



TBIT INBOUND WEST GATE BAGGAGE METERING PLAN

Procedures:

The following procedures refer to actions taken to mitigate congestion that affect the FIS hall and the interstitial bag area. The procedures in this document are not to over shadow the use of good judgment in the mitigation of congestion, but serve as a guide towards a coordinated effort between LAWA and others.

If there is congestion in the FIS hall:

CBP will advise LAWA personnel assigned to FIS to initiate the "Holds on Board" notifications when there are passenger congestion conditions in the FIS hall.

LAWA personnel will communicate the conditions to LAWA, airlines, and ground handler agencies.

If there is congestion in the Interstitial:

LAWA personnel assigned to the interstitial needs to communicate the condition to the contract bag coordinator, North and South Checkpoints, and LAWA Gate Control. LAWA Gate Control will communicate the condition to LAWA personnel at Checkpoint One.

If you are at the West Gates:

You are to respond to Checkpoint One which is located on Service Road Echo west of US Air Hangar. Ground Handlers responding to TBIT will be directed to hold containers until an "all clear" is announced. When conditions allow the ground handlers will respond to Checkpoints North or South. Checkpoint North is located at TBIT North entrance. Checkpoint South is located at TBIT South entrance.

If you are at a Front Line Gates:

The ground handler will hold the bags at the arrival ramp until an "all clear" is announced before responding to TBIT Checkpoints North or South.

The "all clear" will be determined by the CBP/LAWA for FIS hall and LAWA personnel in the interstitial area. CBP/LAWA will provide an update to Gate Control for notification to affected airlines and ground handlers.

Description of Areas and Duties:

Checkpoint One is located on Service Road Echo west of US Air Hangar.

LAWA personnel assigned will conduct enforcement activities including but not limited to restricting carriage of no more than three carts or containers for ground equipment routed to the



TBIT bag room. The staging area will be marked to accommodate eight ingress and egress lanes of 85 foot long dolly trains. This area will be used to drop/go and return or hold for clearance to TBIT. There will be no long term storage of equipment at this location.

Checkpoints North and South are located at the TBIT interstitial entrances

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The checkpoints will serve as the secondary check to ensure that only three baggage containers or carts enter baggage drop off area.

Interstitial Area LAWA Interstitial Personnel will be physically located in the bag room area partner with the bag coordinators, ground handlers and the LAWA Checkpoint personnel.

Interstitial Personnel will announce the beginning or the end of the metering process based on conditions in the bag room. Ground Handlers will be required to remove the containers/carts upon completion of unloading.

LAWA Gate Control personnel will provide communications to all parties including CBP, airlines. This agency have closed circuit camera capabilities, and manipulates the GMS software and coordinate activities as needed.

LAWA FIS Personnel will partner with CBP and provide updates on passenger activity and communicate conditions to LAWA Gate Control personnel.

CBP will sequence arrivals into to the FIS hall as a result of events such as aircraft, passenger or baggage holds.