

RONALD REAGAN WASHINGTON NATIONAL AIRPORT – TERMINAL B/C BAGGAGE HANDLING SYSTEMS



OWNER:
METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

OWNER'S REPRESENTATIVE:
RICHARD TURNER
PROJECT MANAGER
METROPOLITAN WASHINGTON
AIRPORT AUTHORITY (MWAA)

BNP PROJECT TEAM:
NICK TRIANTAFILIDIS

LOCATION:
WASHINGTON, DC

CONTRACT PERIOD:
1995 - 1997

REFERENCE:
METROPOLITAN WASHINGTON
AIRPORT AUTHORITY (MWAA)
45045 AVIATION DRIVE
SUITE 300
DULLES, VA 20166-7528
TELEPHONE: (703) 572-0285

SCOPE OF SERVICES:
CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
BIDDING AND PROCUREMENT
CONSTRUCTION MONITORING

As part of the Metropolitan Washington Airports Authority Design Team, BNP performed the Baggage Handling System design services, system inspections and testing for final acceptance of the Terminal B/C Inbound and Outbound Baggage Handling Systems.

Ronald Reagan Washington National Airport's Terminals B/C opened on 27 July 1997 and is considered a gateway reflecting the city's elegance and status as one of the world's major capitals. The Terminal is comprised of a main north/south Ticketing Concourse, three finger piers containing 31 departure gates, and a four-gate connector to the original Terminal (now called Terminal A). The main north/south building structure has three levels; the ticket counters and enplaning curbs for departures occupy the uppermost level "Departures Level." The main Concourse Level includes connectors between the terminal and Metro Rail, with direct access to US Airways and Delta Air Lines Shuttles between Washington, New York and Boston, all of which is complimented by the surrounding shops and panoramic views of Washington's monuments. The Arrivals/Bagroom Level contains the baggage make-up areas, divided between the three piers, and inbound systems. The project involved the installation of new outbound and inbound baggage handling equipment, accommodating domestic carriers with diverse traffic growth projections (i.e., US Airways – Hub Carrier, United Airlines, Delta Air Lines, American Airlines, Continental Airlines, America West). The outbound system is comprised of six check-in subsystems, six curbside subsystems, two Shuttle lines (i.e., US Airways and Delta) and one Bridge Connector (i.e., US Airways Metro Rail connection). The check-in and curbside lines are located on the departures level and the Shuttle and Bridge Connection lines are located on the Concourse Level. Each of the outbound lines conveys baggage from the referenced baggage input levels down to the Bagroom Level, feeding the respective make-up devices. The outbound baggage make-up areas are composed of individual (direct feed) manual carousels for each of the three finger piers. The North Pier consists of a single slope plate make-up device, accommodating the Hub Carrier's (US Airways) six outbound lines (i.e., two check-in, two curbside, one shuttle and one bridge connection). The Center and South Piers each consist of one flat plate and one slope plate make-up device, with a check-in and curbside line feeding each device (two lines per device). The Delta Shuttle line is conveyed down to the South Pier Bagroom Level, terminating at a run-out conveyor. Checked Baggage inspections are currently performed at the Departures Level via stand-alone Explosives Detection Systems. The Inbound BHS is comprised of twelve flat plate claim devices and eight oddsize slides (located at the Arrivals Level, between the North and South Piers).