

## WASHINGTON - DULLES INTERNATIONAL AIRPORT MAIN TERMINAL INTERNATIONAL ARRIVALS BUILDING



**OWNER:**  
METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY

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

**BNP PROJECT MANAGER:**  
NICK TRIANTAFILIDIS

**LOCATION:**  
WASHINGTON, DC

**COMPLETION DATE:** 2011

**OVERALL PROGRAM  
CONSTRUCTION AMOUNT:**  
US \$98 MILLION

**REFERENCE:**  
METROPOLITAN WASHINGTON  
AIRPORT AUTHORITY (MWAA)  
45045 AVIATION DRIVE  
SUITE 300  
DULLES, VA 20166-7528  
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**SCOPE OF SERVICES:**  
CONCEPTUAL DESIGN  
DESIGN DEVELOPMENT  
CONTRACT DOCUMENTS  
BIDDING AND PROCUREMENT  
CONSTRUCTION MONITORING

BNP was retained by the Metropolitan Washington Airports Authority as part of the Pierce Goodwin Alexander & Linville (PGAL) Architectural/Engineering Design Team for the facility planning, design and construction of the Main Terminal International Arrivals Building.

The expansion of the International Arrivals Building and associated inbound Baggage Handling System, which was considered one of the Authority's major upgrades and improvements program for the Main Terminal, was designed to address deficiencies in the size and configuration of the existing facility spaces and to increase passenger-processing capacity to accommodate the forecasted flight schedule.

The overall program included six new inclined plate claim devices, totaling 1772 linear feet of passenger presentation. Each claim device is fed from its respective dual-feed conveyor lines, which are located at the basement level bagroom space. The inbound operation also includes a 60" wide Oddsize conveyor line for oversize baggage items.

Initially the inbound operation at the basement level was divided between two separate bagrooms, which was later consolidated into one to clear the right-of-way for a new outbound Checked Baggage Inspection System, at the west end of the Main Terminal. The layout of the proposed Arrivals Level Claim Hall and associated bagroom operation was studied between the PGAL design team disciplines through a number of alternate concepts, to evaluate the proposed claim device requirements and their relation or influence to the necessary space capacity requirements, passenger flows and exit control, and evolved through detail design and construction documents.

The construction program was performed utilizing a phased-in implementation process that was divided into three major phases to minimize disruption to passengers and airline operations. The first phase expanded the Arrivals Hall and Primary Inspection Area, the second phase expanded the baggage Claim Hall and the third phase replaced the original baggage Claim Hall.