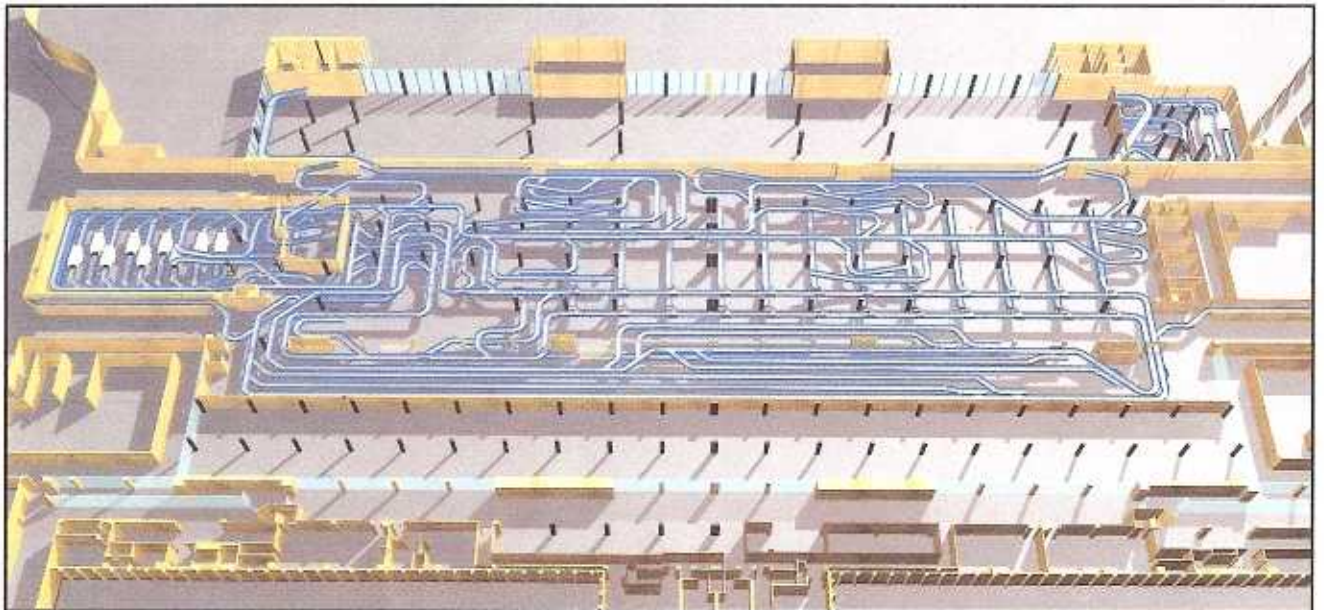


TBIT Construction News

Baggage In-Line Screening System Operational



AvAirPros

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The new In-Line Screening Baggage Handling System (BHS) has been coming on-line in stages since July 27, 2009. A milestone was reached on January 19, 2010 when the baggage screening in the Departures Lobby was switched over to the North Matrix In-Line Screening facility.

There are nine (9) CTX 9400 machines in the North Matrix Building capable of screening 3,600 bags per hour. The TSA has an On-Screen Resolution Room (OSR) for monitoring the CTX operations, and two (2) Baggage Inspection Rooms (BIR) for

checking suspect bags detected by the CTX machines and not resolved by the OSR.

There is also a Baggage Control Room (BCR) where the baggage system operator monitors the operation of the BHS. Jams, loading conditions on various parts of the BHS, Sort Piers, status of the Early Bag Storage system, and other functions are monitored and corrective actions taken to keep the BHS and Screening facility operating smoothly.

The Early Bag Storage (EBS) system was activated on January 26, 2010, in a limited capacity to test

functionality and operation under "live" conditions. Currently only Qantas is using the system but, if test results continue to be satisfactory, the system will be opened to all airlines on February 3. There are two induction points (baggage drop-off feeds), one on the north end and one on the south to accommodate transfer baggage from other terminals. Handling the baggage in the EBS will eliminate the drive-thru traffic for interline baggage delivery, and the accumulation of bags on the floor at the end of the piers.

