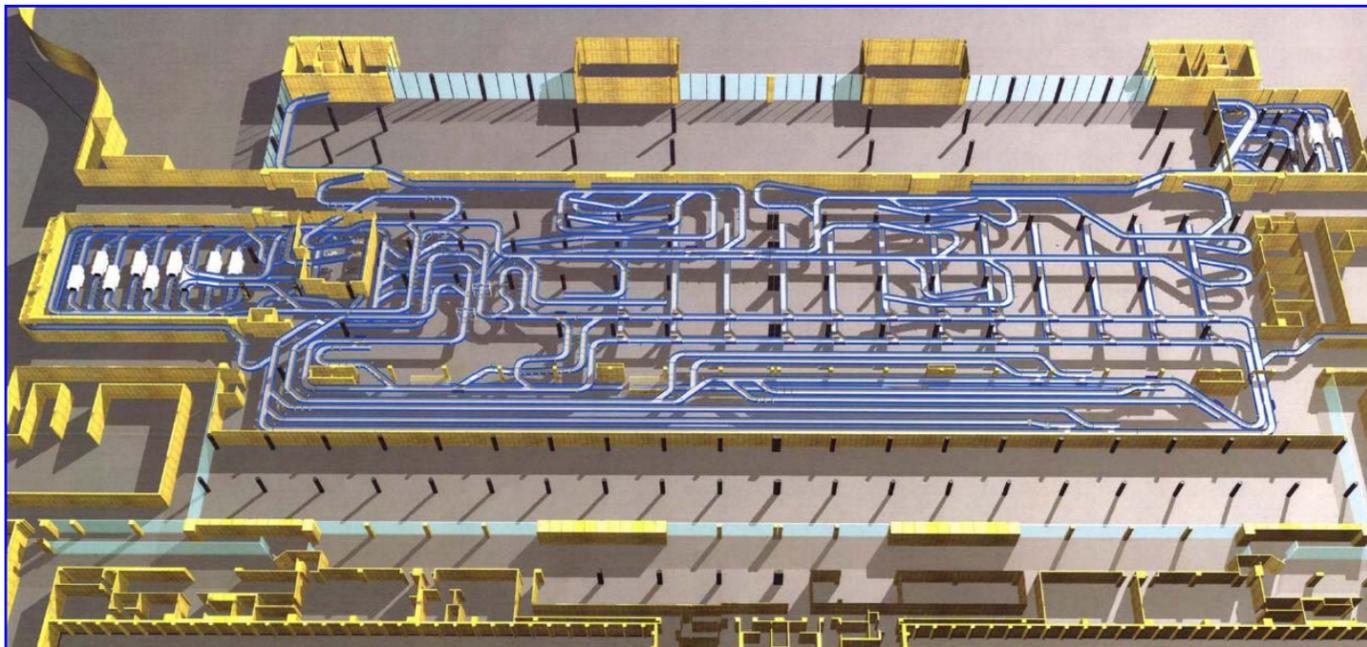


Lingering CBIS Issues



Since the opening of the new TBIT Checked Baggage Inspection System (CBIS) there have been some lingering problems with some features of the system. As all of the airlines know, there has been a high level of focus and effort on bag hygiene to assist the operation in solving some of the baggage handling system (BHS) problems. Additionally, there have been some issues with the sortation of interline connecting bags and unknown bags (bags the screening devices could not read or the BHS did not track properly) in the Bag Inspection Rooms. This has caused the need to porter unknown bags back up to the ticket counter to re-induct them into the BHS, which is costing the airlines a significant amount of portering costs on an annual basis.

In order to address these lingering problems, AvAirPros recently coordinated a meeting with representatives of the various stakeholders including the TSA, LAWA Operations and LAXTEC to discuss the problems and determine a course of action to try and correct the problems.

The first step is being taken in January wherein AvAirPros will be conducting both an on site assessment of the Baggage Handling System as well as a detail review of the design guidelines, testing documentation and reporting capabilities of the operation. From this assessment it is anticipated that we will be able to:

- Define the problems and categorize as operational or system related
- Suggest further detail studies if required
- Suggest options for addressing these problems if there are relatively simple solutions, determine if further study or cost estimates are needed to address system fixes

All stakeholders agree that while the CBIS is for the most part working, the various lingering issues combined with the amount and types of bags the TBIT system handles, need to be addressed.

