



# TBIT Construction News

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## Mexicana Relocates to Departure Lobby

Los Angeles World Airports and Mexicana Airlines held a ribbon-cutting ceremony on September 17th to celebrate the relocation of the airlines' check-in operations to newly renovated counters in the Upper/Departures Level of the Tom Bradley International Terminal (TBIT) at Los Angeles International Airport (LAX). Remarks were presented by Los Angeles World Airports Executive Director Gina Marie Lindsey and Mexicana Airlines Vice President of Corporate Communications & Customer Service Adolfo Crespo.

The airline temporarily moved its check-in operations to the Lower/Arrivals Level in April 2007 to accommodate phased renovations of the terminal's entire airline check-in lobbies during the last two years. The ticketing lobbies are just one element of a \$752.5-million renovation of the Tom Bradley International Terminal. The new ticketing counters and check-in lobby feature bright, energy-saving lighting; upgraded check-in systems; new video displays to provide up-to-the-minute flight status; clearer public address system; and improved air conditioning. The overall TBIT renovations program is scheduled to be completed early 2010.

Mexicana used the occasion to introduce its new corporate colors and logo which are featured on the video displays behind the ticket counter. Mexicana is the busiest international airline at LAX.



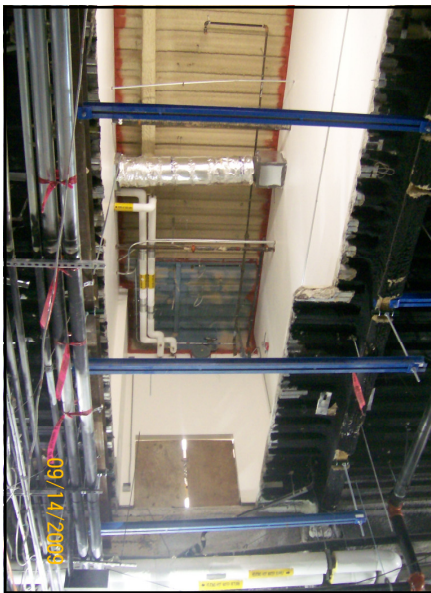
Mexicana Airlines COO Captain Felix Sanchez, Los Angeles World Airports Executive Director Gina Marie Lindsey, and Mexicana Airlines Vice President of Corporate Communications & Customer Service Adolfo Crespo at the Ribbon Cutting Ceremony.

## South Lobby Oversize Baggage Area Under Construction



Due to difficulties with oversize baggage deliveries to the Interstitial Level via Elevator 6 during construction, the Project Management Team and the Contractor have placed new emphasis on the completion of one of the two new Oversize Baggage areas before the upcoming holiday season. Current schedule is to complete the South Lobby Oversize Baggage area by December 10, 2009.

When operational, oversize baggage will be brought to the South Oversize Baggage area and given to the TSA for baggage screening with ETD machines. The cleared bags will then be placed on a 60" wide conveyor belt (OS-I) for transport to the Interstitial Level. The conveyor is designed to handle surf boards, golf clubs, and other large items common to TBIT. The belt will terminate along the east wall of the East Tug Drive, where baggage handlers will pick up the items for placement in containers or delivery to planeside.

