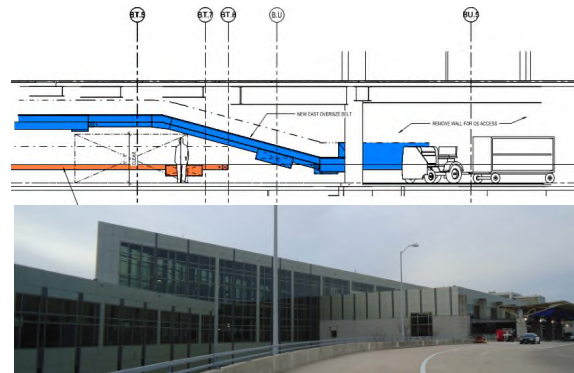
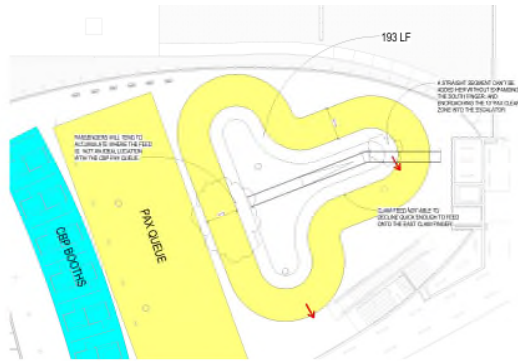


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT, AUSTIN, TX TERMINAL EAST INFILL PROJECT (TEIP)



OWNER

AUSTIN BERGSTROM INTERNATIONAL AIRPORT
DEPARTMENT OF AVIATION

OWNER'S REPRESENTATIVE

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BNP PROJECT MANAGER

CHRIS WOLVIN

LOCATION

AUSTIN, TX, USA

COMPLETION DATE (ANTICIPATED)

AUGUST 2015

BHS PROJECT COST

\$5.7 MILLION

REFERENCE

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SCOPE OF SERVICES

CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
CONSTRUCTION MONITORING

RELEVANCE

INBOUND BAGGAGE HANDLING SYSTEM
BHS CONTROL SYSTEM UPGRADES

Page Architects, in coordination with the Austin Bergstrom International Airport (ABIA), obtained BNP's services to design and develop the Baggage Handling System elements of the new Terminal East Airport Expansion.

To allow for future growth the ABIA Terminal East Expansion Project (TEIP) is a unique initiative that responds to the planned additional demand by providing a new expanded FIS facility, additional passenger screening and ticketing operations, additional concession space as well as additional outbound and inbound conveyor and baggage handling system requirements to support the expansion.

To allow for a larger inbound demand and more passengers claiming baggage during the peak, BNP provided design services to increase the current claim capacity by lengthening two existing claim devices and installing a seventh in the existing baggage claim hall.

All inbound international flights would be processed in a new FIS facility in which BNP developed a claim device to accommodate two wide-body inbound flights in process at once. This claim utilizes two "negative-radius" turns to simultaneously conform to the unique shape of the East Infill FIS building as well as provide the required claim frontage to handle the anticipated international flights in process.

In addition to the inbound improvements, BNP Develop the design for a new East Oversize Conveyor to route screened oversize bags to the ramp level. The outbound improvements also included upgrades to Delta's outbound make-up operation. A new 180LF slope plate claim device as well as the required outbound feed conveyor modifications will allow Delta to store more bags and operate an additional FIPs compared to their existing double sort pier operation.

The existing ABIA BHS and Checked Baggage Inspection system was commissioned in 2006 and currently utilizes GE PLCs for the control and automation. BNP developed the performance specification requirements to switch out all obsolete components of the lower level control system that are no longer supported by the manufacturer. This provides ABIA with a more stable and maintainable system going forward.

