
 - Easy to implement and understand
 - Requires some workarounds to accommodate peaks
- Ideally, bags stored in the EBS would be purged prior to the originating bag peak for a given flight
 - Purging of EBS lateral(s) 3-4 hours before departure provides ground handlers an opportunity to pull bags before the larger originating bag peak (which occurs 1.5-2.5 hours before departure)
- To relieve pressure at the EBS, the following ground handler strategy should be used:
 - A few "roving" handlers from each company are assigned to remove early bags from piers as they arrive.
 - The roving handlers are not assigned to any one pier
 - Dedicated handlers are assigned to the pier once the EBS releases bags for that flight

Punch List Summary

Think of the TBIT Renovation project this way: The contractor is building you a new "home", Leo A. Daly is your architect, PMT/LAWA is your Owners representative, and CMJV is your contractor. The contractor is ready to give you the "home", so you inspect the home to be sure it is built as designed and to code. You make a list of all the things that

need to be finished, fixed, or touched up. In the case of TBIT, as shown below, this list contains 13,318 items in 53 areas. The contractor has fixed 91.7% of these items, completed 25 areas to your satisfaction, and needs you to look at 18 areas he is finishing and add items to the list. With 100 days left, the PMT and CMJV are working hard to "get it right".

TBIT Punch List Summary					
AREA	TOTAL ITEMS	RESOLVED	%	OPEN	
1	A1	234	227	97.0%	7
2	A2	572	565	98.8%	7
3	A1 & A2 Terrazzo	46	43	93.5%	3
4	A3	73	71	97.3%	2
5	A3 High	255	250	98.0%	5
6	A4	434	428	98.6%	6
7	A6.1	101	75	74.3%	26
8	A6.1 Exterior	86	53	61.6%	33
9	A6.1 North Ramp	116	34	29.3%	82
10	JACC	106	105	99.1%	1
11	Bus Gates Phase 1	82	79	96.3%	3
12	Bus Gates Phase 2	50	42	84.0%	8
13	B1	1366	1333	97.6%	33
14	B1 Functional	249	151	60.6%	98
15	B4	10	8	80.0%	2
16	North/South Matrix BIRS	817	672	82.3%	145
17	South Matrix	441	267	60.5%	174
18	South Matrix Room 1211	138	0	0.0%	138
19	South Outbound	381	343	90.0%	38
20	Rooms 4401 & 4403	25	11	44.0%	14
21	Men's Room 3202	37	37	100.0%	0
22	Women's Room 3205	27	27	100.0%	0
23	D6	159	134	84.3%	25
24	Elev. Lobby 3208	74	66	89.2%	8
25	Gate 103/104	649	647	99.7%	2
26	Gate 105/106	699	634	90.7%	65
27	Gate 119 Ramp	219	216	98.6%	3
28	Gate 120/121	745	613	82.3%	132
29	Gate 122/123	719	710	98.7%	9
30	Gate 123 Part 2	249	247	99.2%	2
31	Elevators	146	74	50.7%	72
32	TR1B	76	1	1.3%	75
33	TR2B	36	0	0.0%	36
34	TR2F	88	87	98.9%	1
35	TR3A	38	5	13.2%	33
36	TR3B	42	0	0.0%	42
37	TR3C	55	0	0.0%	55
38	TR3D	45	0	0.0%	45
39	TWC3D	15	4	26.7%	11
40	TR4A	30	0	0.0%	30
41	TR4B	154	136	88.3%	18
42	TR4C	122	101	82.8%	21
43	TR6B	48	19	39.6%	29
44	UPS Room 1621	46	37	80.4%	9
45	Fan Room 1	69	0	0.0%	69
46	Fan Room 2	71	0	0.0%	71
47	Fan Room 3	75	63	84.0%	12
48	Fan Room 4	78	73	93.6%	5
49	Fan Room 8	113	110	97.3%	3
50	Bull. 26 North	39	26	66.7%	13
51	Traffic Coating Area 16	2	1	50.0%	1
52	Generators & Gen. Yard	97	4	4.1%	93
53	Closeout				
		UNOFFICIAL			
		ITEMS	RESOLVED	%	OPEN
** TOTALS		10575	8829	83.5%	1746
** PREVIOUSLY COMPLETED		2743	2743	100.0%	0
** GRAND TOTAL		13318	11572	91.7%	1746

(In chronological order of request)

