INTERVIEW
Brian Simpson MEP
Chair, EP TRAN

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As I write these lines, Eurostat has just released its latest figures showing that the Eurozone has fallen back into recession. At the same time, the EU is engaged in tense negotiations over its budget for the next 7 years – with Member States arguing for cuts and the European Commission pleading for more money to be spent on growth-enabling sectors and projects.

While all these discussions behind closed doors about how much EU money should be earmarked for the Common Agricultural Policy or Nuclear Fission seem very remote from the daily worries of airport managers, they do actually matter for our industry. Indeed, of airport managers, they do actually matter for our industry. Indeed, what will be decided by the end of November is also how much EU money will go to the Connecting Europe Facility (CEF), which will provide financing for the EU’s Trans European Network and the deployment of the SESAR project.

SESAR is the technological and operational component of the Single European Sky. It will bring about a whole range of new technologies and operational processes, allowing for a better integration between air navigation service providers, airlines and airports. As such, it is crucial to our ability to accommodate future demand. SESAR has a strong focus on improving the performance of the European aviation system, with ambitious cost efficiencies and environmental benefits.

But for these gains to materialise, significant investments will be needed from all parties involved – in excess of €30 billion. For Europe’s airports, the bill is expected to reach up to €35 billion by 2030. And this is where the CEF matters, because it will be the only opportunity to get EU financing. Without it, some airports are unlikely to make the necessary investments.

Alongside the challenges of current trading conditions, the business case of deploying SESAR may not be obvious for all airports – as related investments will not necessarily bring local benefits given the priority SESAR places on improvements to the network.

For now, European Commissioner responsible for Transport, Siim Kallas is fighting for CEF and he needs full support. This is why ACI EUROPE has asked several prominent European airport CEOs to raise the importance of CEF with their national Governments.

Besides SESAR and CEF, airports in Europe are confronted with a tougher environment when it comes to financing their modernisation and development. This is nothing new, as airports’ capital costs already increased by +23% in 2010 alone, adding a staggering €17 billion to our cost base – in spite of much reduced capital expenditure. Unfortunately, there does not seem to be much hope for improvement. This was just recently confirmed by Standard & Poor’s, which noted that lower economic growth prospects do not bode well for the credit rating of European airports.

The risk is of course further reductions in investments. That would cause a disconnect between capital expenditure levels and longer-term demand trends for more and better facilities. But for now, many airports are finding themselves between a rock and a hard place – public financing is retreating while access to private financing remains difficult.

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Sort of financing cliff – by analogy to a well-known situation across the Atlantic.

Yet, it is puzzling that the revised State aid guidelines on airports being prepared by the European Commission appear to be oblivious to that situation. From what we have been told, the objective is to curb the public financing of airport infrastructure, based on the assumption that there are too many airports in Europe. Hence, the private sector should foot the bill, with airports moving towards full cost recovery and airlines paying for it.

If confirmed, such an approach would clearly stand in the face of the economic reality of airports, negating the essential role they play in Europe’s connectivity and for local development. It would also be at odds with the Trans European Network and the EC’s own Growth & Jobs agenda – not to mention the way in which the new economic powerhouses of Asia or the Gulf are financing their own airport infrastructure.

Ultimately, the challenges of policy making in Europe have a lot to do with alignment. This is something Brian Simpson, Chair of the European Parliament’s Committee on Transport & Tourism, knows very well. In this issue, he shares his views with us on the Airport Package and the other European issues of interest to airports. We also bring you up to speed on the latest developments in external relations, environment and safety – as well as a selection of airport news.

By Olivier Jankovec, Director General, ACI EUROPE

THE FINANCING CLIFF
Airports in the news

Ensure that ACI EUROPE is up to speed with the latest news concerning your airport by contacting us via communique@aci-europe.org or via our Twitter feed @ACI_EUROPE

Swedavia
Sweden’s national airport group, Swedavia, has become the world’s first carbon neutral national airport group. The group gained carbon neutral status within Airport Carbon Accreditation for all of its airports.

Dublin Airport
Dublin Airport is aiming to cut its energy use by up to a third by 2020. New measures will include replacing 5 existing airport operational vehicles with fully electric models on a trial basis. Dublin Airport is Airport Carbon Accredited at the ‘Reduction’ level.

BAA
Airport company BAA is no more after it decided to drop the name. Each of the airports previously under the BAA name – London Heathrow, Glasgow, Aberdeen, Southampton and Stansted – will now operate under their own standalone brands.

Aéroports de Paris
Aéroports de Paris (AdP) has released details of a six-year redevelopment programme for Paris-Orly Airport. A central element of the project will see the two terminals merged into a single facility, with the aim of drastically improving the passenger experience.

