



TBIT Construction News

Welcome to 2010 and the Start of the Bradley West Modernization Construction



AvAirPros

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Bradley West Modernization

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This drawing represents what will ultimately be the result of the next three years of construction to complete the Bradley West Modernization Program. The drawing shows the west side of the new building, which, when completed in late 2012, will accommodate up to Group VI aircraft on each gate on the west side. **Starting in mid-**

January we will see construction starting, which will immediately begin to have an impact on TBIT airside operations, as described in the following pages. These next three years will once again challenge the TBIT community as we build towards developing a world class facility. Much of the work will be on the west side of TBIT,

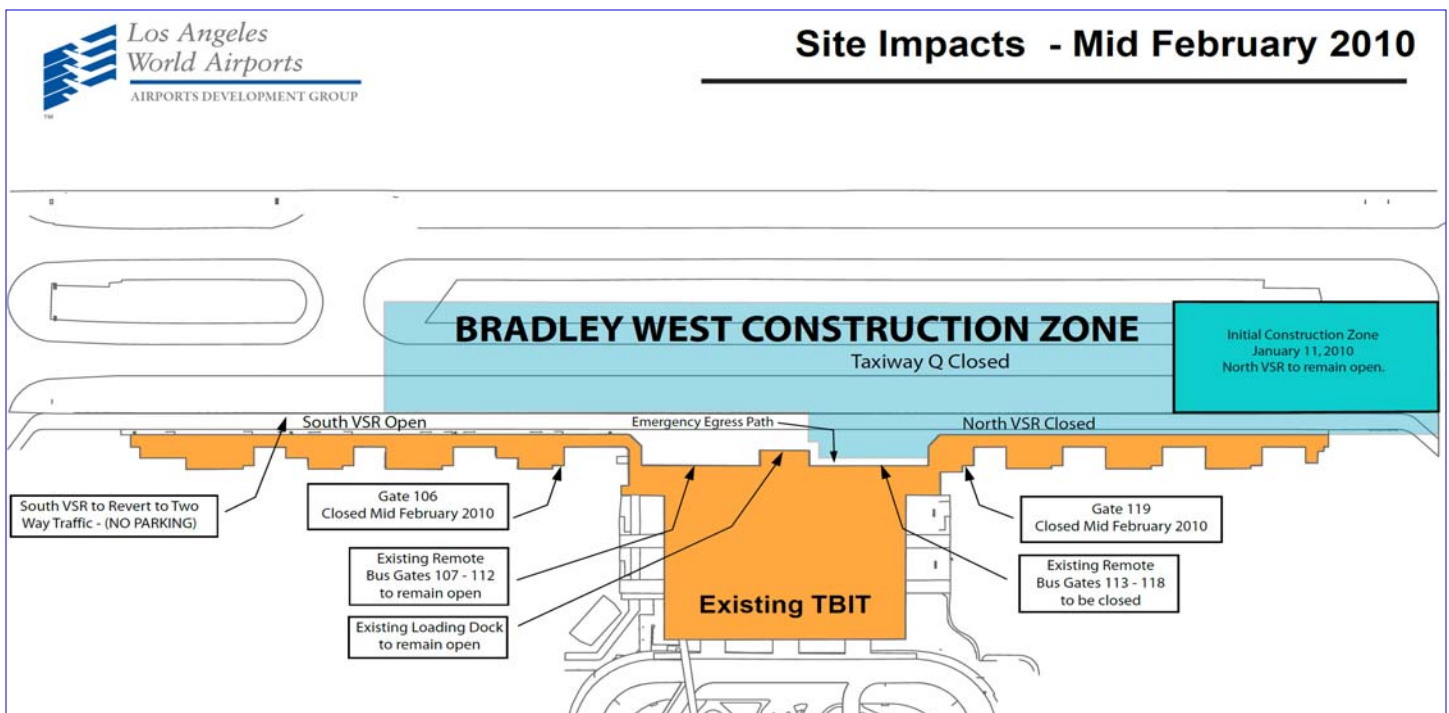
however the impacts to the west side and consequently the entire TBIT operation will be a challenge during this time period. Your cooperation, as shown during the TBIT Renovation Program, is needed. The entire LAWA team looks forward to working with the TBIT Community and asks for your support and patience.