Punch Lists/Acceptance Needed:	
1	N. Outbound Traffic Topping, G-K & 45-41
2	A5.1, 50-51, C.1 to F
3	N. Matrix Traffic Topping Area # 2
4	Elevator Lobby 3103
5	A5.2 Ramp Above Ceiling
6	Bus Gates Restrooms
7	Bulletin 100
8	D1 & D2 Dumbwaiters
9	Fan Room # 6
10	Bulletin 26 South
11	Bus Gates Phase 3
12	S. Matrix Upper Loop, DR-DR3
13	Sort Piers 15-18
14	Traffic Coating, 39-35 and F.5-G
15	Traffic Coating, 54-55 and L.5 - M
16	A5.1 Above Ceiling
17	TSA Platform, N. Screening
18	CCTV IT (Rescinded)

HOT

HOT

No letter submitted to add items
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NOTES:	
No response received to CMJV corr. regarding the consolidation of terrazzo punch list items.	
10 Items in Review with Deepak	
9 Items in Review with Raja	
10 Pending terrazzo items which require review by others before being closed (walk scheduled tomorrow)	
9 Items in Review with Lenny	

Ongoing

Completed Lists: 25	
Womens Rm 1512	Fan Rm 7 and Roof
A2 (IT)	North Matrix
CTR, USCBP Bull. 1	Intst. Restrooms
D1, D2, D3, D4, D5	Traff. Coat. 19/16B
D1, D2 Phne Kiosks	A6.1 Above Cing.
D3, D4 Phne Kiosks	
Gate 101, 102, 119	
Gate 119 400 Hz GPU	
Interline Temp BHS	
TR2C, TR2D, TR2E	
TR2G, TR2H, TR2I	

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Bradley West Modernization Program

After 3 long years of construction, phasing impacts, Airline moves and relocations, as we now begin to wind down from the current TBIT Renovation Program it is important to note that we are now spooling up for another 3 years of construction in and around the TBIT facilities. The Bradley West Modernization Program, as this new program is called and by now all TBIT Airlines should be aware of this program, will begin to make its impact known to us in the coming months.

The good news is that the concourse construction, which will build eighteen new contract gates, can be constructed with minimal impact, initially, to the TBIT Airlines. **There will however be impacts to certain gates to accommodate utility construction.** It is important to note that LAX has not done any significant infrastructure upgrade in recent memory and with new modern facilities coming on line in the future, these facilities require modern day mechanical, electrical, plumbing and technology services. Utility construction, enabling projects (as defined in last month's newsletter) and the impact to the current bus gate operation will be the first impacts to TBIT.

Most significant impacts to the Terminal will be when we start construction of what we call the Central Core. This area, directly adjacent and connected to the west side of the terminal building, will house a magnificent new concessions/shopping mall, designed to greatly enhance not only the passenger experience but also to greatly enhance the revenue generated to help support the cost of the Bradley West Modernization Program. Additionally this Central Core will house a greatly expanded CBP passenger processing facility. When this Central Core construction starts next spring, it will impact the current bussing operation on the ramp.

While on one hand, the construction impacts to the TBIT Airlines will not be as

intense as they were for the TBIT Renovation Program, the Bradley West Modernization Program is one of the largest airport development programs in the world and therefore of course there will be impacts to the TBIT operation as we move forward with the program.

We will continue on with the same processes and procedures that have been in place for the last several years in terms of providing information of the impacts via the newsletter, specific notification about impacts of various projects and shut downs, LMC meetings and TRAB meetings presentations and discussions and so forth. We will continue to engage the TBIT Airlines and their Ground Service Providers in the design process and provide ample opportunities for review and input by the TBIT community. We hope you take advantage of all of these as they are for the benefit of the TBIT community.

We have had several design reviews on the Bradley West Modernization Program with the TBIT Airlines and their Ground Service Providers over the last several months.

We are preparing for our next formal design review with the TBIT Airlines and their Ground Service Providers for November 18.

For the last several months now, LAXTEC/AvAirPros has developed two separate monthly newsletters for the TBIT community. Again, as the TBIT Renovation Program winds down and the Bradley West Modernization Program spools up we are beginning, this month, to transition from two separate newsletters to one. For the next couple of months you will see information from both programs in the same newsletter. By the end of the first quarter of 2010 we expect there will be little newsworthy information from the TBIT Renovation Program and the newsletter will "morph" into a Bradley West Modernization Program newsletter.

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