ANA
Portugal has moved a step closer in selling its airport operator ANA and has attracted eight preliminary offers in a deal that could help the indebted country raise up to €2 billion. German airport operator Fraport, Brazilian construction group Odebrecht, Portuguese road operator CCR, Spanish infrastructure firm Ferrovial and investment group Global Infrastructure Partners (GIP) were among the bidders.
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Athens Airport
Athens International Airport introduced new improved services recently for customers travelling through its airport to enhance the overall travel experience. Some of these services include Branded Departure Gate Lounges, 'Time to Gate' informative monitors and Virtual Assistants, in an effort to promote Athens Airport’s high-tech profile and increase the efficiency of airport operations.

Napoli Capodichino Airport
Napoli Capodichino Airport has opened the first full-service pizzeria with a wood-fired oven in the Italian airports network. The restaurant specialises in pizzas and dishes inspired by recipes from the Campania region.

Warsaw Chopin Airport
Warsaw Chopin Airport is investing €77.7 million to rebuild Terminal A. Set for completion at the end of 2014, the work will integrate Terminal A with the recently-completed existing terminal facility.

Frankfurt Airport
Frankfurt Airport opened the new ‘Pier A-Plus’ – the latest addition to existing terminal facilities. Together with Piers C/D and E, the new facility will form the main focus of Lufthansa’s A380 handling activities at Terminal 1.

Aerodrom Ljubljana, Slovenia
Bidders have been announced for the planned construction of the second passenger terminal at Ljubljana’s airport. The estimated cost of the new terminal will be €72 million and it is scheduled to open in spring 2015.

Athens Airport
Amsterdam Airport Schiphol offers excellent visit value and functions as an attractive hub for businesses and travellers. Being presented with the ACI Europe Best Airport Award 2012 made us extremely proud. We continue to give it all we’ve got!

*We wish all Airport Exchange participants a wonderful time in Amsterdam.*
Brian Simpson MEP was first elected to the European Parliament in 1989. He is a Labour MEP and member of the European Parliamentary Labour Party (EPLP), which works with other socialist MEPs as part of the Progressive Alliance of Socialists and Democrats (S&D) – the second largest political group in the European Parliament. Simpson has, since 2009, been Chair of the European Parliament’s Transport and Tourism Committee (TRAN), and it is in this context that he spoke to Airport Business.

Europe’s airports are crucial generators of economic growth and jobs, and are essential for the delivery of social cohesion. Simpson sees this role becoming even more important as Europe battles through and then emerges from recession. “Without good airport infrastructure, areas will fall behind. However, in the EU our airports face a major challenge in competition from the Middle East in particular, and we ignore this at our peril,” he said.

The ‘Airport Package’ is currently at the very top of the TRAN agenda. The European Commission announced the Airport Package of legislative proposals concerning airport slots, ground handling and aviation noise, in December 2011. “All of these are controversial and are proving to be very difficult dossiers to handle,” commented Simpson.

Ground handling

The ground handling aspect of the Airport Package has perhaps been the most visible and politically contentious. ACI EUROPE has made it known that it does not support further liberalisation of ground handling services, which would put jobs at risk and also negatively impact on the performance and quality of ground operations. Following TRAN’s rejection of the new rules on ground handling at its 6 November meeting, ACI EUROPE highlighted that this “reflects the lack of sufficient attention to improving the quality and efficiency of airport operations in a meaningful and efficient manner”. ACI EUROPE has long argued that any revision of the existing EU Directive on ground handling should empower airports to set minimum service levels for ground handlers and better control over activities within the airport perimeter. This would improve the quality and performance of ground operations at airports in the interests of the passenger. Since liberalisation of the ground handling market, which was primarily a German issue, independent handlers have competed to provide these services at airports. Their market share has grown to 45%, while airports’ market share has declined to approximately 15%. The increased competition means profitability margins are thin, particularly at many regional airports where the traffic volume does not necessitate several ground handlers.

In his role as TRAN Chair, Simpson has faced a difficult job in trying to reconcile the very different positions between MEPs. Indeed, the ground handling proposal was rejected by a small majority, with 22 votes against, 20 in favour and 2 abstentions. Many MEPs feared that the lack of evidence that the regulation would increase the overall efficiency of ground handling operations.

Brian Simpson MEP is a long-standing member of the European Parliament Committee on Transport and Tourism (TRAN) and has been its Chair since 2009. In a very timely interview, he spoke to Airport Business shortly after the Committee had voted on the ‘Airport Package’ – a process which, significantly, saw it reject the proposed new rules on ground handling. Ross Falconer reports.
Commenting on TRAN’s rejection of the proposed new rules on ground handling, Simpson said “there are serious concerns about working and social standards deteriorating when you get liberalisation – this needs to be addressed and MEPs have picked up on these issues.”