Impacts to TBIT West Side Parking

One of the more significant impacts to the TBIT community will be felt almost immediately. Beginning the week of January 11, as we begin construction on utilities and Taxiway Q changes, the ability to park on the West Side of TBIT will be reduced to only a few essential vehicles.

The northern 2/3 of Taxiway Q will be closed by February, including the north half of the vehicle service road (VSR) to allow construction of the new north concourse, thereby eliminating parking in this area. The southern 1/3 of Taxiway Q will remain open, and the south part

of the VSR will revert back to two way traffic until later this year. **A special meeting will be held with the TBIT community, directly following the January LMC meeting, to define in detail the impacts and the initial direction and rules to follow as proposed by LAWA.**



Gates 106 and 119 Closure

As has been previously reported, Gates 106 and 119 will need to be closed for construction beginning in February. It is estimated that Gate 106 will be closed for approximately 8 months while Gate 119 will be closed for approximately 4 months. This closure is due to major utility construction in these areas. Every effort will be made to speed up the construction time and to minimize the area needed for construction.

Impacts to Bus Gate Operation

The January/February start of construction on the west side of TBIT will also impact the operation of the north half of the bus gates parking ramp. A new temporary bus gate facility will be constructed and ready for use by fall of 2010. This new facility will be built directly west of and adjacent to Gate 123. However

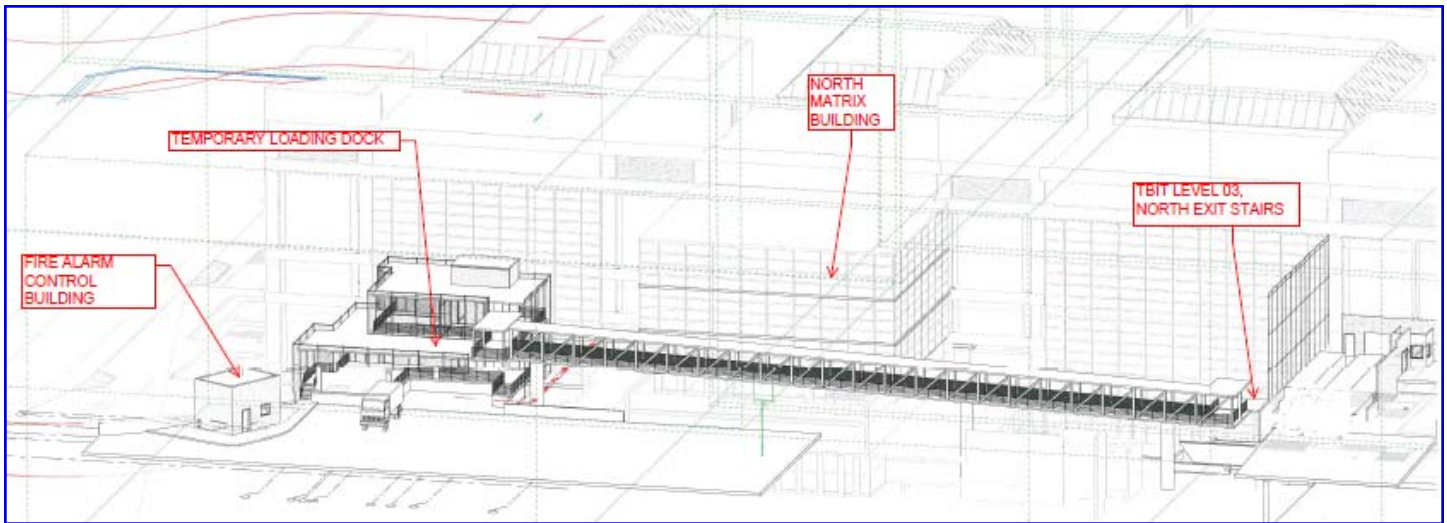
until that time and in order to make way for the necessary initial utility construction, in February the north half of the bus gate ramp will need to be shut down. The above drawing shows the impact of these initial areas of construction, the remaining ramp to serve the bus gates, and the two way traffic flow of the west side VSR.

