

Item No.: 7a_Supp_3
Date of Meeting: August 6, 2013

BAGGAGE SYSTEMS AT SEATTLE-TACOMA INTERNATIONAL AIRPORT

Briefing to the Port of Seattle Commission
January 8, 2013

Briefing Contents

- History – a decade of baggage evolution
- Snapshot of Today
- Future Plan of Airport Development
- TSA Plan
- Next Steps

History

- Pre-9/11
 - Simple bag flow
 - Ticketing conveyor
 - Tug to Aircraft



History

- Post-9/11- Immediate First Phase
 - More complex bag flow
 - Ticketing to ETD machine and back



History

- Post-9/11- Immediate Second Phase
 - More complex bag flow
 - Ticketing to ETD machine and back
 - Mix of ETD and 3 EDS machines



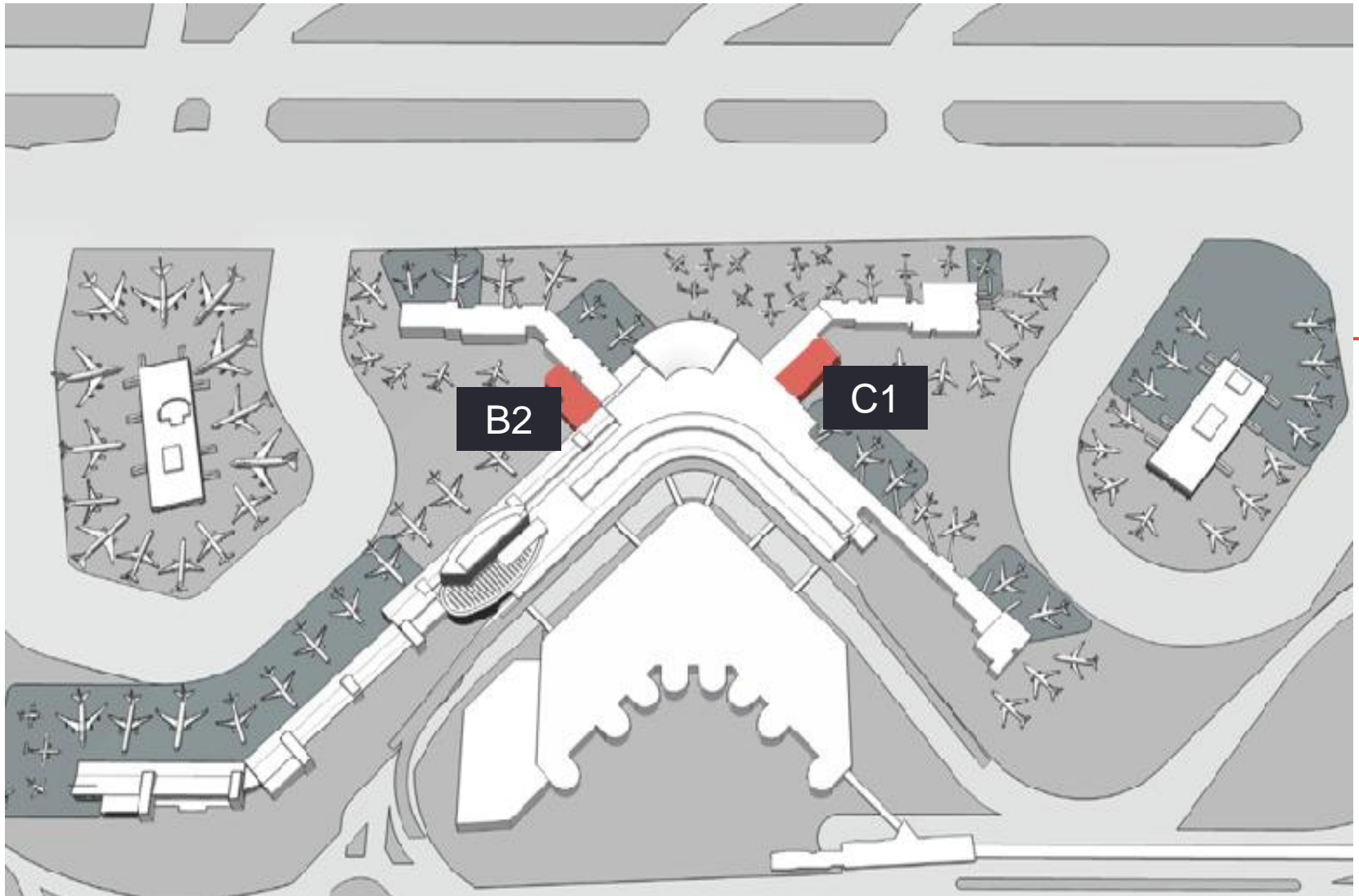
History – Ticketing Congestion



History

- Began Construction of In-line System
 - Concourse A – South Half
 - Added B2 Building
 - Added bagwell mezzanine structure
 - Added machine groups
 - Concourse C – North Half
 - Constructed C1 Building
 - Built machine groups
 - Serves Alaska and others

