



JUNE 2007

The Future of LAX

Los Angeles International Airport (LAX) is ranked fifth in the world for number of passengers and tonnage of air cargo handled, and its popularity shows no sign of decreasing. An LAX Master Plan process was created to explore ways that our region can meet projected needs for air transportation while balancing those needs with the concerns of airport area communities. Join us for an update on this project and learn about key issues currently impacting the airport, including, construction at the South Airfield to accommodate future arrival of the Boeing A380's, the push for a consolidated car rental facility, and the plans for the aging Tom Bradley International Terminal.

Guest Speaker

Jim Ritchie

Deputy Executive Director of Long-Range Planning, Los Angeles World Airports

Jim Ritchie has served in the position of Deputy Executive Director of Long-Range Planning since November of 1999. His responsibilities include the modernization of Los Angeles World Airports' (LAWA) four airports: Los Angeles International (LAX), Van Nuys (VNY), Ontario International (ONT), and Palmdale Regional (PMD) Airports. The LAX Master Plan process was approved in May, 2005. The airport master planning process is currently underway at Van Nuys, Ontario, and Palmdale Airports.

Professional Experience

Ritchie has 32 years of aviation experience, as well as extensive strategic planning experience. He is the former General Manager of Mercury Air Center at LAX. Prior to joining Mercury, Ritchie was Orange County's Program Manager for the development of the Base Transition Plan at El Toro and the Cooperative Agreement with the Department of the Navy. Ritchie was also the U.S. Marine Corps' West Coast Director for all Base Realignments and Closures (BRAC). He completed the master plans and environmental documentation for the Miramar and Camp Pendleton airfields and was responsible for the closure of the former air stations at El Toro and Tustin, California. This was the largest BRAC action in the U.S. Department of Defense, calling for the relocation of 10,400 Marines and 335 aircraft on a budget of \$943 million.

Educational Background

Ritchie earned a Bachelor's degree in Social Sciences from California State University, Long Beach (1966); a Master's degree in Systems Management from the University of Southern California (1975); a Master's degree in National Security and Strategic Studies from the Naval War College, Newport, Rhode Island (1988); and a Master's degree in International Relations from Salve Regina College, Newport, Rhode Island (1989). He also completed a fellowship in Foreign Politics and the National Interest from the Massachusetts Institute of Technology (1990).

Personal

As a former U.S. Marine Corps Colonel and Naval Aviator, Ritchie is also a Vietnam veteran with two overseas tours and 740 combat missions. In addition to his military background, he has both an FAA Airline Transport Pilot Rating and a Certified Flight Instructors Rating. He is married with two daughters and three grandsons. Ritchie's hometown is Burbank, California.



VENUE

Welcome to the Crowne Plaza Hotel - Los Angeles International Airport (LAX)! Our 613 room, full- service hotel is the gateway to Los Angeles. Located on Century Blvd, less than one mile from the LAX terminals, with 24-hour complimentary shuttle service to and from LAX!



MAP AND GENERAL DIRECTIONS

FROM EAST: FOLLOW SANTA MONICA FWY (10) WEST TO SAN DIEGO FWY (405) SOUTH EXIT AT CENTURY BLVD AND TURN RIGHT. FROM WEST: FROM L.A. INTL APT FOLLOW CENTURY BLVD 1/2 MILE EAST. FROM N OR S: FOLLOW SAN DIEGO FWY(405) SOUTH TO CENTURY BLVD EXIT.

Tom Shaw, The Westin Bonaventure Hotel for hosting the LABTA Trade Show

Mark Thorpe, Los Angeles World Airports - Corporate Sponsor and Trade Show Sponsor

THANK YOU S

Special thank you to American Airlines, Red Carnation Hotel Collection and Music Express World Wide for providing items for the Golden Ticket.

Special thank you to the trade show committee: Kathy Hoskanian, Scott Pickard, , Kelly Beaver, Joanna Harris, Margarita Diosomito, Maureen Hawkins, Kerry Flowers, Marite Vella, Dorothy Froix, Tom Shaw, Jody Flowers, Jean-Pierre Gaspar, Bill Shaw, Cindy Law Tang, Norm Hawes, Chad Newberry, Nancy Legoff, Carol Ann Bakeman, John Mariani, Jo Moyer, Amy Tsui, Nicole Props, Lenny Ruth, Dave Colucci, Autumn Ashton, Ryan Kenney, Jessica Sterusky, and Yuki Smolin.



