



Operations Memorandum

To: CVG Airlines and Tenants
Subject: CVG BHS Ops Return Plan
Date: June 2, 2020

COVID-19 RESPONSE: CVG BHS OPS RETURN PLAN

As CVG begins to see increases in passenger volume in the wake of COVID-19, KCAB has worked in collaboration with airline and TSA leaders to establish an operational to maximize staffing availability and efficiency in the baggage handling system. The following details the strategic changes being made in the baggage handling system to handle the increase in volume and the effective dates and hours that the policy will be in place. **Airlines are asked to continue to share projected bookings and/or full-day load factor** so that operational adjustments can be made should the campus experience COVID-related staff disruptions. **Please send this daily to KCABresponse@cvgairport.com.** This information will be used for INTERNAL purposes only. KCAB will continue to work closely with TSA to monitor baggage volume and determine the needs of the system.

Effective Wednesday, June 3rd, 2020

Opening to 1800 Daily

- Pair EDS screening units 1&2 and 3&4 for alternate day use, or combination thereof. TSA and ABM will determine daily which units are best utilized.
 - o Requires only 1 ABM to monitor and prevent jams; reallocate the other ABM staffer.
 - o Tracking improvement and less complexity; reduces four lanes merging down to two onto the single exit lane.
 - o Incremental power savings to be gained from units being in standby or power-down modes.
- Route all bags to Concourse A for the near-term until longer-term operational volume is determined.
 - o Place tilt-tray sorter in standby mode.
 - Reallocates 1 ABM staffer from the manual encode perch to work on / monitor other system functions.
 - Variable 15-20% of Concourse A bags are routed onto the Sorter; if not familiar, an ABM staffer must hand code routing of these bags.
 - Volume routed to the tilt tray is often a result of poor bag tag legibility and bad scan on the older section of the system.
 - Downtime will permit personnel to conduct tag quality audits in the coming weeks.
 - Incremental energy and associated costs savings from limiting sorter operation.
 - Sorter still to be exercised to ensure return to service capabilities when warranted.

- Minimize the overall risk to BHS operations by reducing use of the vulnerable Tilt Tray portion.
- Increase any interim maintenance opportunities that may exist with available down-time to work on specific lines, carousels, functions.

1800 to Closing Daily

- Consolidate operations to T-drive.
- All checked bags to be sent down the oversize belts on East and West ticketing.
- Regular induction lines will stop until the following morning.

*Remember that the system will need to 'purge' any bags were inducted on the regular lines up to 1800; these bags will still be routed to Concourse A. We recommend using your internal radio communications between ticketing and bag/ramp to confirm when last bags are sent on the regular lines.

Note: All inbound operations can go to normal drop off points.