Temporary Loading Dock

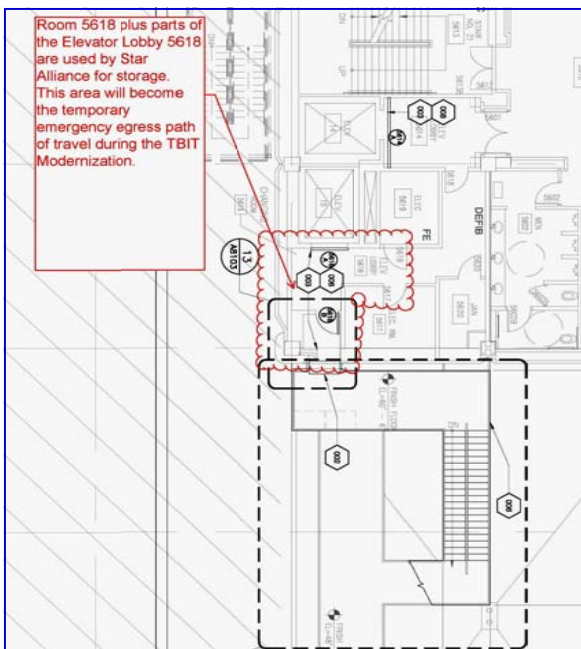
One of the more difficult problems to overcome was the need for a temporary loading dock. The construction on the west side will eliminate the ability to access the current loading dock on the west side of TBIT. After much discussion, including

meetings with stakeholders, the temporary loading dock was located on the north side of TBIT, adjacent to and east of the new North Matrix Building. An elevated ramp will be built to bring product into TBIT at the corner by Gate 119. Many al-

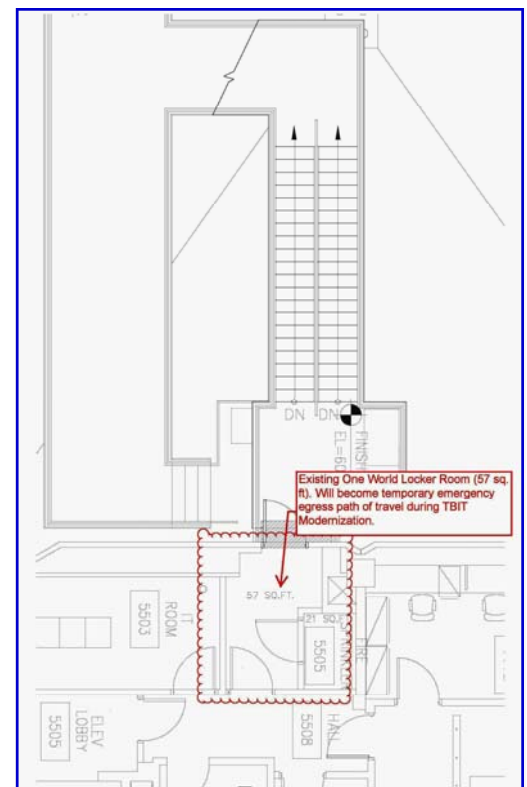
ternatives were considered all around TBIT and it was determined that this alternative offered the best solution. Like all temporary solutions, while not perfect, this location offers an effective way to service TBIT during this construction period.

