



# BANGALORE KEMPEGOWDA INTERNATIONAL AIRPORT

Bangalore, India

Terminal 2  
Baggage Handling System  
Bangalore International Airport Limited (BIAL)  
2015 – Ongoing

As part of the design team led by Skidmore Owing and Merrill (SOM), BNP was retained to provide consulting services for the Baggage Handling System for the new Terminal 2 at the Kempegowda International Airport. The project provided a new landside and airside terminal that will be constructed in two phases. The first phase will provide an additional 25 million annual passenger facility to the airport campus. The second phase will expand on the building and baggage system to provide a total airport capable of processing 65 million passengers per annum.

The ultimate phase build will consist of an originating system with 6 check-in islands with 2 originating check-in mainlines each that feed 10 ECAC Standard 3 screening machines. The islands consist of a mixture of full-service check-in kiosks as well as state of the art self-bag drop units. The screening methodology will follow the latest ECAC Standard 3, TSA, and Indian BCAS screening methodologies. Out of gauge baggage is conveyed from the departure hall to the apron level via two oversize transport subsystems that have inline OOG screening in-line at the apron level.

Sortation is accomplished by two tilt tray sortation devices feeding 16 sloped plate make-up carousels, each 45 meters in length. The sortation system has redundant feeds from each sorter to allow system both operational flexibility and redundancy between the sort systems. Early bag storage for 1000 bag positions is provided with an automated lane based, double stacked EBS conveyors centralized between the two sortation loops to provide quick output for the early bags to any carousel in the system.

The arrivals system consists of 16 slope plate claim devices, 90 meters each. 4 of the devices are dedicated for domestic flights, 6 are dedicated for international flights, and 6 devices are swing carousels. Each reclaim is fed from below from 2 terminating input conveyors originating in the arrival and customs screening basement, to minimize the in-system time allowing customers to reunite with their baggage quickly. Customs screening is in-line with all swing and international carousel input belts.

Future rights of way have been allocated to expand a connecting line from a planned metro station, as well as a car park, and offsite/hotel check-in induction. These future spaces will allow the client future flexibility to meet the changing landscape of how and where passengers decide to check their baggage.



ASSOCIATES, INC.

## BNP PROJECT TEAM

Damien Breier, Principal  
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## BHS CONSTRUCTION AMOUNT

EST. US\$60 Million

## REFERENCE

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## SCOPE OF SERVICES

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