

# TBIT Construction News



## Construction Photographs

1. Overall Project
2. Central Core
3. Gate 150 & Central Core
4. Central Core Structural Steel
5. Central Core - Level 4 Elevator Tower
6. Central Core - Level 1 South Light Well
7. Gate 134 & North Concourse
8. North Concourse - Level 4 - Departures Level 5 - Sterile Corridor



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### Insert

- Passenger Arrival Experience Level 5 - Sterile Corridor
- Passenger Arrival Experience Level 3 - CBP Primary
- Passenger Arrival Experience Level 1 - Baggage Claim & CBP Secondary

## Central Utility Plant

Located in the middle of the Central Terminal Area (CTA) and just west of the LAX Theme Building and Air Traffic Control Tower, the construction of the new Central Utility Plant (CUP) is progressing. Replacement of the 50 year old existing facility reached an important milestone in January as the structural steel 'topped out'. The new four story, 64,000 square foot facility shown in the rendering below will provide additional capacity for heating and cooling to all terminals, which will enhance passenger comfort. After the new CUP goes into service, the current facility will be demolished and replaced with maintenance shops and offices for CUP personnel.

### New Central Utility Plant Fun Facts:

- 35 miles of electrical conduit
- 100 miles of wire/cable
- 8.7 miles of distribution & plant piping
- Ability to pump 97.1 million gallons of water each day
- Provide enough chilled water capacity to cool 373,500 homes
- Have enough hot water capacity to heat and provide hot water for 16,200 homes
- Generate enough electricity to power 9,100 homes

Utility shutdowns, CTA road closures and all other impacts to both airport and airline operations shall be coordinated by LAWA.