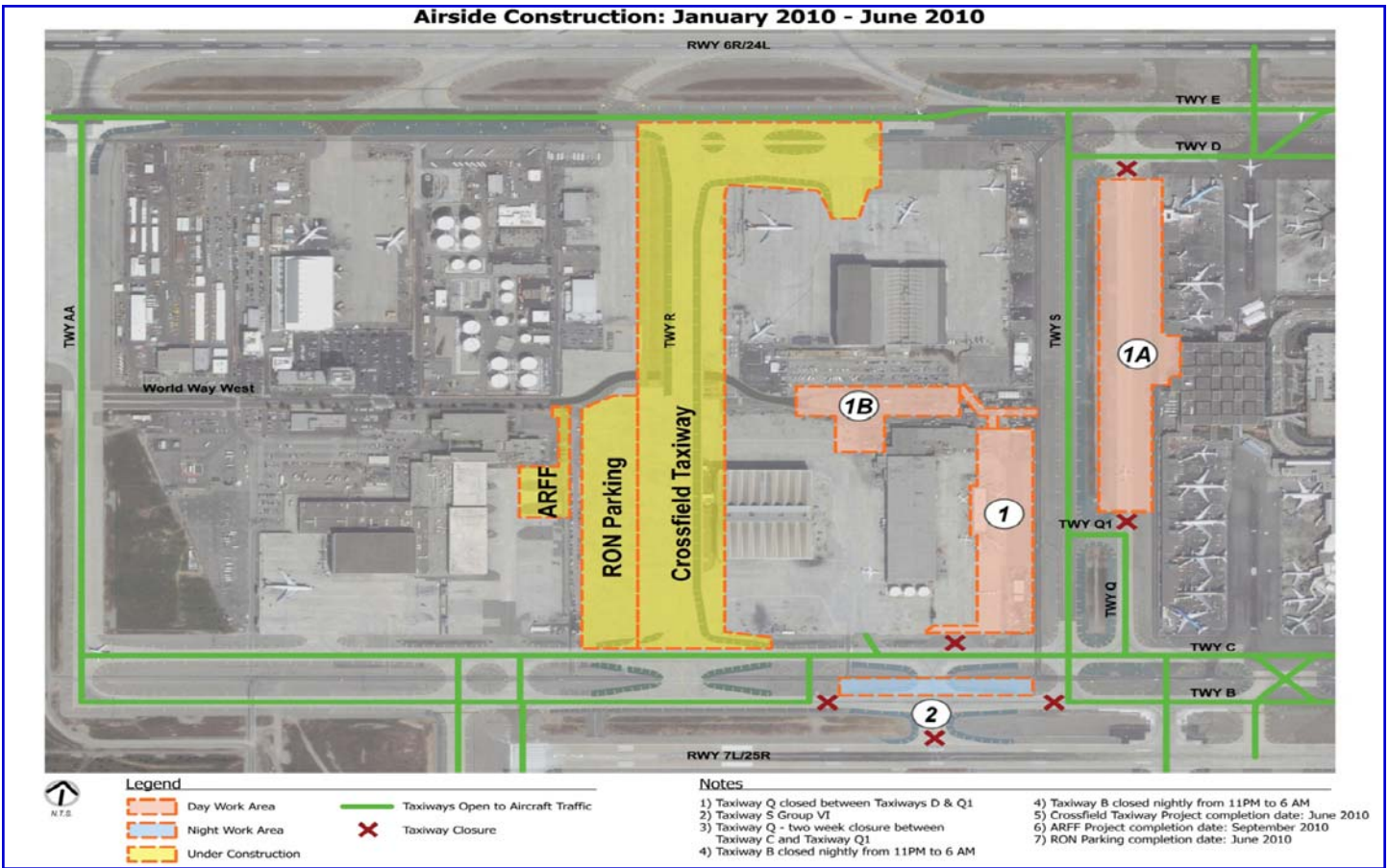


Lounge Emergency Egress

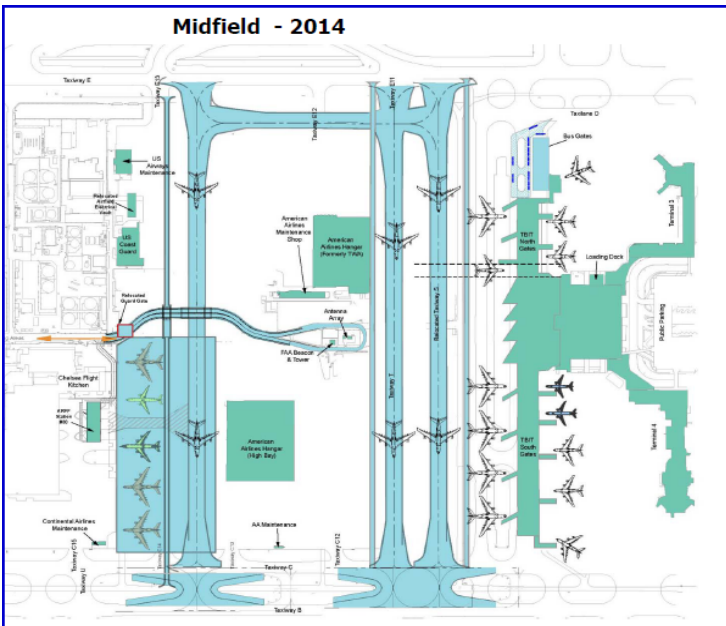


The construction on the west side of TBIT in the Bus Gate area will eliminate the two existing exterior emergency exit stairs serving the fifth floor airline lounges. To meet life safety codes, a temporary emergency egress path will be constructed from the lounges on Level 5 of TBIT, as shown on these two floor plans. LAWA Properties is coordinating with the lounges for the replacement of the lost space and function. The project will try and incorporate a temporary replacement solution into the program, if available. This work will start in about 60 to 90 days.





Airfield Construction



Final Configuration

The drawing to the left shows the ultimate configuration of the Taxiway system on the West Side of TBIT upon completion in 2014. Shown also are the new Aircraft Design Group VI Gates on the new TBIT concourse. In January we will begin to implement a phased Airfield construction program that will ultimately result in this layout. This program was recently reviewed with the entire TBIT community and with the Chief Pilots at their annual meeting.

