

Construction Photographs

1. Connector Building
Structural Foundations

2. Gate 134

3. North Concourse -
Gates 130, 132 & 134

4. Central Core Looking East

5. Central Core Looking North

6. North Concourse -
Sterile Corridor

7. North Concourse -
Departures Level

8. Central Core - Level 5



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Bradley West Gate Layout

Baggage Claim Changes

On November 01, 2011, LAXTEC officially changed its name to TBITEC, Tom Bradley International Terminal Equipment Corporation. While it seems like a minor change, it was a very involved difficult process to complete the change, including registering the corporate name change with the State of California. Each LAXTEC member airline has had to review and sign a new member agreement with TBITEC.

The new name is more reflective of what it represents, that is TBIT, not all of LAX. The role and responsibilities of TBITEC will be basically the same as LAXTEC;

→ Operations and Maintenance of passenger boarding bridges, 400 Hz power, PC air and potable water

→ Operations and Maintenance of the Baggage Handling System
→ Customer Service
→ Manage the financial and business affairs of the consortium
→ Represent the voice of the member carriers to LAWA and other government agencies, including participation in the implementation of the new Bradley West Program

As with LAXTEC, the new TBITEC will continue to be a very effective organization for its membership, representing the interests of the airline community in the business, financial, operational and technical issues that impact operations at the Tom Bradley International Terminal.

TBITEC

Construction Safety Training

As the last stages of the major structural elements of the new Bradley West are set in place, it begins to become easier to correlate the actual building with the drawings and information that the TBIT community have been bombarded with over the last few years.

It is expected that the TBIT airlines would soon like to begin walking the building to understand how it will look, feel and most importantly operate. Construction safety is one of the most important factors in this program and every person accessing the site must complete construction safety training. In order to facilitate the TBIT airlines ability to walk the site, AvAirPros has arranged for construction safety training to be conducted by Walsh Austin Joint Venture (WAJV) safety personnel at the November Construction Advisory Board (CAB) meeting.

Once the safety training is conducted, AvAirPros will schedule regular site tours for those TBIT airlines who are interested. This will allow the TBIT airlines to comfortably walk the entire construction site with someone who can provide answers to questions and describe the various elements of the new facility. It is requested that no more than two representatives from each TBIT airline attend this two hour construction safety training course at the November CAB meeting.



A380's are Coming!

Bradley West was designed to accommodate the projected increase in Aircraft Design Group VI aircraft which essentially means the new Airbus A380. On October 11, 2011 Korean Airlines started service from Seoul Incheon to LAX with their A380. Singapore Airlines started A380 service to Los Angeles in July 2011 and Qantas has been serving LAX since October 2008 with their A380 fleet. In addition, there are several other airlines who have announced plans to bring this aircraft to TBIT.

This is one of the primary reasons the Bradley West Program is planning to open Gate 134 on the new north concourse in September 2012 prior to opening all west side gates in December 2012. The new ADG VI gates have three passenger boarding bridges and will accommodate all other aircraft including the new Boeing 787 which has recently had its inaugural flight with All Nippon Airways.



TBIT Baggage Handling System

It is time to provide some updated information on the TBIT Baggage Handling System to the airline community. Prior to the TBIT Renovation Project, all TSA bag screening was conducted by the CTX machines which were located in the ticketing lobby. Not only was this very inefficient and very labor intensive but it also greatly impacted the operating space in the lobby.

Included with the completion of the TBIT Renovation Project, was a Baggage Handling System (BHS) which included all new ticket counter conveyors, automated sortation system, early bag storage, interline recheck and a Checked Baggage Inspection System (CBIS) which removed all the bag screening, and consequently all the CTX machines, out of the lobby. The BHS is a very complex system as illustrated by the graphic below. Construction of this system was very complex given the space constraints in TBIT.

A company called Siemens constructed the entire BHS and has been providing operation and maintenance (O&M) of the system since it began operations nearly two years ago. Recently, as part of the change from LAXTEC to TBITEC, and with the O&M contract for the BHS expiring in 2011, it was determined to take competitive bids to continue the O&M services for the BHS. A company called Elite Line Services (ELS), won the bid and began providing their O&M service on the BHS and passenger boarding bridges on October 1, 2011.

As many of the TBIT airlines know, while this system is state of the art, meaning it represents the current design standards from when it was implemented, there are some lingering issues with the system that need to be reviewed and fixed. These issues have been exacerbated by the tran-

sition from the company who built and maintained the system to the new O&M service provider and have recently manifested themselves in problems with system capacity and operation. These issues have absolutely nothing to do with the reliability of the screening process, rather issues on the ability to deliver bags to the appropriate sort piers in a timely efficient manner.

Earlier this year a survey of the BHS system was conducted which analyzed and uncovered operational inefficiencies with the system as well as provided detailed suggestions to mitigate and correct some of these issues. Working closely with LAWA, a plan to further analyze these inefficiencies with the system has been developed by TBITEC and AvAirPros and is in the process of being implemented. This plan will:

- Analyze current and future capacity under various operating conditions (peak hours)
- Determine what modification(s) may be required to improve these operational inefficiencies and increase that capacity to meet current and future peak hour operation
- Define a plan to implement those potential modifications

As always your patience and input is always appreciated as the O&M transition is completed and TBITEC continues to improve the daily operations of the BHS.