Meanwhile, the proposed revision of common rules for airport slot allocation was approved by TRAN, with 39 votes in favour and 5 against. The aim is to ensure optimum use of take-off and landing slots, and maximise available airport capacity. Europe’s airports welcome the focus on allowing more efficient use of available airport capacity – essential as EUROCONTROL forecasts that air traffic will double by 2030/2035. However, the European Commission proposal to change the use-it-or-lose-it rule by increasing required slot usage from 80% to 85% was rejected – a clear support for incumbent airlines at congested airports. MEPs backed the idea of financial sanctions, rather than general fees, as an incentive for airlines to return unrequired slots to the pool for others to use. They also inserted a provision to prevent secondary slot trading having an adverse effect on regional airports and airlines. “Personally, I wouldn’t do too much with the slots regulation. I think the issue of secondary trading needs to be addressed, but the rest I would leave well alone. This does not seem to be the view of the majority of my colleagues, but we will see,” explained Simpson.

The third pillar of the Airport Package, noise, is fast becoming the key issue for aviation in many EU countries. Simpson was succinct in addressing the outcome of this aspect of the Airport Package: “Local rules – after that, who knows?” It was approved by TRAN, with 33 votes in favour, 10 against and 1 abstention.

In terms of the next steps, the first reading vote in the plenary of the European Parliament on the Airport Package is scheduled for December. Whatever comes out of that process will then form the basis of negotiations with the Council, which represents Member States and which together with the European Parliament acts as co-legislator.

**One-bag rule**

The one-bag rule being implemented by some airlines continues to have a detrimental impact on passenger rights, and is also the single biggest threat to airport commercial revenues. On average, commercial revenues now account for 48% of total airport revenues, and their resilience is key to airports’ ability to invest and modernise infrastructure. Aer Lingus’ recent attempt to follow the example set by some low-cost carriers (LCCs) appears to have been averted, but this clearly demonstrates that the problem is not likely to remain isolated to those travelling with LCCs, and there is a danger of legacy carriers following the example of the LCCs.

“Commissioner Kallas is aware of the problem,” stated Simpson. “Firstly, let me say I believe there is far too much cabin baggage full stop, and it is up to the airlines to act. However, to equate airport shopping with cabin baggage is ridiculous. Airport shopping should not be classed as cabin baggage and passengers who shop at airports should be protected accordingly.”

**Liquids, Aerosols and Gels**

As reported in the Autumn issue of Airport Business, in July the European Commission postponed the April 2013 deadline for the
removal of restrictions on the carriage of liquids, aerosols and gels (LAGs), as it was ‘not operationally feasible’. The postponement was accompanied by a roadmap for the progressive removal of the LAGs restrictions, which will be determined in cooperation with European and international partners, including industry stakeholders. Europe’s airports support the revised approach, which should ultimately improve the passenger experience and safeguard the integrity of airport operations. “The new timeline is the best we can hope for. I’m not happy because I believe the ban should be lifted,” asserted Simpson. “As for Member States, they all work on the basis of risk aversion rather than risk management, which means more inconvenience for passengers and everybody scared to death to take a decision. The LAGs regulation, more than any other, has turned the airport experience from pleasurable to traumatic, especially when you add other security measures alongside it.”

Single European Sky

Simpson speaks with passion about the need to deliver the Single European Sky (SES), describing it as “one of the major priorities of our time”. SES aims to triple capacity in the sky, halve ATM costs per flight, improve safety by a factor of 10, and reduce the environmental impact of each flight by 10%. Functional Airspace Blocks (FABs) are also being established to optimise the provision of air navigation services. In his keynote speech at the recent Single European Sky Summit 2012 in Limassol, held under Cyprus’ EU Presidency, Simpson was particularly critical of the failure of Member States to properly implement SES2.

“Why has delivery not happened? The fact is we need the SES to happen in order to effectively manage the volume of air traffic that we have. The Member States have not only dragged their heels on this, but they’ve dropped the anchor. The biggest challenge we have to overcome is the lack of political will at Member State level to deliver this project,” he asserted. “I highlight this problem by using the FABs as a prime example. 4 December is the date that all the FABs, by law, should be up and running, and my Committee will demand and support the Commission in taking procedures in the European Court of Justice against those Member States who have failed to deliver.”

So, how does he see these issues evolving in the near future? “Very slowly, because the Member States have not only dragged their heels on this, but they’ve dropped the anchor. The biggest challenge we have to overcome is the lack of political will at Member State level to deliver this project,” he asserted. “I highlight this problem by using the FABs as a prime example. 4 December is the date that all the FABs, by law, should be up and running, and my Committee will demand and support the Commission in taking procedures in the European Court of Justice against those Member States who have failed to deliver.”

