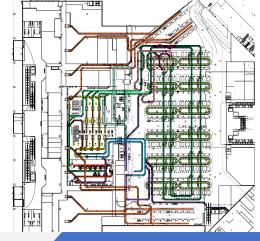# PITTSBURGH INTERNATIONAL AIRPORT

Pittsburgh, Pennsylvania

Terminal Modernization Program

Allegheny County Airport Authority | 2018 – 2023

The airport underwent a massive $1 billion rebuilding and expansion which was completed in 1992 and became a major hub for US Airways.

Traffic peaked at 20 million passengers in the late 1990s, but US Airways, which was facing bankruptcy, abandoned it as a hub in 2004, eliminating thousands of jobs and nearly bankrupting the airport itself, which was built largely to suit US Air's needs.

In 2017, local official unveiled plans for a $1.1 billion renovation, which will include a new terminal for check-in, security, and baggage claim adjacent to the gates. It is projected to open in 2023.

Pittsburgh International Airport is the busiest airport in western Pennsylvania and the second-busiest airport in the state, after Philadelphia International Airport. In 2018 it served 9,658,897 passengers, a 7.5% rise from the previous year.

The reduction of 4.7 miles of conveyor in the overall size of the Baggage Handling System (BHS) reduces the passenger's bag in the systems to ensure the bag will make it on time to the new Centralized Baggage Make-up Area. The 41.5% reduction of the overall Baggage Handling System provides directly savings in Operation and Maintenance (O&M) costs to ACAA.

Centralizing the TSA Checked Baggage Inspection Systems (CBIS) provides a 50% reduction in the number of Inline Screening machines saves the TSA $1 million dollars annually on O&M costs. It also reduces the number of Checked Baggage Reconciliation Areas by 50% streaming TSA staffing and baggage screening functions.

The "Common Use" BHS design provides functionality for any bag to be checked in at any ticket-counter or curbside and the bag can be transported to any one of the Make-Up's in the Centralized Baggage Make-up Area. This functionality provides the ACAA with flexibility and redundancy options should a mechanical issue be encountered at one of the ticketing subsystems.

The new Inbound Baggage system for arriving passengers incorporates a "direct feed to baggage claim carousels", eliminating the existing inbound sortation system and manual encode station. This direct feed system reduces the bag in system time facilitating a faster delivery time for the passenger to claim their baggage. This direct feed system also reduces O&M costs with the elimination of the manual encode function for the sortation system.

B N P
ASSOCIATES, INC.

BNP PROJECT TEAM
Dave Mecartney, Principal
Cal Trudeau, Project Director

TOTAL CONSTRUCTION AMOUNT
$ 1.1 Billion

BHS CONSTRUCTION AMOUNT
$ 84 Million

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SCOPE OF SERVICES
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