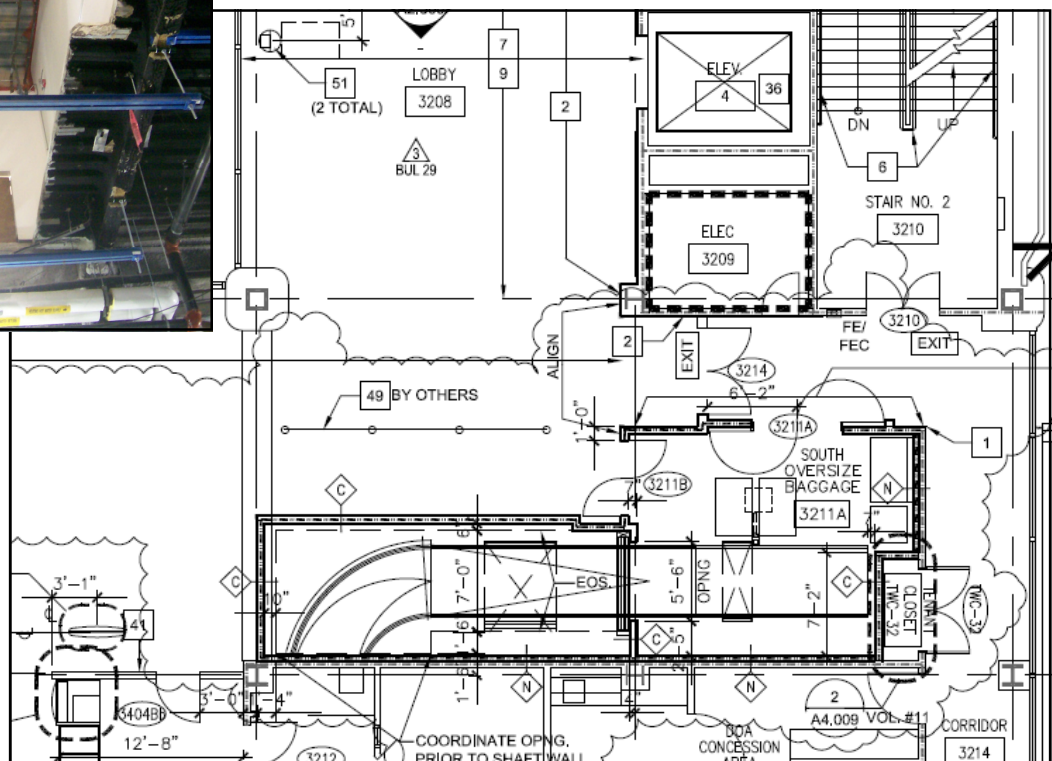


**Conveyor installation  
above Arrivals Lobby  
ceiling.**

**Departures Lobby floor  
opening as seen from  
below.**

Oversize baggage from the Interline Recheck area will be brought to the Departure Lobby Level 3 via Elevator 3 or 4 and delivered to the TSA at the South Lobby Oversize Baggage area for screening and placement on the OS-I conveyor.

Work has also started on the North Oversize Baggage area now that Mexicana has vacated the area required



**Floor Plan of South  
Oversize Baggage Area**

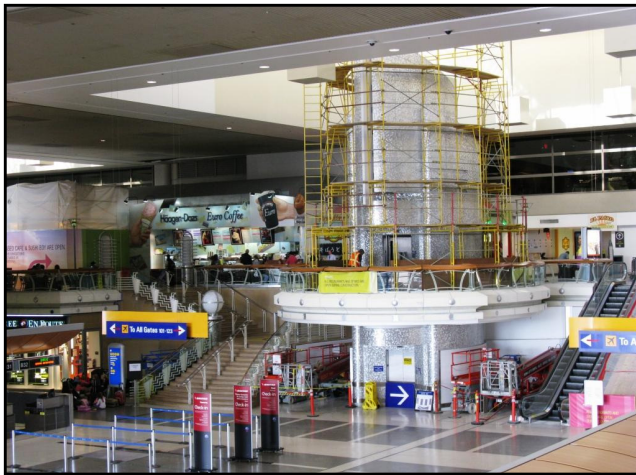
## Flower Kiosk Opens

The new flower kiosk in the Arrivals Lobby is open for business. **Petals** is a local concessionaire with a shop located approximately 5 miles from LAX. The flowers are provided “fresh” to the kiosk every day and **Petals** is open from 7:00am to midnight seven days a week. **Petals** is part of the new Enhanced Arrivals Experience (EAE) being developed by LAWA at TBIT.