Commenting on the one-bag rule being implemented by some airlines, Simpson said: “Airport shopping should not be classed as cabin baggage and passengers who shop at airports should be protected accordingly.”
States are moving at a snail’s pace. We in the European Parliament will keep putting the pressure on and will support any legal moves the Commissioner might take. But the problem here lies full square with the Member States, which is why I’m not so optimistic.”

Simpson is similarly forthright when it is put to him that Europe still lacks a consistent aviation policy reflecting the growing strategic relevance of the sector for its economies. “I think Europe has more of an aviation policy than the individual Member States – SES, the Airport Package and bilateral agreements show this,” he said. “Granted, people might not fully agree with what is being proposed, but at least it’s something. Not one Member State I believe has a coherent aviation policy and some, including my own, pontificate on the one hand and tax the industry to death on the other.”

**Airport Competition**

In June, ACI EUROPE released an independent study on airport competition, which concluded that most airports in Europe are subject to competitive constraints and that there is enough evidence to question the old assumption that airports do have market power. The study also concluded that regulation should be avoided where there is sufficient competition in place. In light of this, does Simpson believe that a fresh look is needed at the way in which airports are regulated, particularly on airport charges? “Not really. I think there is competition between major hubs and that will intensity with the Middle East. But as for regional airports, I think they are complementary to, not in competition with, the major hubs. At the end of the day, airlines will fly where the passengers are and where the capacity allows it,” he commented. “As for regulated charges, I believe there may be a need to take another look at this, because of the competition coming from outside Europe. I certainly don’t believe regional airports should be regulated.”

Regional airports have a significant role in promoting economic growth in their regions, not only via their own activities, but also by encouraging inward investment. In May, the European Parliament released its Report on the Future of Europe’s Regional Airports, which covered a number of key issues with regards to the future of State Aid for regional air services, quality and sustainability of air services from regional airports and ensuring greater competition in the sector. Meanwhile, the European Commission plans to release new guidelines on State Aid and the financing of airports in 2013.

**Aviation liberalisation**

The European Commission recently announced its ambitions to establish new liberalisation agreements with a range of external countries, in an effort to boost the international competitiveness of the EU’s aviation industry. “To give the EU aviation industry better access to business opportunities in new markets, it is proposing to conclude EU-level air transport agreements with increasingly important aviation partners, such as China, Russia, the Gulf States, Japan, India and ASEAN (Association of South East Asian Nations) countries. The European Commission is also proposing to complete, by 2015, a Pan-European Aviation Area with neighbouring countries, such as Ukraine, Azerbaijan, Tunisia, Turkey and Egypt. The total economic benefit of all of these agreements is estimated to be €12 billion per year. “I would welcome it. However, we have to be careful that any deal is reciprocal in nature, giving benefits to the EU as well as third countries, and that the countries we are dealing with are not rogue States,” said Simpson.

**EU ETS**

Since the beginning of 2012, emissions from all domestic and international flights landing and taking-off from EU airports have been included in the EU Emissions Trading System (ETS). It applies to EU and non-EU airlines alike, and has proven a highly contentious issue, China and India have refused to comply, while the US Congress has passed legislation making it illegal for its airlines to abide by the EU rules.

“It’s going to lead to a trade war unless the Member States act urgently and we could have EU planes impounded in places like China. The EU needs to step back and give ICAO some time to come up with a global solution, which I support. If the EU wants to charge ETS over its own airspace it can, but to do it over everybody else’s is ridiculous. Frankly, this can only be resolved at governmental level and at the moment none of them have the courage to raise it in case they are seen as anti-environmentalist,” commented Simpson.

A long-time TRAN member, Simpson has seen the evolution of European aviation policy over the last 10 years – a period notable for the emergence and growth of the low-cost carriers. Meanwhile, perhaps the most significant factor internationally has been the rapid development of airlines and airport capacity in the Middle East.

“The European Parliament has been the biggest supporter of liberalisation and remains the biggest advocate of the Single European Sky. It’s not always been a success. There have been airline failures and indeed airport closures, but at the end of the day, Europe is still a big player in civil aviation. However, its position is under threat unless we deliver on projects like the SES and ensure we have sufficient airport capacity,” concluded Simpson.
Europe’s most dynamic catchment area: Vienna, where 15.8m people want to fly with your crew.
one year on from our ‘what’s in the box’ story about the launch of the Airport Package, the question to ask may now be ‘Where is it right now?’ The past year has seen a lot of behind-the-scenes movement on the various dossiers, as the legislative process was progressing. This process involves the review of each Commission legislative proposal by both the European Parliament and the Council, the latter representing Member States. While the Commission has the power to initiate and make legislative proposal, the power of final decision rests with the European Parliament and the Council.