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Photo Gallery





Releases

TSA Reminds Passengers: Be Prepared for Security this Summer Travel Season
Security Checkpoints Nationwide Will be Fully Staffed and Ready for Travelers
May 24, 2007

Contact: TSA Public Affairs
(571) 227 2829

WASHINGTON — As the busy summer travel season begins, the Transportation Security Administration (TSA) reminds travelers to be prepared and plan ahead for security. Passenger preparedness for the security process can have a significant impact on wait times at the checkpoint.

Officials from TSA, airports and major airlines anticipate high numbers of passengers between Memorial Day and Labor Day weekends. TSA is prepared for summer travel and is working with aviation industry partners to ensure the highest levels of security and customer service for travelers. Many resources are available at www.tsa.gov including travel tips, historical airport-by-airport wait times and a detailed list of prohibited items.

"TSA works closely each year with our partners in the air travel industry to effectively manage high summer travel volumes. We are fully staffed and prepared to handle the greater volume of passengers this year," said Kip Hawley TSA administrator. "Travelers can control the length of their own wait time by being prepared when they reach the security checkpoint." Through innovative staffing and scheduling models, TSA is able to maintain consistent peak wait times at the busiest airports in the country throughout the summer travel season. However, wait times do vary by airport, checkpoint and time of day.

TSA reminds passengers to:

Follow 3-1-1 for liquids in carry-ons:

Remember the 3–1–1 rule for carrying liquids, gels and aerosols through the checkpoint.

3 ounce bottles or less for all liquids, gels and aerosols placed in

1 quart-sized, clear, plastic, zip-top bag;

1 bag per passenger placed separately in a security bin for X-ray screening.

The liquid restriction applies only to carry-on bags. Passengers can pack larger quantities of liquids and gels in checked baggage. The liquid ban was instituted last August following the London liquid explosives plot and adjusted in September to allow travel-sized liquids through the checkpoint. Allowing only one, quart-sized plastic bag per person limits the total liquid volume each traveler can bring through the checkpoint.

Be prepared for screening. To maximize efficiency at the security checkpoint avoid wearing clothing with metal and stow all metal items in your carry-on luggage.

Removing footwear for X-ray screening is required. Wearing footwear that can be easily removed helps speed the process. When approaching the security checkpoint, passengers will be asked to present a boarding pass and a government-issued identification. Keep the boarding pass out and available throughout screening.

Be flexible. TSA's layered security approach is designed to be difficult for terrorists to manipulate. This approach includes elements of unpredictability which means that passengers may encounter slightly varied processes from checkpoint to checkpoint.

Prepare before getting to the airport. Travel tips for parents, persons with special needs and the general public, lists of prohibited items and much more can be found on the TSA Web site at www.tsa.gov. Knowing what to expect makes the process easier.

Handle prohibited items properly. Remember that firearms, ammunition and knives are prohibited at the passenger checkpoint. Self-defense sprays and other potential weapons also are prohibited. Go to the TSA Web site at www.tsa.gov for a complete list of prohibited items.

All fireworks are explosive materials and are not permitted in checked or carry-on baggage.

Firearms and ammunition must be properly packed in checked baggage. Firearms must be unloaded, placed in a locked, hard-sided container and properly declared to your airline.

For more information, visit the TSA Web site at www.tsa.gov.



FAA acts to cut weather-related summer woes 'Airspace flow program' lets airlines choose between longer routes, delays

AP Associated Press Updated: 5:38 p.m. PT May 23, 2007

WASHINGTON - With a record number of flights expected this summer, the Federal Aviation Administration said Wednesday it would expand the use of an air traffic control strategy intended to minimize weather-related delays.

The agency's "airspace flow program" allows airlines to choose between flying longer routes to avoid stormy weather or accepting delays that are aggravating for fliers and costly for the industry.

"If your flight isn't scheduled to fly through bad weather you don't have to sit on the tarmac," FAA Administrator Marion Blakey said in a prepared statement. "If it is (affected by bad weather), your airline has the choice of taking a delay... or flying around the storm."

The program was introduced last year in seven high-traffic, air-travel regions in the Northeast, reducing delays due to bad weather by 9 percent, the FAA said. This summer the program will be used in a total of 18 regions, including parts of the South and Midwest.

The winter storms that blasted the Midwest and Northeast in February wreaked havoc with travelers and airlines alike. The snowstorm created a travel meltdown for low-cost carrier JetBlue and complications for other airlines. Delays and cancellations caused millions of dollars of losses and created an overflow of customer dissatisfaction from disgruntled travelers that were kept on JetBlue planes in New York for as long as 11 hours.

The FAA, which developed the program with input from industry representatives, estimated the program will save \$100 million per year in reduced costs for airlines and the public.