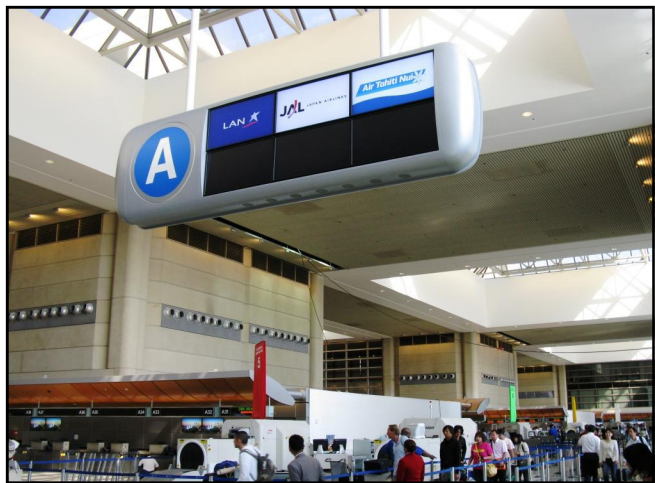
## Elevator 9 Renovation

The photo on the left shows the scaffolding being placed around Elevator 9 serving the mezzanine food court area. The exterior “skin” is being replaced as part of the WOW project and the elevator is being updated to current ADA specifications.



