



HYDERABAD RAJIV GANDHI INTERNATIONAL AIRPORT

Hyderabad, India

Baggage Handling System Expansion

GMR Hyderabad International Airport Limited (GHIAL)
2017 – 2020

As part of the design team led by Meinhardt, BNP was retained to provide consulting services for the Baggage Handling System Expansion at Hyderabad Rajiv Gandhi International Airport. The project provided a design for the airport, which is currently processing 12-15 million passengers per annum (MPPA) with the near year expansion goal of increasing that capacity to 26 MPPA. Based on the Master Plan Report, the HYD maximum development was estimated at 34-40 MPAX, which is linked to the maximum runway movements (51 ATMs). Using this expansion limit, BNP has also looked at how the terminal campus can provide additional BHS capacity to support growth past the 26 MPPA level up to the 34-40 MPPA ceiling.

The ultimate phase build consists of an originating system with seven check-in islands with 148 total counters feeding nine new 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 follows the latest ECAC Standard 3, TSA, and Indian BCAS screening methodologies. The expansion also includes the addition of a re-check facility consisting of two collector conveyors with eight counters each.

Sortation is accomplished by two tilt tray sortation devices feeding nine sloped plate make-up carousels with two spiral chutes per carousel. The sortation system has redundant feeds from each sorter to allow both operational flexibility and redundancy between the sort systems. Each sorter is also equipped with a Manual Encode Spur, a spur for clear line from Level 3, one dump chute, and two 270° ATRs. The design allows for a dedicated EBS output from the east side tilt tray sorter to an EBS area of 165 storage positions.

The arrivals system consists of ten new slope plate claim devices, eight of which are 90 meters each; the remaining two are 55 meters. Four of the devices are dedicated for domestic flights, five are dedicated to international flights, and one device is a swing carousel. Each reclaim is fed from below by two terminating input conveyors originating in the arrival and customs screening basement. This arrangement minimizes the in-system time, thus allowing customers to reunite with their baggage quickly. Customs screening is inline with all swing and international carousel input belts.



ASSOCIATES, INC.

BNP PROJECT TEAM

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SCOPE OF SERVICES

Conceptual Design
Design Development
Contract Documents
Bidding and Procurement
Design Review
Construction Administration