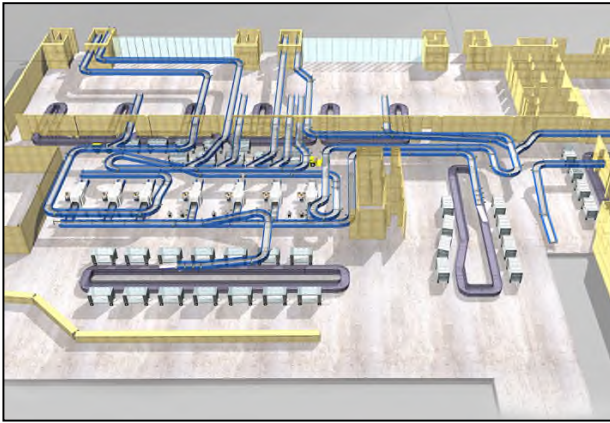


FORT LAUDERDALE – HOLLYWOOD INTERNATIONAL AIRPORT TERMINAL 4 GATE REPLACEMENT – BHS ALTERATIONS & ADDITIONS



OWNER

BROWARD COUNTY AVIATION
DEPARTMENT

OWNER'S REPRESENTATIVE

BARRY LAGERSTEDT
DIRECTOR OF PLANNING &
DEVELOPMENT

BNP PROJECT MANAGER

NICK TRIANTAFILIDIS

LOCATION

FT. LAUDERDALE, FLORIDA, USA

COMPLETION DATE

FEBRUARY 2007
(For Initial Outbound Replacement)

CONTRACT AMOUNT

US \$21MILLION
(For Initial Outbound Replacement)

BHS CONSTRUCTION AMOUNT

US \$6 MILLION
(For Initial Outbound Replacement)

REFERENCE

DOUG WEBSTER
BROWARD COUNTY
AVIATION DEPARTMENT
320 TERMINAL DRIVE
FT. LAUDERDALE, FL 33315
PHONE: (954) 359-6176

SCOPE OF SERVICES

CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
BIDDING AND PROCUREMENT
CONSTRUCTION MONITORING

RELEVANCE

BAGGAGE HANDLING SYSTEMS
DESIGN SERVICES

BNP has been involved on a number of projects at Terminal 4, Ft. Lauderdale-Hollywood International Airport, the first of which consisted of an interim outbound Baggage Handling System (BHS) that completely replaced the originally installed outbound baggage system. The new outbound baggage system is comprised of a Checked Baggage Inspection System (CBIS) with six semi-integrated Explosive Detection System (EDS) screening machines, a new sortation system and two flat plate baggage make-up devices.

All baggage is loaded onto the check-in and curbside conveyors for transport to the bagroom level; the existing two curbside and five ticket counter conveyor lines merge together to form three outbound transport lines that discharge baggage onto a CBIS flat plate make-up device for security screening. Baggage is then manually removed from the CBIS flat plate make-up device and loaded into one of the six L3 EDS screening machines. Baggage that clears this first-stage screening is sent directly to the sort system, and then to the appropriate make-up device. The image of the baggage that is determined to be alarmed by the EDS machine(s) is sent to an adjacent viewing station for further inspection by TSA agents (second-level screening). Bags that are cleared by the agents continue to the sort system to the appropriate make-up device. Baggage that is not cleared by the security agents is manually removed from an exit queue conveyor to one of a series of Explosive Trace Detection (ETD) Lines. Baggage that has been scanned by the ETD and is determined to be clear is transported onto the sortation system.

Outbound baggage destined for the bagroom is transported through two (2) SICK Auto Ident twelve-head Automatic Tag Reader (ATR) scanner arrays and sorted to one of the two flat plate make-up devices. Baggage can be directed to both make-up devices from either of the transport conveyors via their respective high-speed paddle diverter.

BNP was also involved in the design for the expansion of the above reference outbound system that includes the addition of two new flat plate make-up devices that will increase the T4 baggage make-up operation from two make-up devices to four. The two new make-up devices and the majority of their respective transport lines/feeds are planned to be located within a new bagroom area, which is currently under construction as part of the T4 western expansion program (Phase I of the Gate Replacement Program).

A couple of other projects included design services for the existing FIS that involved the reconfiguration of an existing inbound transport line to an interim location and review/evaluation of the proposed FIS expansion, both of which were part of the current T4 expansion program, which is the 2nd phase of the planned Gate Replacement program.