TBIT Construction News



Bradley West Construction Progresses



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North concourse structural steel erection started in November represented in the lower left hand corner picture. The overall picture, taken 60 days later, shows that the Bradley West construction has made substantial progress even though the weather has been less than cooperative. The existing TBIT north concourse is directly behind (east) of the new north concourse and the temporary bus gate facility, which opened in October is in the far left (north).

Weather was largely uncooperative for the last few months of 2010 but so far in January the contractor has taken advantage of the good weather. South concourse structural steel started on January 21 and that work is progressing according to schedule. Demolition of the TBIT west wall and underground utility work continues. Structural foundations, early steel and concrete wall pours for the central core commenced in January with structural steel erection scheduled for April.



November 9, 2010

January 9, 2011



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Key Milestones

To help prepare the TBIT Airlines for the eventual transition into the new Bradley West facility, the following list outlines the key past, current and future milestones for the Bradley West Program. Of particular importance are the milestones highlighted in yellow and noted in the following comments.

- In the first quarter 2011 the airlines should be working with LAWA to finalize business terms for their new premium lounges.
- By this summer the planning for leasing space on the ramp level of the new concourse should be complete.
- Airlines should begin planning and design of their new premium lounges by the second/third quarter.
- By first quarter 2012 the airlines should be completing the design of their premium lounges, bidding and ob-

taining the services of a contractor in preparation of an April 2012 start date for lounge construction

- Final planning for the relocation and start-up of operations in the Bradley West facility should be accomplished in the summer of 2012.
- September 2012 entails a “soft start” for the Bradley West facility with the use of one gate in the north concourse, although this is not highlighted as a major milestone.
- Transition to the new facility will begin in November of 2012 in preparation of the 12/12/12 opening
- December 2012 completion of the major components and operation of Bradley West
- December of 2013 marks the completion and full operations in Bradley West

2010

Taxiway S Closed	August 2010
Bus Gates Opened	October 2010
First Steel	November 2010

2011

Lounge Lease Agreement	First Quarter 2011
Core Steel Erection Begins	March/April 2011
Ramp Space Planning/Lease Agreement	Second Quarter 2011
Initiate Lounge Planning/Design	Second/Third Quarter 2011
Taxiway S Relocation Complete	May/June 2011
Temporary Loading Dock Complete	July/August 2011
Begin BW Transition Planning	Fourth Quarter 2011
Building Enclosed	December 2011

2012

Interiors Construction	First Quarter 2012
Complete Lounge Design/Bid	First Quarter 2012
Access to Lounge for Construction	April 2012
Access to Concessions for Construction	April 2012
Coordinate Relocation/Start-Up	July 2012
First Gate Operational	September 2012
Relocation/Commissioning/Start-Up	October/November 2012
Bradley West Open - Core/West Gates	December 12, 2012

2013

TBIT/SSCP Renovation Start	January 2013
Demo Existing South Concourse	March 2013
Open East Gates South Concourse	August 2013
Demo North Existing Concourse	September 2013
Open East Gates North Concourse	December 2013
Bradley West Complete	December 2013



“We’re a big check mark on everybody’s schedule. I told them it’s just another challenge, let’s go after it.”

-Dick Butkus
Chicago Bears Linebacker

Bradley West Construction Site

The below photographs illustrate the size of the entire Bradley West construction site. Most of the steel is up for the North Concourse and the South Concourse steel is now under construction. The Bradley West Core “Great Hall” work includes demolition of the TBIT west wall and underground utility work. The former Taxiway S has been converted to a construction staging and work area for the steel erection.

The initial stages of construction for the future Taxiway S has commenced. Taxiway S will be used for aircraft push back from the new west gates in the Bradley West facility. Future Taxiway T will be constructed to the west of Taxiway S allowing for two way cross taxiing from north to south. The old ARFF and Post 5 have been demolished to accommodate this Taxiway and Taxiway work.

