

CONTINENTAL AIRLINES NEWARK INTERNATIONAL AIRPORT "Global Gateway" Baggage Handling System



OWNER

CONTINENTAL AIRLINES

OWNER'S REPRESENTATIVE

MR. JIM TIEFENTALER
DIRECTOR OF CORPORATE REAL
ESTATE - CONTINENTAL AIRLINES

BNP PROJECT MANAGER

STEVE LAPORTA

LOCATION

NEWARK INTERNATIONAL AIRPORT
NEWARK, NJ, USA

COMPLETION DATE

2003

ENTIRE PROJECT AMOUNT

\$700 MILLION

BHS CONSTRUCTION AMOUNT

\$40 MILLION

REFERENCE

CONTINENTAL AIRLINES
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SCOPE OF SERVICES

CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
BIDDING AND PROCUREMENT
CONSTRUCTION MONITORING

RELEVANCE

MASTER PLANNING
MANUAL BAGGAGE HANDLING
TRANSFER BAGGAGE HANDLING
OUTBOUND BAGGAGE HANDLING
INBOUND BAGGAGE HANDLING
INTERGRATION OF EXISTING SYSTEMS
FIS BAGGAGE

The Continental Airlines inbound and outbound system master plan represents the first major series of upgrades to the Terminal C system since its construction.

The objects of the program were (1) upgrade system capacity (which was accomplished by additional make-up locations), (2) technology upgrade to minimize no reads and to provide system visibility to the operations via graphic user interface, (3) increase overall mechanical and electrical system reliability, (4) replacement of the decentralized gate bagroom with a new state of art centralized bag system, (5) maximize stripping belt length by increasing conveyor length and reconfiguration of stripping lanes.

The new outbound system consists of two 100 tray per minute tilt-tray sorters with automatic induction units. The make-up system consists of 38 two-level laterals and 3 flat plate make-up units for a total lateral equivalent combination of 47. The controls are based on automatic tag readers and the IATA 10 digit tag. A full maintenance and management computer diagnostic system is also provided. Four transfer input conveyors support the processing of between bank bags as well as input for remote facilities such as NEC and Terminal B.

An early bag storage system will support storage of baggage that arrives for make-up prior to 3 hours before flight departure time.

The inbound system work consisted of re-working the stripping conveyors and transport conveyors to support the new airside corridor construction. The implementation of nine new claim units as well as two oddsize slides (at the C1 and C3 conveyors) will be accomplished in a new baggage claim hall. The passenger presentation for the new devices on average went from 100 LF to 180 LF, which will serve the Continental operation.

A new FIS inbound and re-check/re-accommodation system will also be implemented with four, 220 LF claim units with one oddsize claim conveyor.