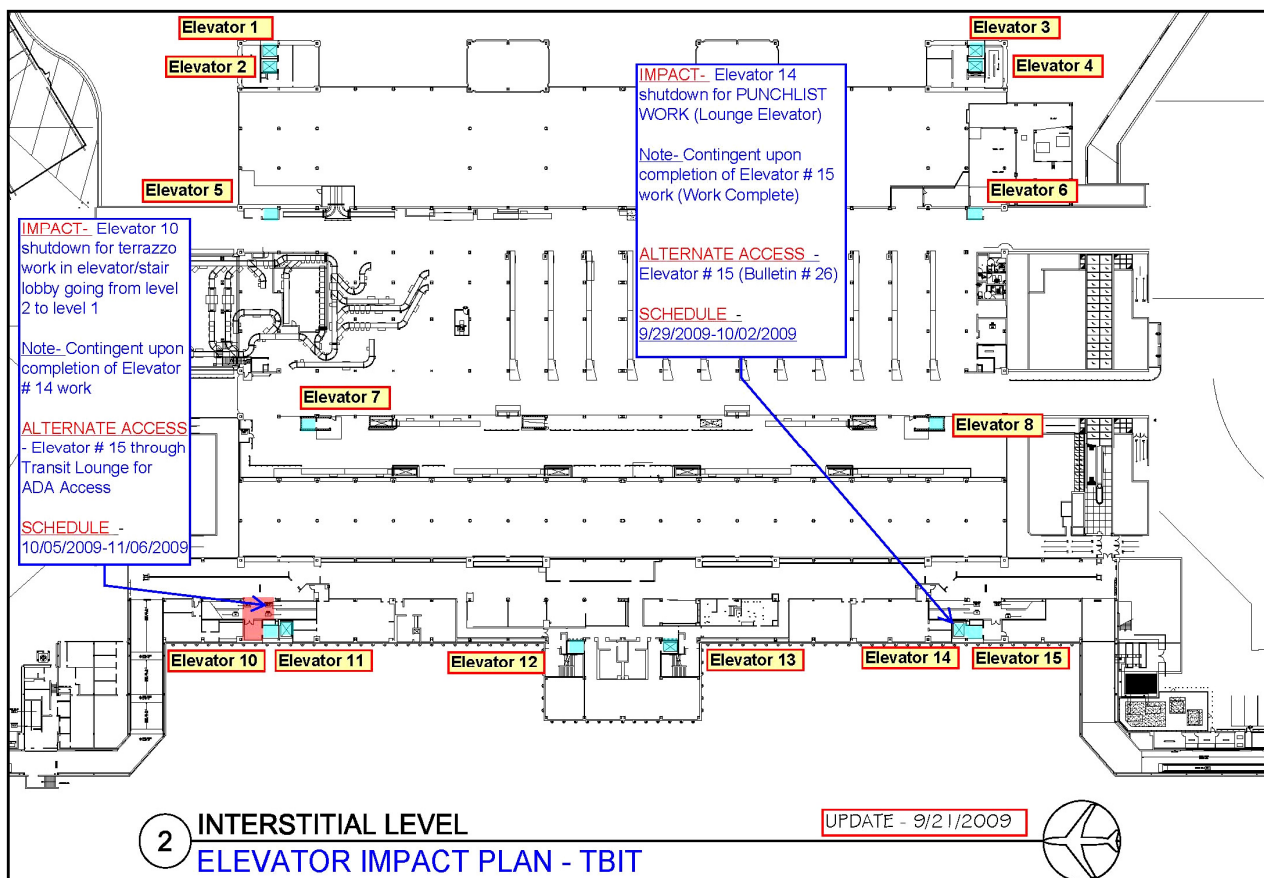