Taxiway Q

January will mark the beginning of the development of significant changes to the Taxiway system directly West of TBIT. The above drawings shows the initial impact to Taxiway Q and the Vehicle Service Road (VSR) along the backside of TBIT. The pink areas show the first phase of work for the first half of 2010 and the restrictions on the VSR and Taxiway Q. The far left side of the drawing shows Taxiway AA which maintains the temporary two way access during this construction.

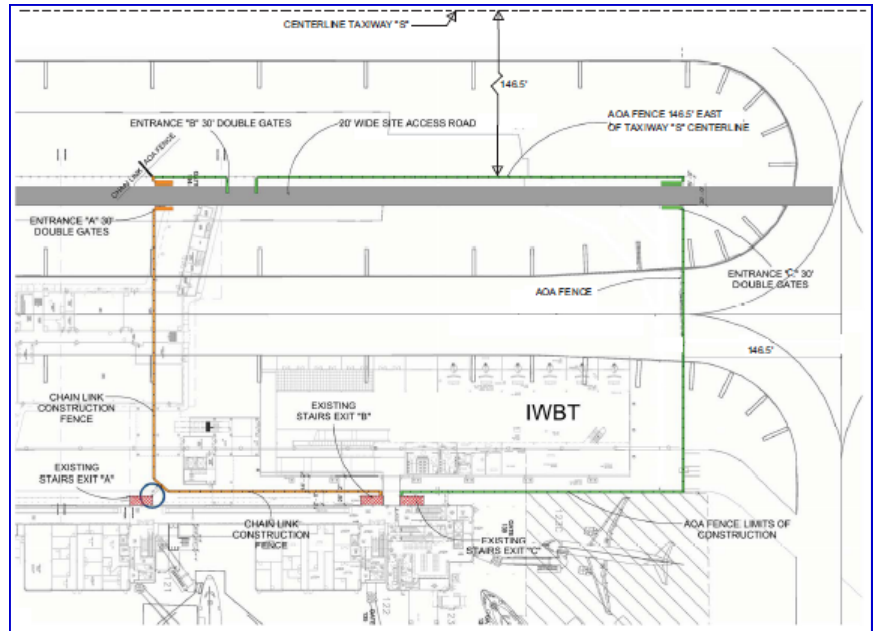
Interim West Bus Terminal

Construction Impacts

The drawing to the right shows the area impacted by the construction of the Interim West Bus Terminal (IWBT) which is designed to replace the existing Bus Gates during the Bradley West construction program.

The existing bus gate operation will be relocated here by fall of 2010, upon completion of the IWBT. While TBIT will be able to maintain use of the existing bus gate holdrooms until fall of 2010, the ramp area for busses will be limited as shown on the drawing on page 2.