Sid McGuirk., associate professor of air traffic management at Embry-Riddle Aeronautical University in Daytona Beach, Fla., credited the FAA for its pragmatic approach to maintaining high safety standards, while addressing the complaints of airlines and corporate jets who felt many flights were being grounded unnecessarily.

"In years past they've erred on the side of caution, and the users have been screaming," McGuirk said. "This is a cautious move towards allowing the users to access the system in a way that doesn't overload the system and doesn't create a dangerous situation."

However, the National Air Traffic Controllers Association, the union that represents air controllers, says a shortage of air traffic controllers will make summer delays inevitable.

"You've got to have more controllers," said Doug Church, spokesman for the controllers union, which is seeking to restart stalled negotiations on a new contract. "They're going to be working tired."

So far this year, Blakey said, U.S. carriers are off to a "tough start" with 13 percent more flight delays between January and April.

The FAA's actions came as the Air Transport Association, the airline industry's main trade group, forecast that a record number of airline passengers would fly during the Memorial Day holiday weekend and throughout the summer.

For a 10-day period around Memorial Day, the association predicts 21.4 million passengers worldwide will travel on U.S. airlines, up 3.3 percent from last year. Between June and August, the association forecasts 209 million passengers, up 3 percent from last year.

James May, the group's president, said in a statement that airlines "are maximizing their efforts to ensure that operations run smoothly for our customers."



Passport Production at Record Levels to Meet Demand

The Department of State set new records in March and April, issuing more than three million passports to Americans planning international travel. With passport demand at record levels, passport production time averages 10-12 weeks. Americans should apply at least twelve weeks before they plan to travel.

Passport Production: For the first seven months (October through April) of Fiscal Year 2007, the Department issued 8.6 million passports. This is a 33 percent increase from the same period last year and is more passports than were issued in any single full year before 2003.

Arkansas Passport Center: The newest passport mega-processing center, in Hot Springs, Arkansas, began pilot operations on March 27 and ramped up production in April. When the Center reaches full capacity by the end of 2007, the Center will be able to produce more than 10 million passports per year. The Center has already printed more than 80,000 passports for American citizen travelers.

This center represents a dynamic, new approach to the production of passports for Americans. Other domestic passport agencies will electronically transmit approved applications to the Arkansas Passport Center, which is dedicated solely to printing and mailing out large quantities of passports. By centralizing passport printing the Department will focus resources at other agencies on processing and adjudicating more passport applications.

Increased Staffing: Aggressive recruitment brought 170 new government and contract employees onboard during March and April, and retirees with passport adjudication experience are returning to help our efforts. The Department continues to recruit qualified personnel to meet America's demands for passports.

Regional Agencies Working Overtime: Employees at the 18 Passport Agencies nationwide continue to work overtime daily and on weekends to process applications to meet Americans' travel plans.

Expanded Call Center for Information and Appointments: In addition to its regular business hours, 6 a.m. until midnight, Eastern Time, Monday through Friday, the National Passport Information Center (1-877-487-2778) is open Saturday and Sunday from 9 a.m. to 5 p.m. for customer inquiries and information. The Center has more than doubled its staff in order to meet public demand and continues to recruit and train new customer service representatives.

Increased Phone Staff: On top of their regular duties, State Department employees are volunteering on special telephone task forces to answer questions and help Americans get their passports. The Department has installed high-capacity telephone lines to increase the volume of telephone calls it can receive, with plans to further expand capacity as needed.

Increased Desk Staff: Qualified State Department employees are working on daytime, evening and weekend task forces at the Washington Passport Agency and the National Passport Center in New Hampshire. These staffers, who supplement the Department's expanding corps of passport specialists, have approved more than 55,000 applications since mid-March.

Important Points for Travelers

Applicants should be sure to check their applications against the checklist at <http://travel.state.gov/passport>; 13 percent of applications are delayed by simple errors such as not signing the application, forgetting to include a check for the applications fee, writing a check for the wrong amount, or submitting a photograph that does not meet Department specifications. Applications that use the secure online form (first time applicants: <https://pptform2.state.gov/DS11/MainDS11.aspx>; renewal applicants: <https://pptform2.state.gov/DS82/Eligibility.aspx>) will be processed more quickly.

Travelers can check the status of their passport applications online at http://travel.state.gov/passport/get/status/status_2567.html. Information on routine applications is normally available online approximately four weeks after the application is submitted. Information on expedited applications is normally available online approximately one week after the application is submitted.