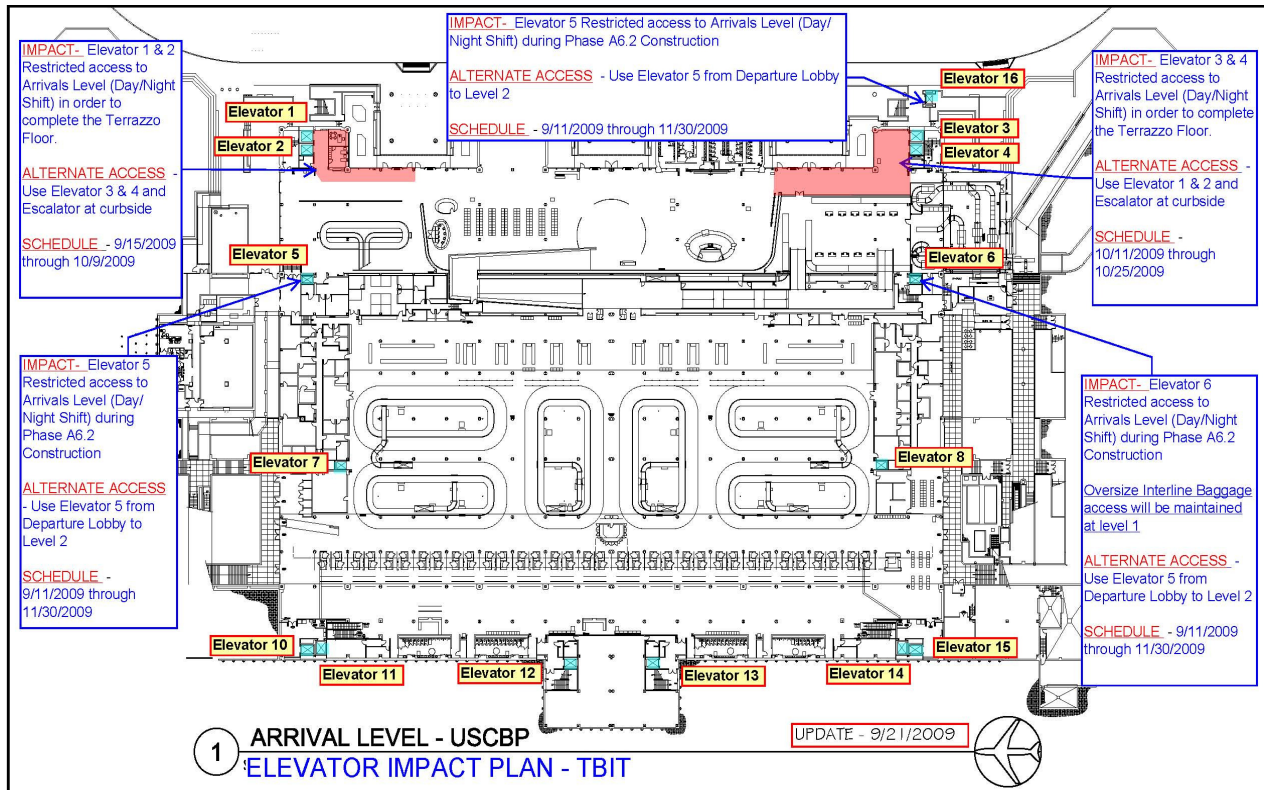
## Aisle A B20 Sign Activated