History - Buildings



History – Machine Groups



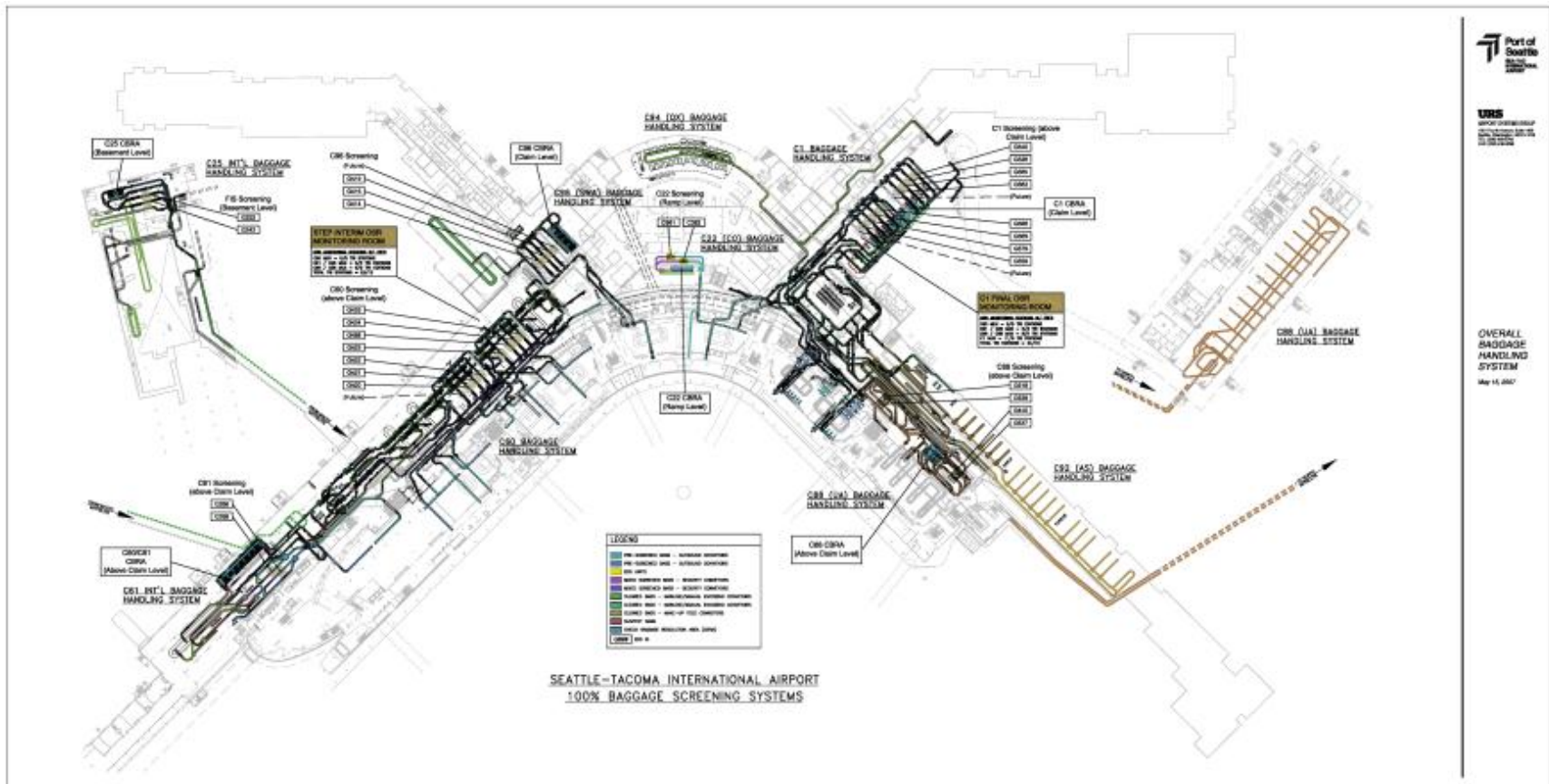
History – Bagwell Mezzanine



Seattle Times Feature

http://seattletimes.com/html/picturethis/2019957089_luggage_journey_seatac.html

Snapshot of Today – Conveyor Map



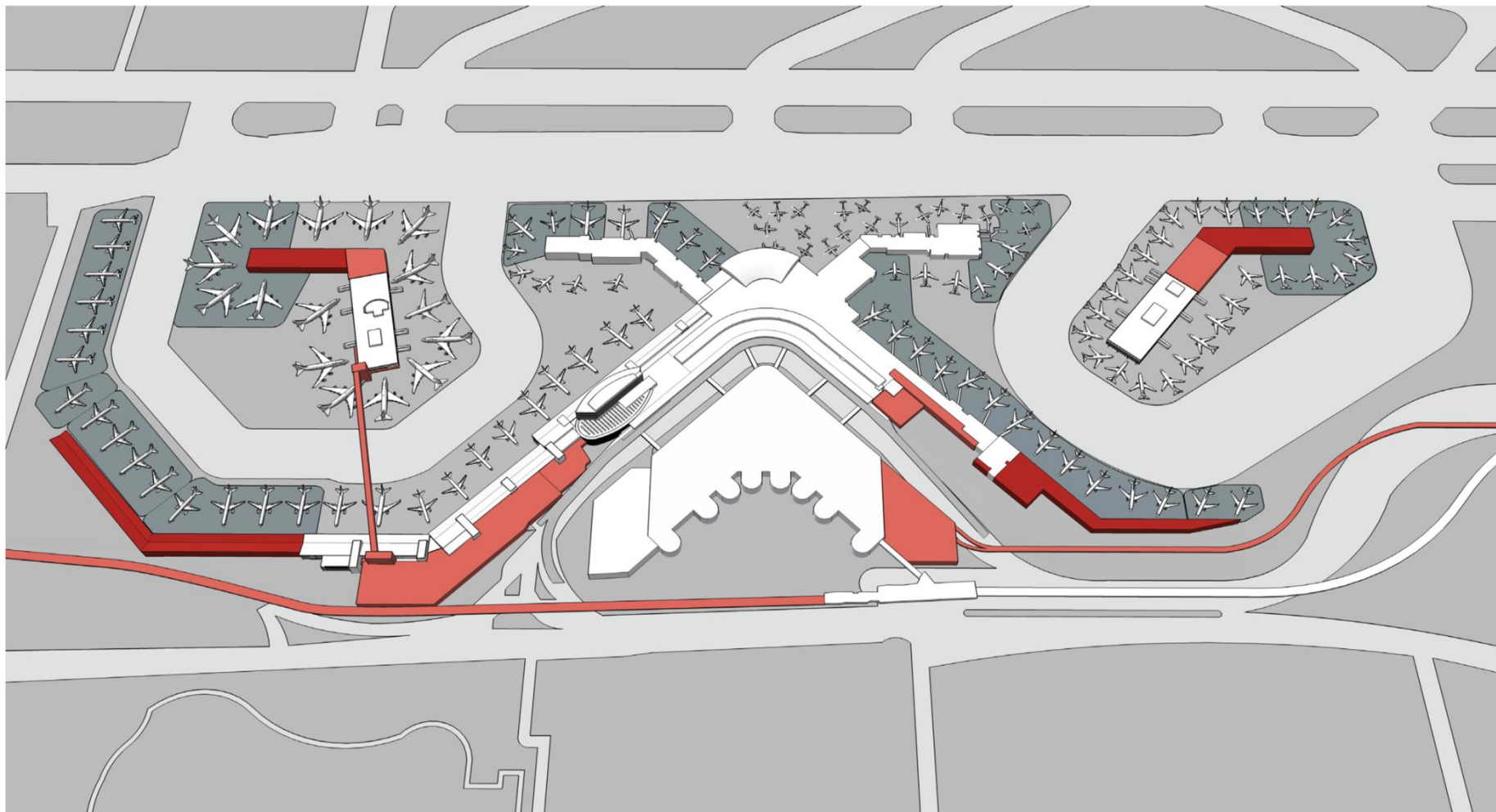
Snapshot of Today

- Six Individual Systems
 - SSAT – C25
 - South (2) – C60, 61
 - Central – C96
 - North – C1
 - NSAT – C88 Sort
- 10.5 Miles of Conveyor
- 27 Screening Machines
- 60,000 – 70,000 Bags Each Day

Future Plan of Airport Development

- Per 2005 Comprehensive Development Plan
 - Expanded NSAT
 - Expanded SSAT
 - Expanded Concourse D
- Per 2014 Sustainability Master Plan
 - To be determined in the next two years
 - Baggage is part of the master plan
 - Must plan for 45 MAP and ultimately 60 MAP

Future Plan of Airport Development



TSA Plan - Focus

- Replace Baggage Scanning Machines
 - Before end of life failures
 - Fewer machines necessary if faster rate
 - Less maintenance cost for fewer machines
- Consolidate Bag Manual Search Areas
 - Now seven separate areas
 - Minimum and peak staffing at each
 - Fewer areas allow staffing optimization

TSA Plan – Reduce Numbers

Facility	Existing Number Machines	Future Number Machines
SSAT	2	0
A	10	0
B	0	0
CTE	3	12
C	8	0
D	4	0
NSAT	0	0
Total	27	12

Facility	Existing Search Areas	Future Search Areas
SSAT	1	0
A	2	0
B	0	0
CTE	1	1 or 2
C	2	0
D	1	0
NSAT	0	0
Total	7	1 or 2

TSA Plan - Funding

- Replacement of Machines (and associated conveyors, etc.)
 - 100% Federal with 10 year IRR
- Optimization of system to meet airport and airline needs
 - Partial % Federal
 - TSA will consider benefit/cost ratio and 10 year IRR
 - Include airport benefits (reduce tracking loop, etc.)
 - Include airline benefits (speedy bag delivery to connecting flights)
- Examples: San Francisco, Boston, etc

Next Steps

- Use 30% Design to Answer Questions
 - How to meet security requirements and customer needs
 - How to cost effectively allow future growth
 - How to develop program over time
- Utilize Already Competed IDIQ and Available IDIQ Contract While Initiating Competition
- Return to Commission to Authorize Design Contract