As is customary, during the drafting of the individual Parliamentary reports on each of the proposed pieces of legislation, the full gamut of stakeholders expressed their views: airlines, airports, local communities, ground handlers, slot coordinators and more.

The levels of compromise sought are evident when you look at the numbers: the proposed Regulation on Ground Handling (to replace the existing EU Directive on Ground Handling) was subject to no less than 500 proposed amendments, while Airport Slots also attracted some 290 proposed amendments and Aviation Noise has also seen around 300 amendments proposed. All of which risks watering down the commission’s original ambitions, or taking the proposal to unforeseen territory.

So, what’s the update on each of these dossiers?

Ground Handling
Back in March, the EU Council of Transport Ministers agreed a ‘general approach’ on the European Commission’s proposal to introduce a regulation on Ground Handling, replacing the existing directive. Meanwhile at the European Parliament, two EP Committees reviewed the legislative proposal. The Committee for Transport & Tourism debated the main elements of the regulation, while the Committee for Employment and Social Affairs had responsibility specifically for the employment and social elements of the regulation. Members of the European Parliament (MEPs) from both Committees analysed the proposed legislation with respect to their Committee’s area of responsibility. The Employment Committee already adopted its own opinion in September, however a major upset occurred on 6 November when the TRAN Committee rejected the legislative proposal on Ground Handling.

This rejection vote on Ground Handling was heavily influenced by a massive demonstration on the eve of the vote in Brussels of ground handling unions/workers, which fiercely opposed further liberalisation and deplored the lack of adequate social protection. Following this rejection of the Ground Handling proposal by EP TRAN, the next steps of the legislative process for the entire Airport Package are unclear at the time of writing. For Ground Handling, the proposed rejection by EP TRAN is due to be put to Plenary vote at the European Parliament session in Strasbourg on 11 December. This means that the full Parliament will vote on whether to uphold EP TRAN’s rejection of the proposed legislation or to keep the proposal alive – unless the Commission decides to withdraw the proposal beforehand.

In relation to the other 2 parts of the Airport Package, namely Airport Slots and Aviation Noise, the EU Council of Transport Ministers
agreed a ‘general approach’ on these issues amongst Member States in October and in June respectively.

Airport Slots
Agreement on some aspects of this dossier was complicated, with some Member States very reluctant to see a change in the rules and clearly willing to protect incumbant airlines. While some of the European Commission’s original goals have remained, in particular in relation to legalising secondary trading, increasing the transparency of slot trading, reinforcing the independence of slots coordinators and allowing for airlines to be fined for improper use of slots, one key ingredient has been removed. The European Commission’s original proposal included an increase of the current ‘use-it-or-lose-it’ rule from a minimum ratio of 80/20 to 85/15 together with loner slot series, which would have afforded airports better use of their existing capacity.

EP TRAN also voted on this issue, when it met on 6 November, but it adopted the report by Giommaria Uggias MEP (& the amended, corresponding legislative proposal).

Aviation Noise
Regarding the European Commission’s proposals for the regulation of noise-related operating restrictions, EP TRAN also voted on this in its 6 November meeting, adopting the report of Jörg Leichtfried MEP (& the amended, corresponding legislative proposal). Here the biggest shift has been that the Commission’s right of scrutiny prior to the introduction of operating restrictions at airports has been considerably reduced. This is disappointing for airports, as the Commission’s right of scrutiny was key to ensuring a better (read less political) implementation of the ICAO’s balanced approach to aircraft noise management.

So, all in all, the Package remains together for now. The vote on these new rules in the plenary session of the European Parliament in Strasbourg on 11 December will be a decisive moment. A number of EU media outlets have reported that European Commission Vice-President in charge of Transport Siim Kallas is understandably unhappy that the original Airport Package has been watered down during this regulatory process. It remains to be seen how insistent the Commission will get about the Package’s original intentions. Expect to hear and read more on this in the coming weeks.
Amid the ongoing economic turmoil in the Eurozone and the regular reminders that the future of aviation is East, the European Commission (EC) has recently developed a renewed strategic approach, taking stock of how aviation is a key enabler of growth. It has repeatedly issued warnings about a shift in the world economy towards Asia and Latin America and how this is challenging the primary positioning of the European aviation market.

With these developments in mind, on 27 September, the European Commission announced through a formal Communication an ambitious plan to open negotiations with key EU trading partners, to access new business opportunities in fast-growing markets. It is making the case for negotiating new aviation agreements with the EU’s major trading partners so as to secure market access opportunities under fair, competitive conditions. The Commission is also looking at the timely completion of a Pan-European/Mediterranean Open Aviation Area with the EU’s neighbouring countries by 2015 – a high priority for Europe’s regional airports given the underlying potential for traffic growth with these markets.