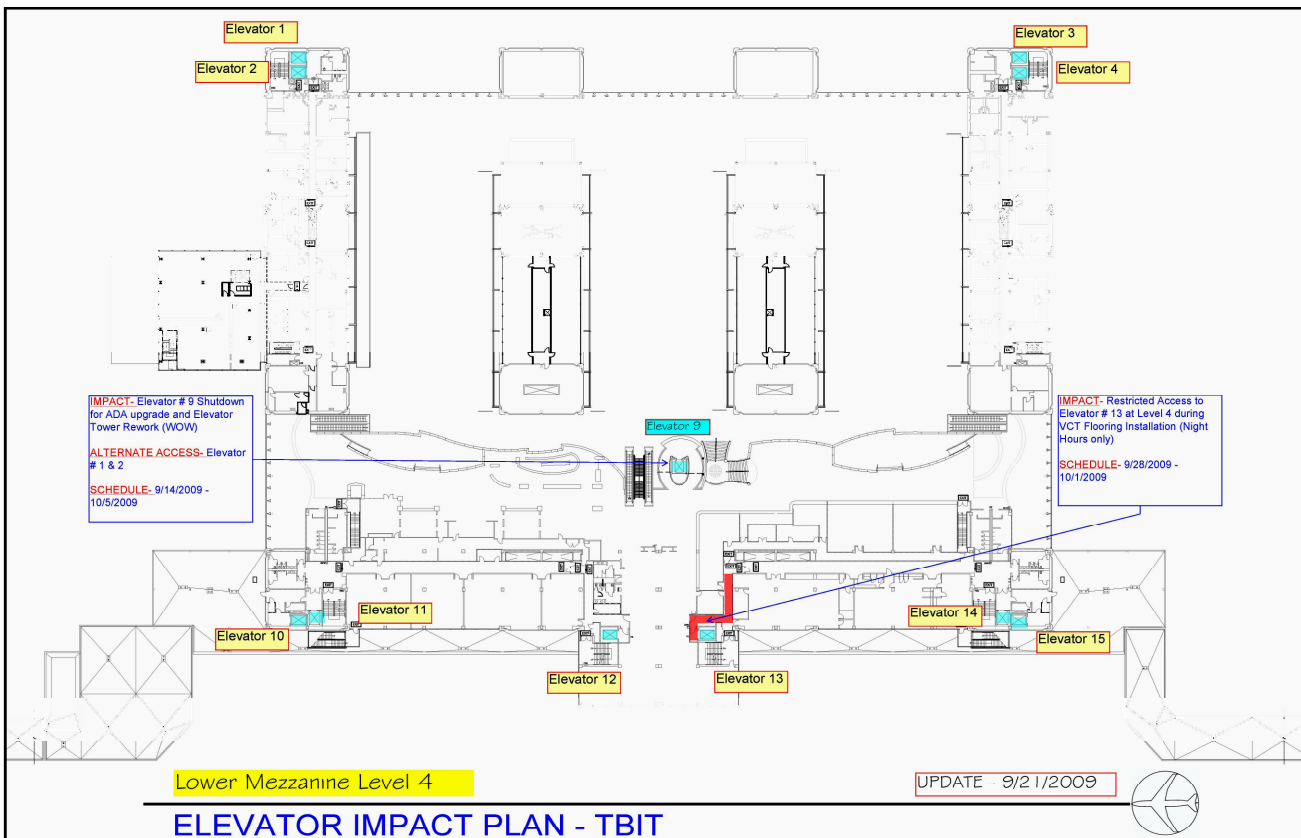
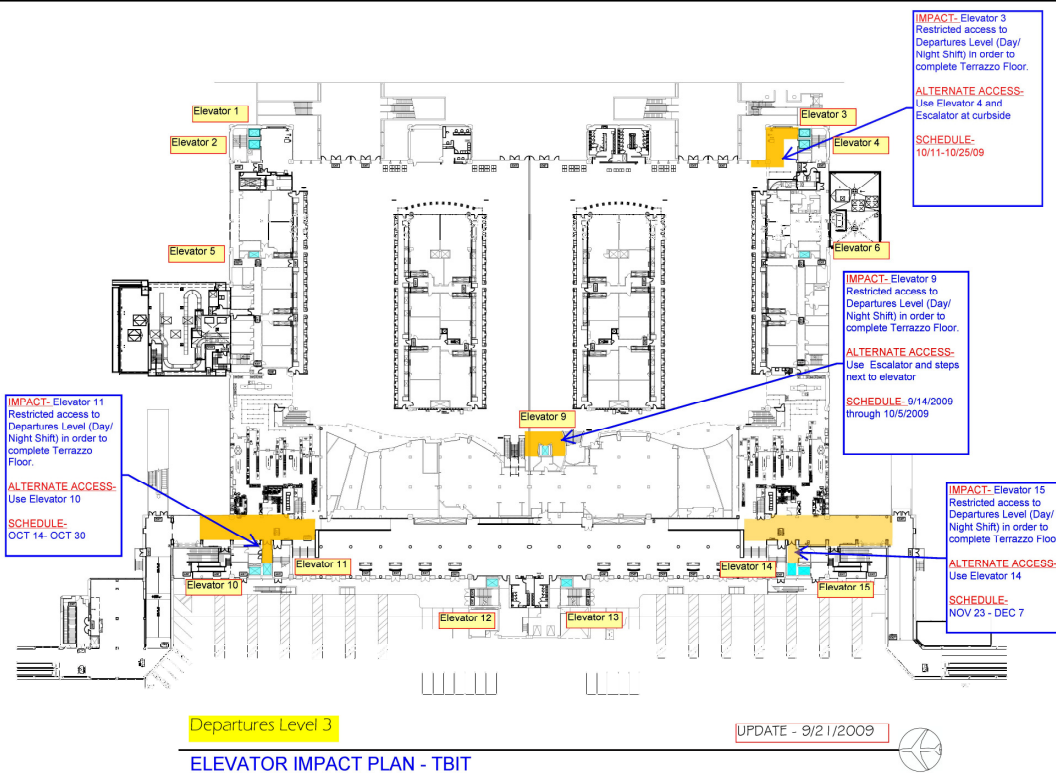
The first of the three (3) large B20 Aisle signs has been activated as shown in the photo to the right. The six (6) screens correspond to the six (6) banks of ticket counters on Aisle A, and display the logo of the carriers assigned to those ticketing positions. The logos appear when the counters are activated in accordance with LAWA policy, usually four (4) hours before scheduled flight departure. The B20 signs, which can be read from the opposite end of the Departures Lobby, along with the new Directory Signs, will enhance the ability of the passengers to find their airline location.

