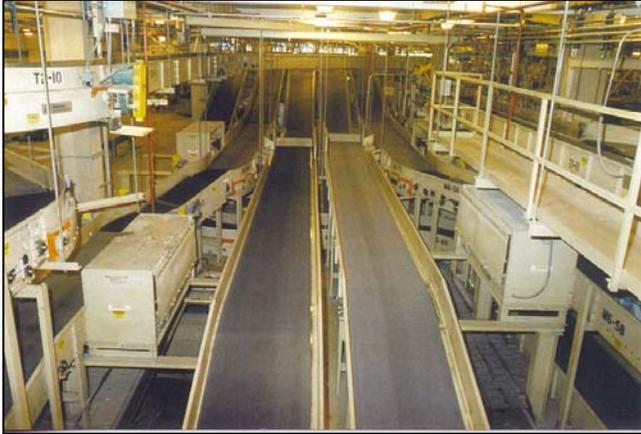


PITTSBURGH INTERNATIONAL AIRPORT US Airways ABS



OWNER
US AIRWAYS

OWNER'S REPRESENTATIVE
RICH POTOSNAK

BNP PROJECT MANAGER
DAVID MECARTNEY

LOCATION
PITTSBURGH, PENNSYLVANIA, USA

COMPLETION DATE
1990

PROJECT AMOUNT
US \$34 MILLION

REFERENCE
MR. CHUCK KOSTELIC
US AIRWAYS
PITTSBURGH INT'L AIRPORT
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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

BNP was retained, as a member of the Pittsburgh International Airport Master Planning Team, to develop the entire baggage handling systems for the new 100 gate Midfield Terminal. US Airways, as the new terminal's principal carrier, will eventually utilize 75 gates.

The basic concept for the new US Airways facilities consists of a landside terminal for ticketing and baggage claim, and airside terminal in a "X" configuration, and a remotely located commuter terminal supporting approximately 20 gates. In the Automated Baggage System, each of the terminals interconnect with four high speed conveyors (500 fpm) housed in a below grade tunnel approximately 2500 feet in length. Originating baggage is transported from the Landside Terminal and inducted into the Airside Matrix where a primary sort to one of four Airside Arm secondary lines is accomplished. Tag reading takes place within the matrix with secondary sortation to the make-up units, and is accomplished by utilizing tracking controls. Terminating and Transfer baggage is inducted into the system at Airside Input stations providing over 1000 feet of cart/container presentation. Terminating bags are transported to the Landside Terminal and sorted to one of six claim devices.

The system is composed of over 50 high speed pusher units. Sortation rates accommodated are 100 bags per minute at the Landside Terminal, and 400 bags per minute at the Airside Matrix. Bar encoding is accomplished by means of 12 laser scanning array stations. Incline plate carousel units are used for both baggage accumulation/sortation at the commuter and airside arm make-up areas, and for baggage reclaim in the Landside Terminal.

The US Airways Automated Baggage handling System will be the third largest in the United States. The system will have the capacity of being expanded to accommodate a traffic increase of 30 percent.