In all, this ambitious agenda involves agreements with countries such as China, Russia, India, the ASEAN grouping in south-east Asia and certain Gulf countries, but also includes the goal of completing by 2015 an umbrella of aviation agreements with neighbouring EU countries such as Turkey, Ukraine, Egypt and others. Launching the initiative, European Commission Vice-President in charge of Transport, Siim Kallas referred to the shift taking place in global aviation: “The European aviation industry has been hard hit by recession and if that was not enough, global aviation is changing rapidly. Half of the world’s new traffic during the next 20 years will be to, from or within the Asia-Pacific region.”

ACI EUROPE has pushed for this initiative for some time now, publishing its own analysis & strategy paper “Expanding Europe’s Aviation Market” specifically concerning aviation liberalisation last year and it warmly welcomed this latest move by the EC in a press release. Alongside the negotiation proposals, ACI EUROPE also commended the EC’s parallel commitment to enhancing the competitive position of European aviation, both internally and externally, with Director General Olivier Jankovec reminding that this must include a renewed focus on addressing the airport capacity crunch, and the damage being wrought by national aviation taxes.

Europe’s airports have long considered that the system of restrictive bilateral agreements regulating aviation relations between individual EU Member States and the rest of the world is anti-competitive and hinders the ability of the sector to deliver increased consumer benefits and economic growth. For airports, bilateral agreements still too often obstruct their ability to attract new air services, diversify their traffic mix and improve the connectivity of their communities.

ACI EUROPE Director General Olivier Jankovec said “There is no question that we need to speed-up the pace of aviation liberalisation. If we want to attract and develop air traffic flows and improve connectivity with our external markets, the only effective way to do it is through EU-led negotiations. This is about maintaining our global relevance. This is crucial not just for European aviation but for our economies at large.”

The Commission rightly points to the need for more liberalisation to go hand in hand with a focus on increasing the competitive position of European aviation both internally by 2015 an umbrella of aviation agreements with neighbouring EU countries such as Turkey, Ukraine, Egypt and others. Launching the initiative, European Commission Vice-President in charge of Transport, Siim Kallas referred to the shift taking place in global aviation: “The European aviation industry has been hard hit by recession and if that was not enough, global aviation is changing rapidly. Half of the world’s new traffic during the next 20 years will be to, from or within the Asia-Pacific region.”

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and externally. This requires more alignment of aviation policy at all levels, with a particular focus on addressing damaging aviation taxes and giving airports their license to grow given the looming airport capacity crunch.

Jankovec further commented “Ensuring a fair level playing field is paramount to protecting the hub positioning of Europe. But we also need to be realistic and strike the right balance between fair competition and market access. In other words, this cannot be an excuse for systematically blocking negotiations and holding back the ripple effect of wider liberalisation benefits.”

The Commission’s Communication is now being reviewed by the EU Member States through the Council. Endorsement is indispensable since it is still the Council that needs to grant the Commission permission to initiate negotiations and conclude aviation agreements with non-EU countries. It remains to be seen whether Member States will effectively support the mission’s new strategy and “play the European game”. Some prominent national airlines are notoriously opposed to any liberalisation with prominent emerging markets, preferring to keep the cosy arrangements and sometimes exclusive traffic rights that existing bilateral agreements give them.

THE ETS ANGLE

One helpful development since this announcement has been with regard to aviation’s inclusion in the EU Emissions Trading Scheme (ETS). In the past year, various international governments have decried the inclusion of their intercontinental airlines in the ETS, with some very harsh words and entrenched positions. On 12 November, European Commissioner for Climate Action, Connie Hedegaard formally suspended the inclusion of non-EU airlines into the ETS for a period of one year, so that ICAO can advance with developing its own global emissions scheme.

This issue is understood to have been casting a shadow on a number of the EU’s international political discussions in the past year. Consequently, the EC’s willingness to suspend the application of non-EU carriers’ inclusion in the ETS for a year should buy it some goodwill for any potential discussions with third countries about aviation liberalisation.

The EC estimates that expanded aviation markets would add €12 billion to the €365 billion industry that already provides 5.1 million jobs. In the immediacy, it will consult with Member States in the Council of EU Transport Ministers in December, with a view to moving forward with the proposals in early 2013.

For more information, go to the European Commission’s DG MOVE website: http://ec.europa.eu/transport/modes/air/international_aviation/index_en.htm

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Swedavia Becomes World’s First Carbon Neutral National Airport Group

On 10 October, Sweden’s airport group, Swedavia reached the summit of decarbonisation when it became the very first national airport group in the world to achieve carbon neutrality across its suite of 10 airports. Robert O’Meara reports.