AIRLINE BAGGAGE HYGIENE

week	9-Jan	16-Jan	23-Jan	30-Jan	Avg
CZ	17.22	20.42	17.52	17.14	18.08
LY	9.32	11.9	12.18	13.94	11.84
MX	12.62	13.39	9.63	8.97	11.15
TG	8.43	11.56	9.12	10.44	9.89
KE	7.17	7.34	6.09	10.62	7.81
MU	8.56	9.47	7.34	5.84	7.80
QF	7.41	7.75	7.11	8.09	7.59
OZ	5.95	6.80	5.95	9.21	6.98
FJ	7.81	6.64	6.74	5.82	6.75
Initial Target = < 6%					
EK	5.20	5.93	7.03	5.75	5.98
MH	8.16	5.25	4.49	5.01	5.73
TN	5.58	6.42	4.68	4.48	5.29
SQ	5.67	5.69	4.53	4.71	5.15
CX	4.63	5.79	4.01	5.84	5.07
JL	6.85	5.25	4.46	3.68	5.06

TBIT is equal to the 25th largest airport in the country in terms of passenger enplanements

The Early Bag Storage (EBS) system is an automated way to store the early check-in and early transfer bags which are now delivered by APS and stored on the floor at the end of the piers or against the east wall of the bag room.

Bags will now be inducted into the BHS at either the South

Baggage Hygiene Report

The chart on the left shows the year-to-date percentage of an airline's processed bags that end up at the Manual Encoding (ME) station. Bags end up at the ME stations for a variety of reasons, but it is the best indicator of how an airline is handling baggage. The Baggage Handling System was designed to accommodate an average of 5% of the processed baggage requiring destina-

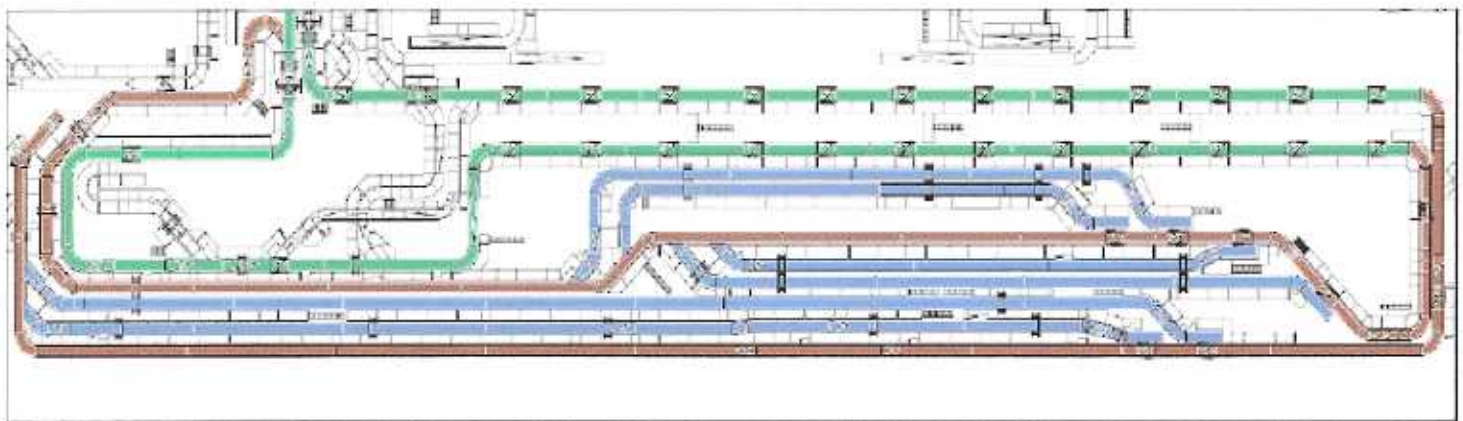
tion encoding done by the ME station because the bag could not be sent to the correct airline sort pier. Therefore, an initial target of <6% was set for the community with a goal of reaching <4% for sustained operation.

