

JOHN F KENNEDY INTERNATIONAL AIRPORT - Terminal One

New York, New York



OWNER

PORT AUTHORITY OF NEW YORK &
NEW JERSEY—PANYNJ

OWNER'S REPRESENTATIVE

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BNP PROJECT MANAGER

NICK TRIANTAFILIDIS

LOCATION

NEW YORK, NEW YORK, USA

COMPLETION DATE

1997

ENTIRE PROJECT AMOUNT

US \$435 MILLION

BHS CONSTRUCTION AMOUNT

US \$13 MILLION

REFERENCE

MR. PAUL WOOD, DEPUTY
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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 Terminal One Project is a joint venture development program to construct a multi-tenant passenger terminal complex at the site of the old Eastern Airlines facility at JFK International Airport. The Principals of the Joint Venture are Air France, Japan Airlines, Korean Airlines, Lufthansa German Airlines, and the Port Authority of New York and New Jersey. BNP is responsible for the design and construction of the baggage systems working as a sub-consultant to the Project Architect, William Nicholas Bodouva & Associates.

The Outbound Baggage System provides four ticketing islands and provisions for future curbside check-in conveyors. Each island provides 22 positions, each incorporating a two segment feed conveyor. The first conveyor provides the customer interface and includes a weigh scale. The second conveyor is used for tagging and induction to the central collection conveyor.

As the Outbound Make-up and Sortation Systems are located in the Concourse, the Intermediate Level of the Terminal (located above the Arrivals Facility) serves as a support area for the transport conveyors. Maintenance platforms and MCP's compliment the systems at this location.

The entryway into the sort system is marked by the provision of high-volume security screening devices. These units will be Mezzanine supported and are designed to provide computer imaging capability. Bags are tracked from this first level security point and if the image does not pass the computer analysis, it is transferred to a manned station. At this point, the operator can view the image (Level 3). If the bag is deemed safe, it continues through the sort system. If not, the bag is diverted to the final security point, Level 3, where it can be analyzed with vapor detection equipment and/or physically inspected.

The Sort System consists of two main lines and twenty-six high speed pushers. Encoding is accomplished with two six-head laser scanner arrays. The sort lines output to 13, five-dolly position single-level laterals. Two manual encode stations are provided to process bags which are not recognized by the scanners. The System is designed to allow bags from any check-in position to be sorted to any lateral.

An Interline input conveyor is provided to accept Transfer bags from other carriers. In this case, conventional security equipment is provided to screen these bags prior to sortation.

Bag reconciliation is accomplished at the sort piers and is based on the systems used by the industrial carriers.