Scandinavia is renowned for its increasingly diverse and innovative ways of uniting nature and modern life. So, it should come as no surprise that Sweden’s national airport group Swedavia was among the early supporters of Airport Carbon Accreditation and that Stockholm-Arlanda was the first to become Airport Carbon Accredited at the ‘Neutrality’ level, the highest of 4 available levels of accreditation. That was back in the autumn of 2009, a few months after the programme was launched.

Skip forward 3 years and Swedavia’s suite of 10 airports have now achieved the ultimate, setting the bar high, for other national airport groups to follow.

In becoming carbon neutral, Swedavia has led by example, championing a cause that few companies in any sector can match. Swedavia’s airports collectively welcome over 31 million passengers a year. In order to attain the ‘Neutrality’ certification within Airport Carbon Accreditation, they have had to reduce their own CO₂ emissions, engage others at their airports to reduce their CO₂ and finally, purchase carbon offsets for any remaining CO₂ emissions under their control.

At a special seminar in the SkyCity facility at Stockholm-Arlanda on 10 October, there was debate, presentation and a humble celebration of what has been achieved. Morgan Foulkes, Director of Policy presented Airport Carbon Accreditation. This was followed by an enthusiastic speech by Swedavia’s dynamic CEO, Torborg Chetkovich. Sweden’s Minister for Environment, Lena Ek also participated and she gave a passionate speech about transport and the environment, while congratulating Swedavia on their extraordinary achievement. Following a lively questions &

In other Airport Carbon Accreditation-related news, it’s clear that lowering carbon emissions and seeking out efficiencies is not limited to Northern Europe. Antalya Airport became the very first Turkish airport to reach the ‘Optimisation’ level, the highest level possible before purchasing carbon offsets. Another recently accredited at ‘Optimisation’ for the first time is Frankfurt Airport as well as Europe’s busiest airport, Heathrow which successfully renewed its own ‘Optimisation’ status for the second time. İstanbul Atatürk succeeded in reaching the ‘Reduction’ level, as did Ireland’s Shannon Airport. Meanwhile Dresden, Leipzig-Halle and Zagreb Airport all became accredited at the ‘Mapping’ level of the programme for the first time, alongside Budapest Airport renewing. Meanwhile, in Asia-Pacific, Hyderabad Airport has just become the 6th to be certified in the region, successfully Airport Carbon Accredited at the ‘Reduction’ level. Some 87 airports, welcoming over 53% of European passenger traffic each year, are now Airport Carbon Accredited. One year on from the programme’s extension to Asia-Pacific, 6 airports in Asia-Pacific are already accredited.

Swedavia CEO Torborg Chetkovich and Morgan Foulkes, Director of Policy, ACI EUROPE.

ACI EUROPE President Declan Collier; Orhan Birdal, General Manager of DHMI; and Serhat Çeçen, ICF Airports Board of Directors.
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Solar Impulse is the innovative brainchild of Bertrand Piccard and André Borschberg. With the ambitious goal of successfully undertaking a world-round trip in a solar powered aircraft, to highlight the power and usage of renewable energy. This project is of particular relevance today with the emphasis on efficiency in business across the global economy and for the need to protect the environment and the Earth’s natural resources. Solar Impulse also wants to show that exploration and active research can contribute to the use of renewable energies and to showcasing the importance of clean technologies, today and tomorrow.

The project was launched in 2003 with a feasibility study at the École Polytechnique Fédérale de Lausanne, Switzerland. In 2009, the first prototype flight occurred, which was a first in aviation history, whereby an aircraft of such large size and magnitude had consumed so little energy and had flown successfully. Today, following many unique achievements, Solar Impulse employs over 90 people, including engineers, technicians and mission controllers in Lausanne, Switzerland. The project is financed by a number of private companies, including Deutsche Bank, Omega SA, Solvay and Schindler.

ACI EUROPE has recently partnered with Solar Impulse and this collaboration provides mutual benefits for both parties. These include reinforcement of the project’s progressive environmental credentials, increasing the visibility of the aircraft’s journey and also facilitating meaningful contact with airports on operational aspects, such as landings, take-offs, and associated safety protocol, of the Solar Impulse flight itinerary in Europe.

According to ACI EUROPE Director General Olivier Jankovec, “Solar Impulse and ACI EUROPE are a natural fit. Our members are hard at work on some of the most ambitious carbon neutrality goals of the airport industry worldwide and through our carbon management certification programme, Airport Carbon Accreditation, a visible transformation is occurring on the ground. Meanwhile, in the air, Solar Impulse is providing genuine inspiration and visibility to aviation’s irreplaceable spirit of innovation and its round-the-world flight is fuelling a global conversation about what aviation can achieve in the decades to come.”