LAXTEC and the PMT will continue to work with those airlines and service providers with above average numbers to improve their performance.

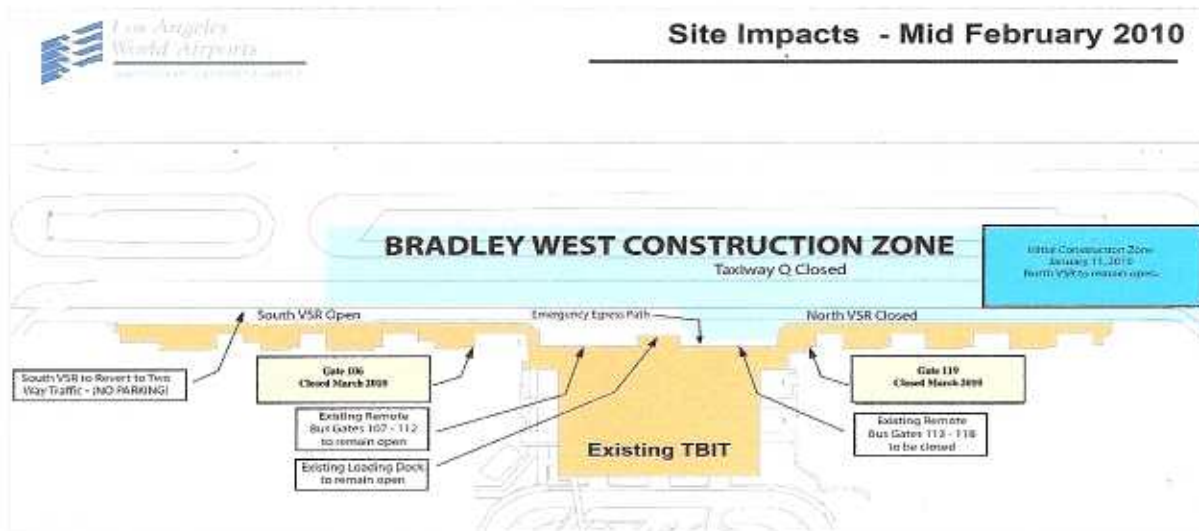
Early Bag Storage (EBS) System Overview

Transfer point (CT-1) or North Transfer point (CT-2) which connect to the BHS Recirculation conveyors (RX-1 or RX-2). The bag tags are read by the Automatic Tag Reader (ATR) and the bags sent to the assigned flight Sort Pier (if open) or onto one of the EBS storage lines (EB-1 thru EB-6) if prior to the pier open time.

Bags are stored together in one EB line based on Flight Close Time (set as 30 min. prior to STD in EBS). Bags are released from the EB line based upon purge time for the EB line, which could be up to 5 hours before STD based on before / after the hour times (example: 1055 vs. 1105),



Bradley West Modernization Construction



Impacts to TBIT West Side Parking

One of the more significant impacts to the TBIT community is beginning to be felt. During the week of January 11, we began construction on utilities and Taxiway Q changes. In February 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, 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. LAWA has been requesting information from the airlines and ground handlers regarding their parking needs. LAWA will then establish alternate parking options.

"Deplaning Passengers will be greeted by a light-filled passageway lined with windows that overlook both the airfield and the terminal below."

