

BAE Engineers Conduct Study

GTAA Approves Baggage Solution for Toronto's T3

Work is almost complete on a new baggage handling system in Terminal 3 at the Lester B. Pearson International Airport in Toronto.

The Greater Toronto Aviation Authority (GTAA) commissioned BAE to install the outbound system as part of an extensive development plan by the airport.

"The airport authority contacted us to seek help with the situation they faced," said John Gude, director of marketing and business development. GTAA's expansion plans include building a new terminal where Terminals 1 and 2 now stand.

"They want to temporarily relocate the air carriers that currently operate out of Terminal 1 to Terminal 3."

BAE was able to provide a solution. Last July, BAE's engineers conducted a study for GTAA to determine the capacity of the Canadian Airlines domestic outbound baggage handling system at Toronto's Terminal 3. The study allowed BAE engineers to come up with a plan to increase the throughput of the baggage handling system to be used by Canadian Airlines at the terminal.

The plan includes adding 20 ticket counter positions, 20 scale and dis-

Please see Toronto System on page 4



BAE is exhibiting a dramatic new 400 sq. ft. trade show booth this year as part of the company's image campaign. The booth was unveiled at Hamburg, Germany, in February, and has been displayed at additional trade shows in Nashville and Orlando. It features an illuminated logo atop a 14-ft. tower.

BAE Selected Over 3 Competitors

Orlando Project on Fast Track for Delta, United, and Others

BAE has been awarded a \$5 million contract to provide baggage handling equipment for the Orlando International Airport. The general contractor on the project, HDC - A Joint Venture, awarded BAE the contract after reviewing bids from four major baggage handling manufacturers.

BAE will add baggage handling capacity to Level 1 of Terminals A and B at the Orlando airport, with conveyors to feed from new Level 1

counters to Level 2. The project includes the addition of 3500 feet of conveyor, with five standard and five over-sized check-in conveyors, laser scanners, Super-Pusher sortation systems, and upgrades for Delta Air Lines. Also, a new ticket counter conveyor and a new curbside conveyor will be added to the south central area of Level 3.

"We have already started work on the Orlando system, which is sched-

Please see New Equipment on page 4

Live Data Entered

Pre-Production BaaN Pilot Produces Significant Results

Implementation of BaaN, the Enterprise Resource Planning (ERP) system that will soon revolutionize the way BAE does business, is scheduled to begin by the end of the year. Actual data is now being entered into the system in anticipation of going live with the new software system.

"Entering the live data into the system, such as open projects, open work orders, open financials and inventory levels, is the largest task involved in the conversion from the old system to BaaN," said Sarah Keyser, ERP team member.

Currently, static data such as Bill of materials (BOMs), item masters, supplier data, customer information and a chart of accounts, is being entered into the system by employees. Data entry will continue up to and beyond the actual launch of BaaN.

Meanwhile, the ERP team has been testing a Pre-Production Pilot (PPP) many times over, adding more components and larger volume to the project each time they run the pilot. The pilot allows team members to take a project through the system from beginning to end, building the cost structure for the project, generating a demand, processing work orders, purchasing materials and billing the customer.

"We've been able to run through all the major processes - involving

sales, finance, manufacturing, and project management - with very encouraging results," said Chuck Sharp, Director of MIS.

Training materials are also being prepared in order to bring BAE employees up to speed with the system before going live. Procedures on how to use BaaN within specific departments are already being documented to prepare for the training period.

"People will spend less time processing information and more time analyzing," Keyser said. "For example, planners normally spend a significant amount of time generating work orders. With the ERP system in place, these work orders will automatically be generated, leaving planners more time to deal with capacity issues, such as how resources are used."

The BaaN NT software will run on a Microsoft SQL 7.0 database environment. The MIS group has already set up the hardware for the system, which is located in the new computer room.

"The best thing for us to do is to prepare every scenario possible before going live with the system," Keyser said. "This basically assures that we will have a smoother transition when we actually do convert over to the new system."



Following are responses to just a few of the suggestions received by the ERP team:

"Many of our drawings are difficult to interpret."

As part of the implementation of the new ERP software, the engineering department is redesigning the way drawings are developed and establishing guidelines that will provide a solid foundation for the future. Many of these changes will be implemented within the next few months, so we will all see a significant improvement.

"We need a way to return parts to inventory."

When the new BaaN software is brought online, many of the processes that need to be revised will change. The ERP team is working behind the scenes to develop all of the data elements necessary to ensure a smooth transition. One of the processes that will be introduced will be a method to inspect and return material to inventory whenever it is required.

"A special coding is needed to locate the names of all BAE's traffic carriers."

Part of the BaaN software provides a series of special codes that will allow a variety of data elements to be sorted for various tracking reports. As these codes are developed over the next few months, they will provide us with the ability to generate this type of data.

The Conveyor is published every other month by the Corporate Communications Department of BAE Automated Systems, Inc., 2525 Carter Drive, Carrollton, TX 75006.

Denise Witt

Editor

John H. Carrell, Jr.

Graphics

Entire contents copyright © 1998, BAE Automated Systems, Inc. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, printed, electronic, mechanical, recording, or otherwise, without the express written consent of BAE Automated Systems, Inc.

BAE Employees Offer Suggestions

Heathrow System Fine Tuned, Running at Optimum Rate

BAE's transfer baggage system at London Heathrow airport is now achieving near 100 percent availability rate, according to recent reports.

