

John F Kennedy International Airport, New York, NY

Terminal 4



OWNER

SCHIPHOL USA, INC.

The Team of LCOR/Schiphol-USA has been selected by the Port Authority of New York and New Jersey to provide the first privately funded Terminal Redevelopment at JFK in exchange for a 20-year lease on the new facility.

OWNER'S REPRESENTATIVE

JOEP LIEVERS
SCHIPHOL USA, INC.

The International Arrivals Building - IAB was the first terminal constructed at John F. Kennedy International Airport (at that time Idlewild Airport). It serves as the US gateway to the majority of foreign flag carriers. The east and west wings of the facility support the departure operations. The advent of the jumbo jet and the prosperity of the New York market rendered the IAB functionally obsolete.

BNP PROJECT MANAGER

DAMIEN BREIER

The Redevelopment Program involved the complete replacement of the IAB. BNP was responsible for design and construction services related to the inbound and outbound baggage handling systems. We worked as sub-consultants to the Design Team of TAMS/SOM.

LOCATION

NEW YORK, NEW YORK, USA

COMPLETION DATE

1995 - 2001

The basic configuration of the new completed facility includes a "head house" where the arrivals and departures functions are located, and two airside concourses where the departures are placed independently at the third level and the arrivals passengers utilize sterile corridors at the second level.

ENTIRE PROJECT AMOUNT

US \$1 BILLION

The departures systems consist of six check-in islands, each supporting approximately eighteen agent positions. Each agent station is equipped with a two-segment feeder conveyor. Oddsize check-in conveyors are located at the two ends of the departures hall.

BHS CONSTRUCTION AMOUNT

US \$40 MILLION

Security screening is accomplished using standard X-Ray devices located prior to the check-in queues. Provisions were made in the outbound baggage system to accommodate the future provision of high-tech automatic security screening devices. Initial area and system allocations have also been made to provide for inspection dogs.

REFERENCE

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The outbound baggage system was designed to support the needs of numerous carriers and up to five handling agents. The system design is somewhat simplistic in that each island is directly associated with two carousels. An in-line 30 bags per minute diverter splits the bags between the two units. The use of this type of diverter essentially eliminates the need for any baggage tubs. Encoding of bags is accomplished at the check-in point in association with the assignment of a given flight to a given carousel. Bags are tracked from the check-in conveyor to the diversion point.

SCOPE OF SERVICES

CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
BIDDING AND PROCUREMENT
CONSTRUCTION MONITORING

Interline baggage destined to IAB carriers is accepted at a transfer conveyor and sorted to any of the twelve make-up units. Standard pusher diverters are used in this application.

RELEVANCE

AUTOMATED BAGGAGE HANDLING SYSTEM
UTILIZING 10-DIGIT IATA BAG TAGS

The inbound system consists of seven claim devices. Five are sized to accommodate B747 aircraft and two can accommodate the future HLA size aircraft. The inbound apron load conveyors are located in the apex of both the east and west concourses. An oddsize conveyor is also provided in these two locations. FIS re-check bags are transported to a make-up carousel located in the west concourse.