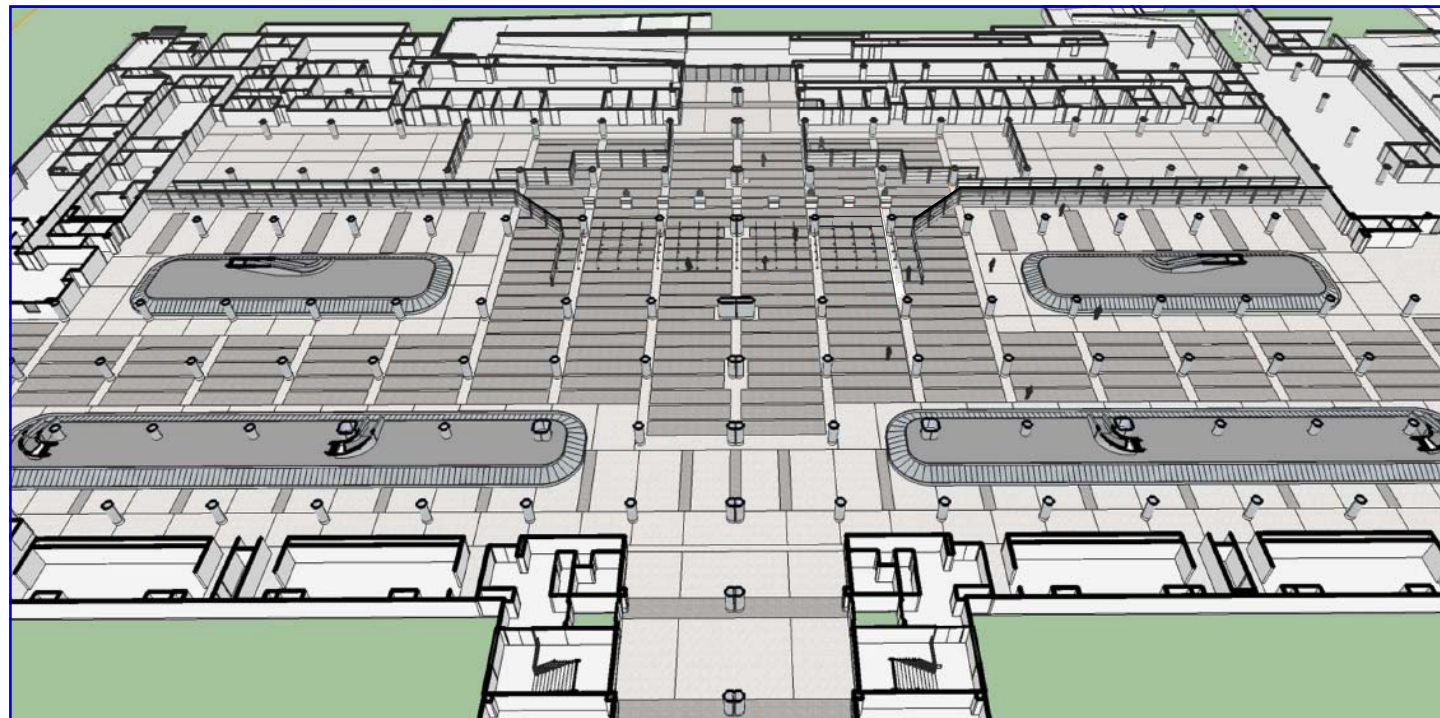


## CBP Operations

Today, the entire U.S. Customs and Border Protection (CBP) operation including baggage claim are located on Level 1 in the Tom Bradley International Terminal (TBIT). Once the new Central Core in the Bradley West facility is open, the CBP Primary function will be relocated to Level 3 of the new building. This new location will have 80 processing booths and an increased, more efficient space for passenger queuing. In addition to the relocation of CBP Primary, Level 1 of the new Bradley West facility will have six new 150 foot long baggage claim devices with sufficient separation providing ample queue and movement of baggage carts between them. This month's newsletter insert is dedicated to the arrival passenger experience and further explains these operations in Bradley West. After the opening of the Bradley West facility, the existing TBIT baggage claim area and entire CBP operation will be reconfigured as part of the Renovation Project.

The renovation of Level 1 in the existing TBIT baggage claim area will include the removal of all CBP Primary booths, reconfiguration of the baggage claim devices and an expansion to the CBP secondary queue, inspections and agriculture areas. Upon completion of the Renovation Project, Level 1 in the existing TBIT building will have four baggage claim devices, providing the TBIT airlines with a total of 10, and a greatly expanded CBP Secondary area as shown in the below renderings.

There will be many challenges in the renovation of the existing baggage claim area, including phased construction, temporary signage and barricades. The entire renovation project and construction phasing shall be discussed in future newsletters and working sessions with the airlines and the implementation team will be critical for overall success.



## TBITEC General Manager

Effective January 04, 2012, Steve Rowland assumed the position of the TBITEC General Manager. Steve Rowland has over thirteen years of experience in airport baggage handling system design, construction, operation and maintenance. Mr. Rowland comes from the Detroit Airlines North Terminal Consortium (DANTEC) where he served as the Executive Director for the past three years. Other consortium experience includes Duty Management and Director of Operations at the Chicago Midway International Airport airline consortium (MATCO). At MATCO, Steve represented the airport and airlines for the installation of their \$60 million Checked Baggage Inspection System and Baggage Handling System (CBIS/BHS). Mr. Rowland specializes in consortium start-up and management as well as operations management of Baggage Handling Systems, Jet Bridges, Ground Power Systems, Pre-Conditioned Air Systems, Potable Water Cabinets and Financial Services. Please welcome Steve to the TBIT community.



## Baggage Handling System Update

The TBIT Checked Baggage Inspection System and Baggage Handling System (CBIS/BHS) continues to have operational issues, which recently caused some airlines to experience a significant number of bags not making their flight departure times. Several immediate measures were recently enacted by TBITEC, ELS and the TSA in an attempt to relieve some of these operational deficiencies. The TBITEC approach to addressing all of the TBIT CBIS/BHS issues will be a multiphase effort focused upon addressing immediate problems, correcting system configuration issues and adding future capacity.

This multiphase approach will be developed in the form of short term, midterm and long term strategies. The short term strategies shall address those items that immediately impact current operations and may include increased focus on bag hygiene, sort pier operation, communication process, manual encode utilization and recurrent training. These strategies should be able to be completed in calendar year 2012. Midterm strategies will be developed this year and should start to be implemented in 2013. The midterm strategy is designed to correct physical operational constraints and achieve compliance with current TSA standards. This work plan may require modifications to different conveyor sections, reconfiguration of the Baggage Inspection Rooms and changes to the control system to increase efficiency, utilization and reporting. The short term and midterm strategies are intended to correct the current operational issues as well as maximize the existing TBIT BHS/CBIS baggage throughput capacity.

Long term strategies are intended to address the anticipated future demand for TBIT following completion of the Bradley West Project. Projections show that within the next 5 years, the TBIT peak hour demand will outstrip the current CBIS/BHS screening capacity, consequently additional In-Line Explosive Detection System units may be required to supplement the existing TBIT CBIS/BHS. TBITEC is working closely with LAWA and the TSA in development and execution of these corrective actions.