The existing Service Road will be closed to baggage tug/cart and service vehicle traffic during construction of the IWBT.



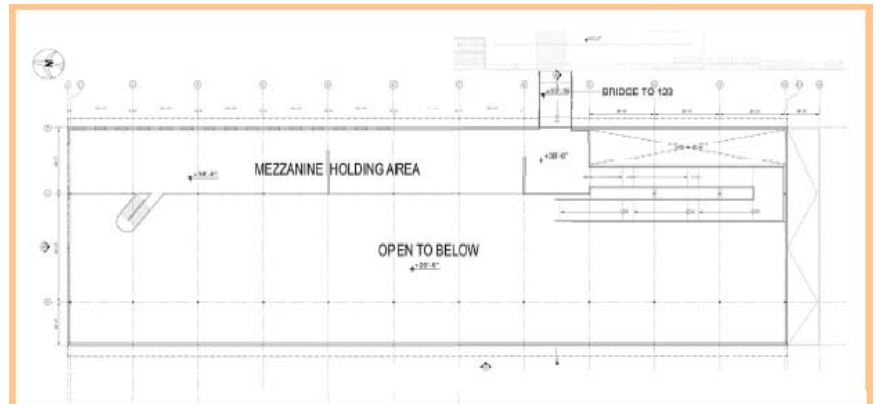
Design Development Plans

The next two drawings on the right show the floor plans of the IWBT.

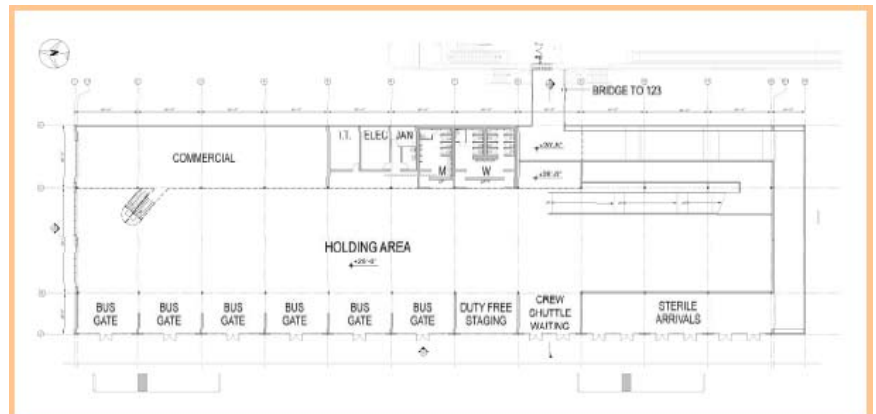
The Mezzanine Plan connects to the North Corridor at existing Gate 123.

The Lower Level Plan, which is at ramp level, accommodates both arrivals and departures, and will have restrooms and a vending area.

The interim facility is approximately the same size as the existing TBIT facility.



MEZZANINE PLAN



LOWER LEVEL PLAN

Baggage Hygiene

Bag Orientation

- Wheels Following
- Lead with Bag Tag

Place bags on the conveyor leading with the bag tag and trailing with the wheels.

Wheels Up

Place bags on the conveyor with the wheels up. Bags placed wheels down result in system jams and failsafes.



Tag Quality

Barcodes from dirty or misaligned print heads are often unreadable by the scanners. Proper printer maintenance and good quality tags are integral to the performance of the baggage system. Notify SITA with all printer issues.



Tub Usage

- Small Items
- Duffel Bags
- Bags with Straps
- Overstuffed Bags
- Backpacks
- Garment Bags
- Soft Items

Place small items, backpacks, duffels, garment bags, bags with straps and all soft items in tubs. Ensure all loose straps and hooks are removed or placed inside the tub correctly. Place roller bags with overstuffed front pockets wheels down inside tubs. Incorrect tub usage result in system jams, and failsafes.