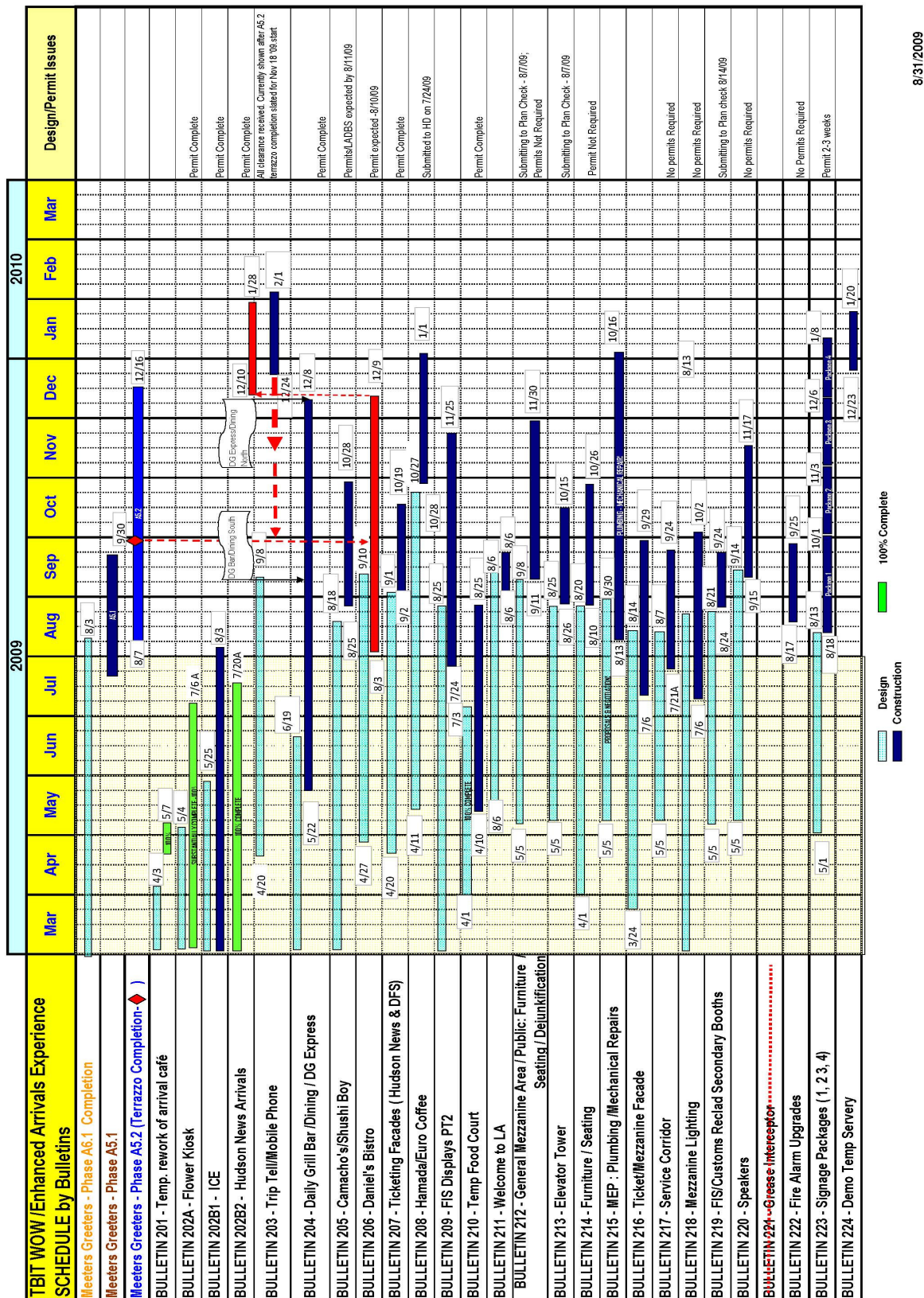


## Elevator Impact Plans (center section)

The project is currently finishing up the new terrazzo flooring work in the elevator lobby areas and also starting the ADA upgrades to the majority of the elevators. The plans shown in the center section of the newsletter show the four (4) main levels of the terminal and the elevator locations and number. The plans show the **IMPACT**, **ALTERNATE ACCESS**, and **SCHEDULE** for work to be accomplished in the near future. Please retain this section as a handy reference of elevator numbers and locations when LAWA and the PMT send out Disruption Notices informing the tenants of upcoming elevator work.