Passenger Terminal World

Impacts to Bus Gate Operation

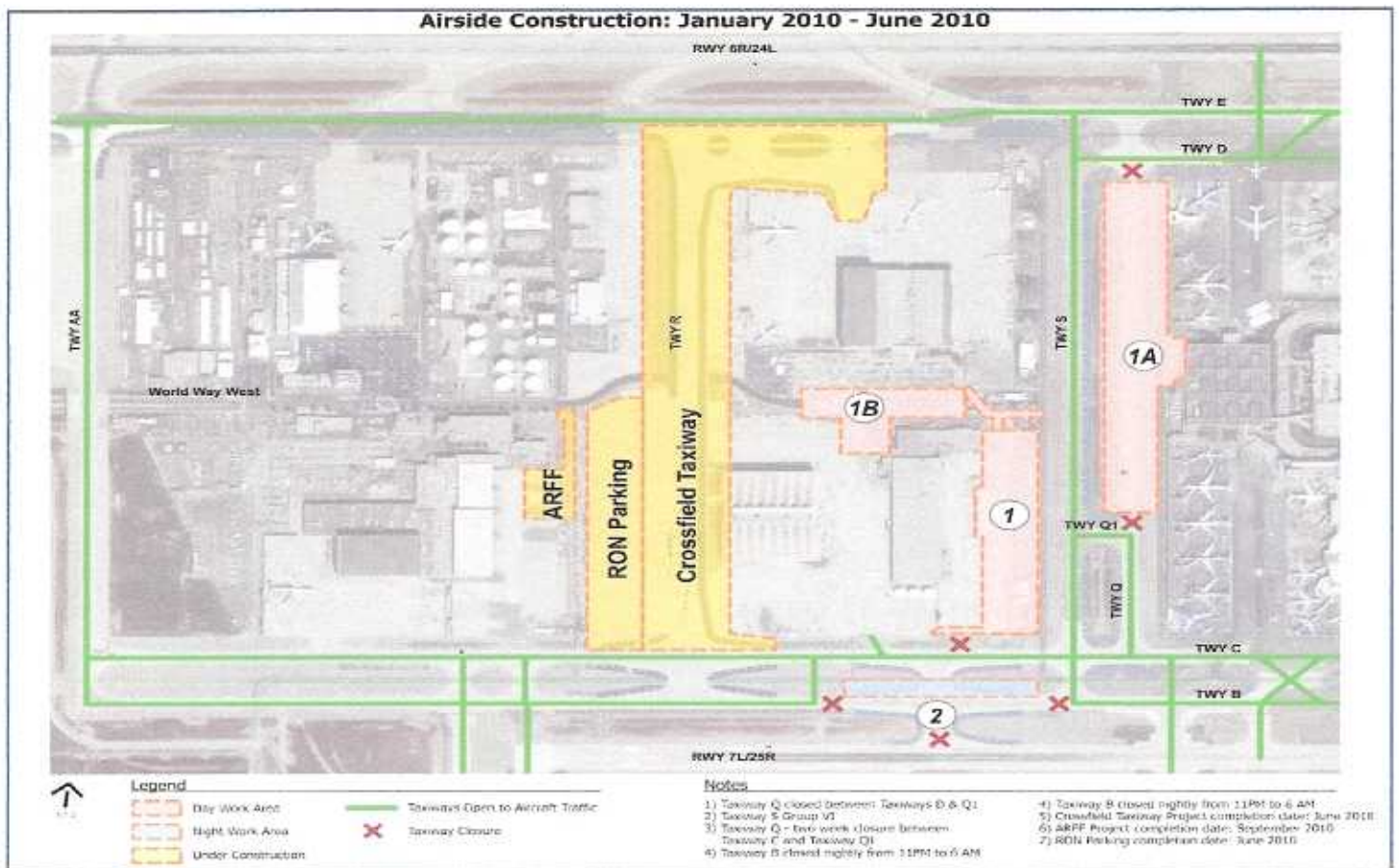
The January/February start of construction on the west side of TBIT will also impact the operation of the north half of the bus gates parking ramp. A new temporary bus gate facility will be constructed and ready for use by fall of 2010. This new facility will be built directly west of and adjacent to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

Gates 106 & 119 Closures

As has been previously reported, Gates 106 and 119 will need to be closed for construction beginning in early March. 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.

Airfield Construction



Taxiway Q

January marks 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.



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