

# JOHN F KENNEDY INTERNATIONAL AIRPORT - Terminal 4 New York, New York



**OWNER**  
SCHIPHOL USA, INC.

**OWNER'S REPRESENTATIVE**  
JOEP LIERVERS  
SCHIPHOL USA, INC.

**BNP PROJECT MANAGER**  
DAMIEN BREIER

**LOCATION**  
NEW YORK, NEW YORK, USA

**COMPLETION DATE**  
2001

**ENTIRE PROJECT AMOUNT**  
US \$1 BILLION

**BHS CONSTRUCTION AMOUNT**  
US \$40 MILLION

**REFERENCE**  
JOEP LIEVERS  
SCHIPHOL USA, INC.  
570 LEXINGTON AVENUE  
47TH FLOOR  
NEW YORK, NEW YORK 10022  
PHONE: (212) 319-8481

**SCOPE OF SERVICES**  
CONCEPTUAL DESIGN  
DESIGN DEVELOPMENT  
CONTRACT DOCUMENTS  
BIDDING AND PROCUREMENT  
CONSTRUCTION MONITORING

**RELEVANCE**  
AUTOMATED BAGGAGE HANDLING  
SYSTEM UTILIZING 10-DIGIT IATA  
BAG TAGS

The Team of LCOR/Schiphol-USA has been selected by the Port Authority of New York and New Jersey to provide the first privately funded Terminal Redevelopment at JFK in exchange for a 20-year lease on the new facility.

The International Arrivals Building - IAB was the first terminal constructed at John F. Kennedy International Airport (at that time Idlewild Airport). It currently serves as the US gateway to the majority of foreign flag carriers. The east and west wings of the facility support the departure operations. The advent of the jumbo jet and the continued prosperity of the New York market has rendered the IAB functionally obsolete.

The Redevelopment Program involves the complete replacement of the IAB. BNP is responsible for design and construction services related to the inbound and outbound baggage handling systems. We are working as sub-consultants to the Design Team of TAMS/SOM.

The basic configuration of the new completed facility includes a "head house" where the arrivals and departures functions are located, and two airside concourses where the departures are placed independently at the third level and the arrivals passengers utilize sterile corridors at the second level.

The departures systems consist of six check-in islands, each supporting approximately eighteen agent positions. Each agent station is equipped with a two-segment feeder conveyor. Oddsize check-in conveyors are located at the two ends of the departures hall.

Security screening is accomplished using standard X-Ray devices located prior to the check-in queues. Provisions have been made in the outbound baggage system to accommodate the future provision of high-tech automatic security screening devices. Initial area and system allocations have also been made to provide for inspection dogs.

The outbound baggage system is designed to support the needs of numerous carriers and up to five handling agents. The system design is somewhat simplistic in that each island is directly associated with two carousels. An in-line 30 bags per minute diverter splits the bags between the two units. The use of this type of diverter essentially eliminates the need for any baggage tubs. Encoding of bags is accomplished at the check-in point in association with the assignment of a given flight to a given carousel. Bags are tracked from the check-in conveyor to the diversion point.

Interline baggage destined to IAB carriers is accepted at a transfer conveyor and sorted to any of the twelve make-up units. Standard pusher diverters are used in this application.

The inbound system consists of seven claim devices. Five are sized to accommodate B747 aircraft and two can accommodate the future HLA size aircraft. The inbound apron load conveyors are located in the apex of both the east and west concourses. An oddsize conveyor is also provided in these two locations. FIS re-check bags are transported to a make-up carousel located in the west concourse.