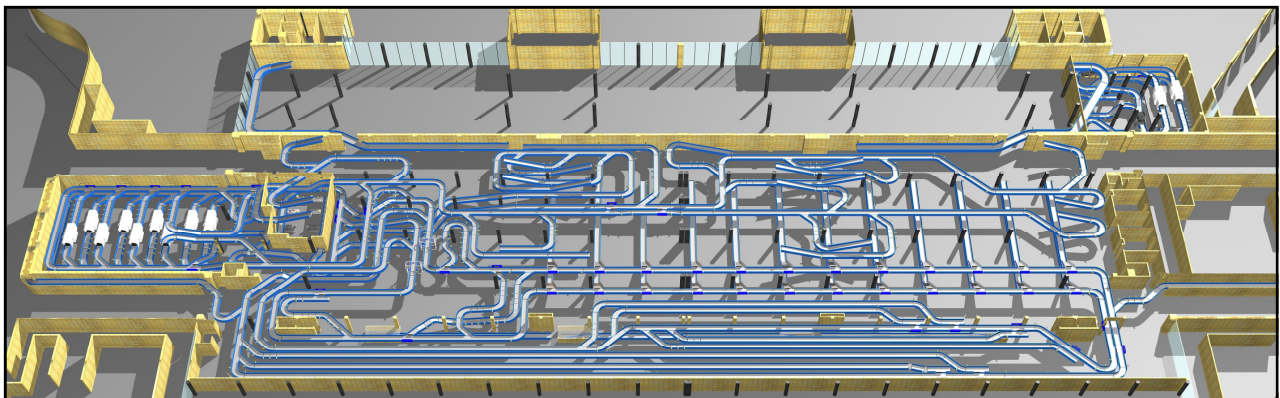
### Bus Gates Near Completion

The third and final phase of the Bus Gate renovation is nearing completion. The photo above shows the remaining gate area with new carpeting, ceiling, lighting, air conditioning, gate counters, glass back screens, and gate information screens (VIDS). The photo in the corner shows the new corridor with glass screening, terrazzo flooring and new lighting and signage. The photo on the right shows the restroom renovation with all new finishes and fixtures. The restrooms were totally renovated to remove all contaminated material and replace all piping and control valves.



### Interline Baggage Screening

A milestone was reached with the start of in-line baggage screening using the new CTX9500 machines shown in the photo to the right. The South Matrix Baggage Screening area, shown in the upper right corner of the 3-D diagram below, consists of four (4) CTX machines, two on the Upper Loop and two on the Lower Loop. Bags are now being screened using a temporary conveyor feed from the interline baggage drop-off area to the Upper Loop. The 2 CTX machines are processing bags much faster than the 4 old L3 units in the Arrivals Lobby, resulting in faster delivery of bags to the connecting flights.



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## Comments From the Executive Director

The "count-down calendar" in the construction trailer shows less than 130 days left until completion of the 42 month TBIT Refurbishment Program. I continue to be amazed by the fact that time has passed as quickly as it has, and that airlines, passengers, aircraft and all other stakeholders have survived these challenging times with minimal disruption and no major safety incidents. The fact that CMJV, the project contractor, has invested over one million hours of work with no lost time injuries is a testament to their commitment to safety. In addition, the project remains on track to achieve its LEED certification, contributing to the environmental commitment by the City of Los Angeles, and being one of the first major projects in the City to attain this internationally recognized rating.

As noted previously we're finalizing the construction phase of the project and moving quickly into implementation of key systems within the facility. Within the next 60 days major portions of the "in-line" bag screening and distribution system will become operational. The fact that TBIT is a common-use facility becomes even more evident as we convert to a bag system that is dependent upon the operating performance of all airlines within the terminal. The importance of "bag hygiene" including the proper placement of bags on the belts, the quality/clarity of the print on the bag tags, removal of old bag tags, assurance that bag tags are placed on the belt/tub so that they can be easily scanned, and confirmation that ALL crew bags have bag tags will improve the system perform-

ance for all TBIT tenant airlines. The design criteria for the bag system specify that no more than 4% of all bags require manual encoding. Airlines can have a significant impact on this performance requirement, and currently we have several airlines that have over 20% of their bags requiring manual encoding. Sub-standard performance in this area impacts the operating performance of the entire system, and can impact other airline operations. We will be working with specific airlines to address this issue, and solicit the support of all TBIT tenant airlines in this important area.



**Frank Clark**  
Executive Director—LAXTEC

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