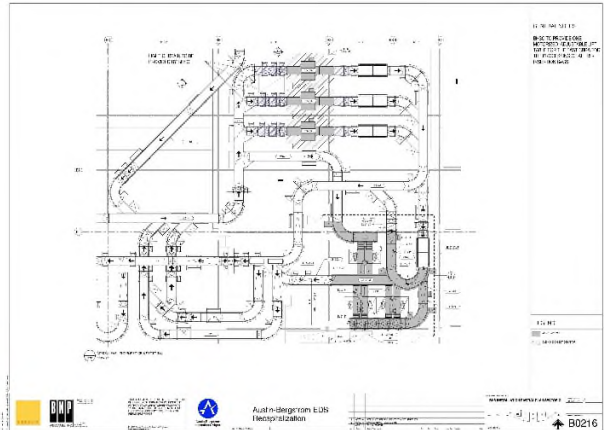
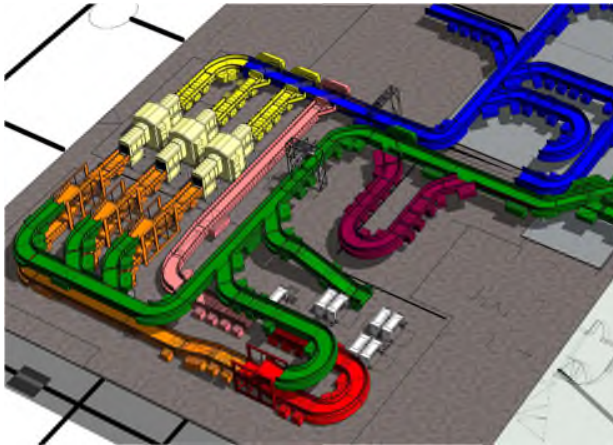


AUSTIN BERGSTROM INTERNATIONAL AIRPORT, AUSTIN, TX. TSA RECAPITALIZATION AND CBIS ENHANCEMENT PROJECT



OWNER

CITY OF AUSTIN – AUSTIN
BERGSTROM-INTERNATIONAL
AIRPORT

OWNER'S REPRESENTATIVE

ROSS PAYTON
CORGAN ARCHITECTS
401 NORTH HOUSTON STREET
DALLAS, TX 75202
TEL 214 757 1702

BNP PROJECT TEAM

CAL TRUDEAU, PROJECT DIRECTOR
RYAN EVERS, PROJECT MANAGER

LOCATION

AUSTIN, TX, USA

COMPLETION DATE

NOVEMBER 2015

PROJECT AMOUNT

\$6.4 MILLION

BHS PROJECT AMOUNT

\$5.8 MILLION

REFERENCE

ROBERT HENGST P.E.
PROJECT MANAGEMENT SUPERVISOR
DESIGN & ENGINEERING DIVISION
AUSTIN BERGSTROM INT'L AIRPORT
2716 SPIRIT OF TEXAS DRIVE #136
AUSTIN, TEXAS 78719

SCOPE OF SERVICES

CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
ERGONOMIC IMPROVEMENTS
ANALYSIS
BID DOCUMENTATION

RELEVANCE

AUTOMATED IN-LINE EDS
CHECKED BAGGAGE INSPECTION SYSTEM
EDS DEVICE REPLACEMENT

Corgan Architects, in coordination with ABIA, obtained BNP's services to design and develop an In-Line baggage system EDS replacement/recapitalization program. The design team identified multiple alternatives for review and consideration by the airport, TSA and other project stakeholders during the integrated local design team review meetings.

The primary design intent of the recapitalization project was to provide a constructible and supportable device replacement plan while maintaining ongoing airline operations and TSA screening. The design team was able to identify several other areas of the bag system where slight improvements to the existing design would be beneficial to day to day operations and reduce injury potential. The team was able to present these findings to the local and federal TSA project team members and obtain additional funding from the TSA to accommodate these improvements to the existing checked baggage inspection system.

The design team identified and compared multiple alternatives for consideration utilizing multiple EDS device throughput ranges. Consideration was given to future industry equipment with an emphasis on the interface and coordination required between the existing legacy system PLC computer control equipment and its interface with the new TSA provided EDS bag scanners. The alternatives selected were presented for review by the major stakeholders of the airport including the terminal airlines, operations, maintenance, ramp, architect and owner's representatives.

The preferred alternatives were further refined throughout the design stages for TSA submission and approval. All designs provided were developed in accordance with the latest industry guideline documentation with an emphasis placed on the Planning Guidelines and Design Standards V4.1 issued by TSA. BNP provided complete phasing, contingency planning, configuration management documentation as well as schedule and estimation updates. Final for bid drawing and design specifications were provided including multi-disciplinary phasing coordination and document review.



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