System performance increased from 99.1 percent to more than 100 percent availability recently, as the optimum level of Telecars available per hour has been achieved. The system now uses 440 of the destination-coded vehicles to move more than 70,000 bags per week between Terminals 1 and 4.

Employees Share Suggestions

In related news, BAE Heathrow personnel are finding new ways to keep the Heathrow baggage system operating at peak performance, while involving employees in the process. The Heathrow office recently began a program to award employees who come up with suggestions on maintaining and operating the system.

"Employees are encouraged to submit ideas to improve system performance," said Stuart Pearson, director at BAE's London office. "Employees with the best sugges-

tions are awarded prizes based on what they submit."

Jay Yadav, maintenance technician, is the first employee to receive an award. He submitted several suggestions, one of which is being presented to the British Airport Authority (BAA).

"The level of suggestions being made is very encouraging," said Mick Stafford, operations manager. "We will certainly utilize these and propose them to the customer along with a cost estimate of what the savings would be and what it would cost to install or implement the program."

BAE's London office employs 58 people, most of whom operate and maintain the baggage transfer system at the Heathrow airport.

"The suggestion program is a good way to get our employees to participate in the way the company is run," Pearson said. "Not only do they get recognition, but it may also result in a cost savings for both the company and our customers."



Stuart Pearson (L) and Mick Stafford (R) present an award to Jay Yadav for his winning suggestions at BAE's Heathrow office.

New People Added at Carrollton, Denver, Kentucky

Ray Castagnaro came onboard Oct. 28 as Project Manager. He is a graduate of Rutgers, The State University, in New



Jersey. He spent six years in the U.S. Air Force, where he flew the F-4E Phantom II Fighter and attained the rank of Captain.

Ray is now involved in the U.S. Air Force Reserves and the Air National Guard. He has extensive program and contract management experience with aerospace companies such as Honeywell and Coltec Industries.

Materials Manager

George Smith joined BAE as Materials Manager July 30. He holds a BS degree in



Manufacturing Management Science from Eastern Connecticut State University. He worked for Pratt & Whitney

for 18 years and has eight years management experience.

New Buyer

Richard Moore joined BAE on Oct. 12 as MRO Buyer. He spent the last three years in Seattle, Wash., as Operations Manager for Falcon Industries. He also served in the US Army as Maintenance



Manager/Logistics Expert. He graduated from the University of Texas at Arlington in 1991 with a BA in sociology.

(Please see 34 People Hired on page 4)



New computer room on second floor at BAE corporate headquarters in Carrollton provides better utilization of space and more centralized control.

New Equipment Installed at Orlando

(Continued from page 1)

uled to be complete by April 25," said Kevin Joseph, project manager.

"In addition to installing new equipment, we will also be adding modifications to the existing systems. For instance, we will be extending the dimensions of the makeup units as well as the existing public-side flat plate conveyor systems."

The new baggage handling equipment will be used by several airlines, including Delta, United, USAirways, American, and Northwest.

"We are very pleased to have the opportunity to continue providing baggage handling systems for the Orlando Airport," said Jay Bouton, account executive.

BAE installed the automated baggage sortation system for Delta Air Lines at the Orlando airport in 1991. The recent contract with HDC includes modifications to that system as well as to a second international automated outbound system,

which was installed two years ago by another manufacturer.

The Orlando airport serves more than 27 million passengers annually.

Toronto System is on Schedule

(Continued from page 1)

patch conveyors, and 200 feet of takeaway conveyor to the domestic outbound system.

GTAA accepted the proposal in August, and work began immediately. Although the original specification called for the system to be operational by December, the date has since been moved up to Nov. 14.

"We are installing the system during normal airport operations and are right on schedule," said Project Manager Bruce Page. "The mainline takeaway conveyor will be completed by Nov. 1, with the entire system expected to be fully operational by Nov. 14."

34 People Hired for O&M in Kentucky

(Continued from page 3)

Others

Herman Young, Quality Engineer-SFO (6/8/98); Julie Neuzil, Manufacturing Planner (6/8/98); Martin Midland, Technician-CO (6/12/98); John Trinidad, Jr., Painter (8/3/98); James Tony Johnson, Lead Mechanical Designer (8/10/98); Timothy Lawson, Lead-KY (8/14/98); Jose Brou, Mechanic-CO (8/21/98); Matt Geppert, Darin Christman, Robert Thomann, Gregory Borgemenke, Robert Detzel, Steven Delaney, Brian O'Neill, James Beegle, Gary Hurt, James Tucker, Jr., Jose Reyes, Lonnie Tingle, James Dixon, Robert Higginbotham, Charlotte Reichardt, Junior Technicians-KY (8/31/98), Richard Wainscott, Steven Hall, Phillip Wilson, Todd Miller, Darryl Crist, Dewey Harness, Danny Stamper, Technicians-KY (8/31/98); Carol Miller, Cecil Villanueva, Lyle Kittle, Robert Renneker, Jr., Thomas Burroughs, Maurice Staggs, Patrick Linnemann, Senior Technicians-KY (8/31/98); Ronnie Gilbert, Lead; Robyn Gilbert, Administrative Clerk-KY (8/31/98); Dennis Gibson, Technician-CO (9/25/98); John Kevin Crawford, Ship./ Recv. Coord. (10/1/98); Eric East, Technician-CO (10/3/98); James Chadwell, Senior Production Planner (10/19/98); Clinton Earls, Technician-KY (10/19/98).