Tag Hygiene

- Remove Old Tags
- Only One Tag per Bag
- Verify Bag Tag is Visible
- Tag on Outside of Wrapping

Remove all old tags as this may cause the scanners to misread the bag and default to Manual Encode. Place the tag on the bag so it is visible to the scanner, if you cannot see the tag neither can the system. Ensure stickers are never placed on the bar-coded section of the bag tag. Ensure the bag tag is placed so it is in a direct read position. Often a checked bag will be placed in a tub. Ensure the bag tag is visible on top of the item and does not get blocked by the sides of the tub. Always place the bag tag on the outside of a wrapped bag.



Flight Announcement System Paging

Executive Summary

The Flight Announcement System (FAS) assembles announcements from pre-recorded audio clips (or takes) based on flight information for the airlines at Tom Bradley International Terminal (TBIT) at LAX. The primary functions of the pre-recorded (canned) FAS are as follows:

- By providing an easy-to-use touch screen automated system of announcements, airline staff at each gate is relieved from making manual flight announcements, thus allowing them instead to focus on serving their customers, especially during peak travel times.
- Provide all flight and boarding announcements in a pleasing professional female voice played at a consistent volume level.
- All messages generated by the FAS at the Gate will appear in Visual format on an orange band at the bottom of the Gate Information Display mounted behind the gate counter. This Audio and Visual broadcast of messages is in compliance with the City's disability requirements, in addition to federal ADA requirements.

FAS - Commonly Used Announcements

A group of commonly used gate boarding process messages and special situation messages have been installed in the TASS FAS system and are available for use by all airlines for all flights at all gates. This system of generic boarding announcements has enough flexibility to accommodate an individual airline boarding process, but does not provide for the unique names of individual airlines class of service, or other airline alliance announcements.

FAS - Custom Announcements

Some airlines have developed Custom Announcements specific to their airline for "worldwide" consistency of boarding process messages. These Custom Announcements have been established within TASS FAS and available to these airlines at all gates. The following TBIT airlines have previously worked with IED on customized messages which are installed in the TASS FAS system:

- FJ** Air Pacific
- JL** Japan Airlines
- KE** Korean Airlines
- MX** Mexicana Airlines

Creating Custom Announcement Play List

IED currently has 500 +/- FAS templates in their message library roughly categorized as listed below. An airline can select a series of messages from this library to form their custom boarding and commonly used messages. In some cases, an airline name or class of service will have to be changed, which will require "slicing and patching" or perhaps recording studio time to create the message. TBIT airlines will need to work individually with IED to determine the best way to provide Custom Announcements, especially regarding foreign language announcements.

PMS Demonstration & Training Schedule

Airlines should attend one (or more) of the four sessions offered in red text.

Tuesday January 19, 2010

9:00AM-12:00PM- Administrator/Technician Training- First 2 hours in classroom and last hour at LAWA specified Gate location.

1:30PM-3:30PM- Airline Training at LAWA bus gate 108

4:00PM-6:00PM- Airline Training at LAWA bus gate 108

Wednesday January 20, 2010

8:00AM-10:00AM- Airline Training at LAWA bus gate 108

10:00AM-12:00PM- Airline Training at LAWA bus gate 108

1:30PM-4:30PM- Administrator/Technician Training- First 2 hours in classroom and last hour at LAWA bus gate 108.

Thursday January 21, 2010



B20 Aisle Signs Completed

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TBIT Ambassadors—A Welcome Sight

The chaos and confusion of the TBIT construction is finally coming to a conclusion. Looking back, our 38-month renovation project has certainly caused many international travelers a raised eyebrow or two as they rush to check-in and then catch their flight. The passenger concerns are often met, at the front doors of TBIT, with a warm smile and helpful greeting by the LAX Ambassadors. These informative men and women, enduring the daily changes of the construction conditions (elevators down, alternate restroom locations, passenger reroutes), provide a great service—all with a smile on their face.

The many questions that are posed to the Ambassadors include: Airline counter locations, nearest restrooms, food court area, domestic terminal locations, and now what is there to do during my 12-hour layover.

The obvious dedication and commitment of these Ambassadors, a key element in the outcome of this project, has made our job much easier and has not gone unnoticed by our LAX TBIT renovation, program management team (PMT). We could not have made it through this difficult project without you.

THANK YOU !



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