Those who have applied and are leaving within two weeks can visit http://travel.state.gov/passport/about/npic/npic_896.html to send an email inquiry to check the status or call the National Passport Information Center at 1-877-487-2778. Other travelers may leave the phone lines open for those with immediate travel needs.

Travelers who have not applied for passports to date should allow at least 10-12 weeks for standard passport processing and 2-3 weeks for expedited processing. Information on how to apply for a passport, including how to expedite processing, is available at <http://travel.state.gov>. Applicants requesting expedited service must write "EXPEDITE" on the outside of the envelope containing their application.



Stressing Pandemic Preparedness

by Corrie Dosh Source: management.travel

May 23, 2007 • Miami - International business travelers worry about terrorism and personal safety, but most incidents reported by travelers to their companies are related to medical and health emergencies, experts said this month. According to a survey by New York-based Ultramar Travel Management of 1,717 travelers who make more than five trips a year, there was a 25 percent increase last year in the number of reported incidents compared with 2005. The survey also found a 45 percent increase in the number of incidents resulting in death reported during 2006. Among 50 million trips made to developing countries last year, 8 percent had some sort of emergency, the poll found. Peter Klebanow, CEO of Ultramar and worldwide chairman of GlobalStar (a travel management company network), said survey respondents named theft and terrorism as their greatest perceived threats, but reported that 40 percent of actual incidents were identified as medical- or health-related. Klebanow was participating here in a panel discussion on the role of the corporate travel department in business resiliency and risk management, during an Association of Corporate Travel Executives conference. According to Ultramar's survey, 56 percent of respondents said they were aware of their company's preparedness plan in case of disaster or terrorism, and 43 percent had actually read the plan. Mass health threats, such as the avian influenza pandemic, are fading from media headlines and public awareness as time passes without incident, but panelists said the question is not "if" a pandemic will strike, but rather "when" it will happen and how prepared companies are to handle it. Paul Schnizler, senior manager of travel services, employee reimbursement and administration for Bedford, Mass.-based Mitre Corp., told Management.travel that while his company may be well prepared for a pandemic, he needs to ensure his vendor partners also have contingency plans in place. Mitre is a not-for-profit developer of information technology services and systems engineering for U.S. government departments and agencies. "One of the national sections of my individual department's plan is to identify all of our suppliers and our points of contact that we deal with so that we can reach out to them when we're having a situation," Schnizler said. "The question that I have yet to ask my suppliers is: 'What will they do in a crisis that interrupts their own operations?'" While the company has a travel agency representative on site, Schnizler said a call center could support the travel department in case onsite operations cease. However, Mitre needs to understand back-up plans created by the TMC in case its call center halts operations, as well, he said. With three to four major pandemics occurring in the past century alone, preparing for a major global health risk is a key part of Mitre's business continuity plans, said Jim Hallo, director of corporate security. "We've dodged the bullet, so far, and people lose interest," Hallo said, adding that while personal security is foremost in travelers' minds, health issues are more complicated. When a pandemic occurs, travelers are at the mercy of local health institutions. "The reaction by many governments is to isolate, to restrict either access or egress from the country," Hallo added. "One of the concerns in a pandemic is that not everyone shows symptoms, so you may be a carrier of the influenza but not demonstrate any symptoms." Like other major emergencies that could affect business operations, a pandemic would require many employees to work from home, Hallo said. Mitre has met this need by equipping more than 80 percent of its employees with laptops and other remote equipment. "Most of our investments have been to enhance the ability to work almost anywhere," Hallo said. Jim Lennon, global travel leader for New York-based PricewaterhouseCoopers, said his company holds regular drills to prepare employees for emergencies and review contingency plans. The travel department works with the company's security department to ensure employees are safe. "Security brings it all together, but you need to have participation from everyone," Lennon said. "There's a lot involved in keeping the business going." Lennon said PwC's travel department plays supportive roles during emergencies, helping identify where employees are and communicating advisories and other information to them. The ultimate authority on travel restrictions, though, is the corporate security department, he added. "You can't stop people from going to places; if they want to go around you, they can do it. Typically they don't, but it's always a possibility," Lennon said. The PwC travel department holds a global planning call each month, and a security briefing is always on the agenda, he said. "It's typically pandemic-related," said Lennon. At many companies, the security department is in charge of business resiliency planning, but Mitre's Schnizler said the travel department plays an important role in mitigating risk through consolidating the number of travel suppliers. "Imagine trying to support travelers when you're in crisis and you're in a company where everybody is allowed to book anything they want, wherever they want, however they want" Schnizler said. "There's a huge amount of benefit to having a managed travel program with key suppliers that have a global reach for you."