At ACI Airport Exchange 2012, Solar Impulse will be in attendance as a keynote speaker, where he will surely provide an informative and inspirational insight into this extraordinary project. To date, the Solar Impulse project has successfully visited the following European airports – Paris, Brussels, Madrid, Toulouse, Zürich, Geneva and Payerne. As part of its ongoing preparations for a world tour in 2014, Solar Impulse is currently studying the possibility of a 2013 United States coast-to-coast flight. After careful assessment of all the elements, a final decision is due to be announced by the end of 2012.

www.solarimpulse.org
In 2011, ICF Airports Antalya Airport was chosen as ‘Europe’s Best Airport’ in the ‘10-25 million passengers’ category by ACI EUROPE, and now it is the first airport in Turkey, and the ninth in Europe, to have achieved Level 3 – Optimisation in the Airport Carbon Accreditation programme. The certificate was presented by ACI EUROPE Director General Olivier Jankovec to Serhat Çeçen, Chairman of the Board, ICF Airports Antalya Airport.

Orhan Birdal, General Manager of State Airports Authority; Bilal Eksi, Director General of Civil Aviation; and the managers of the business partner corporations who enabled ICF Airports Antalya Airport to get this certificate by reducing CO₂ emissions, participated in the Airport Carbon Accreditation ceremony.

ICF Airports Antalya Airport has been carrying out intensive work since 2009 to lower carbon emissions within the Airport Carbon Accreditation project, and it achieved the first level of accreditation (Mapping) in 2010 and the second (Reduction) in 2011. Along with reducing the CO₂ emissions derived from its own activities, ICF Airports Antalya Airport has cooperated with its business partners to reduce their CO₂ emissions as well to now achieve the Optimisation accreditation.

Speaking about these developments, Çeçen said: “We are very happy and proud to have achieved another first in the Turkish aviation sector and to become the ninth airport to achieve Optimisation accreditation in the European aviation industry.

“The key point in our achieving the Optimisation level in Airport Carbon Accreditation is not only that we have managed to optimise the rate of carbon emissions per passenger from our own activities as ICF Airports, but it is the remarkable success to pioneer the third parties we are in cooperation with and support them in decreasing their own carbon emissions as well. Together with all our business partners, we as ICF Airports Antalya Airport, have taken effective precautions, such as decreasing electricity consumption per person, various saving actions and system optimisations, awareness training programmes, decreasing the amount of energy and fuel for heating and cooling, and decreasing vehicle emissions. As a result of such precautions, we have managed to decrease CO₂ emissions per person by more than 7%.”

Çeçen continued: “The decrease in CO₂ emissions by our business partners was recorded as 2,387t CO₂ through our endeavours and incentives provided. This amount is equal to planting more than 500,000 trees in accordance with the British Forest Commission. The CO₂ emission decrease that we have managed to obtain as ICF Airports Antalya Airport is nearly equal to the CO₂ amount released by 1,000 cars in a year. I would like to say ‘thank you’ to all our business partners and state authorities and to everybody who contributed to the process. Every point of success achieved here now means that we will be able to leave a better environment to the future generations. Our target, as ICF Airports Antalya Airport, for the next years is to decrease the CO₂ emissions of our business partners to 10,000t/CO₂.”

A first in Turkish aviation

ICF Airports Antalya Airport is the only airport in the Turkish aviation industry with four TSE certifications in different fields – Occupational Health & Safety Management, Quality Management, Environment Management and Customer Satisfaction Management Systems within the framework of environment management systems and quality policies.
AERODROME RULEMAKING PROCESS: COMMUNICATING TO THE EASA STAKEHOLDERS

Today, the EASA Airport Section is eager to inform the airport industry about the latest developments and future steps in the aerodrome rulemaking process.

Conference on the ‘Future Aerodrome Safety Rules’

After publishing the Notice of Proposed Amendments (NPA) in December 2011, the related public consultation, during which a total of some comments were made, lasted until the end-April 2012. Subsequently, in May 2012, the Airport Section hosted a conference on the ‘Future Aerodrome Safety Rules’. Over 200 representatives of airports, national aviation authorities and stakeholder associations attended. Besides listening to the presentations given by EASA staff and external speakers, the conference attendees were asked to contribute their knowledge during workshops on technical matters concerning the draft rules. For further information, the conference material and presentations can be viewed here: http://easa.europa.eu/events

Review Process

Following the end of the consultation period, the comments – which mainly focused on definitions, certifications, changes, and personnel requirements – had to be reviewed and responded to. Comments were also reviewed in four thematic group meetings in June 2012 for all areas of the NPA, i.e. the draft regulation and Part ‘Authority Requirements’ (AR), Part ‘Organisation Requirements’ (OR), Part ‘Operations Requirements’ (OPS), and the Books ‘Certification Specifications’ (CS) and ‘Guidance Material’ (GM). The meetings included representatives of the competent authorities, airports and ATM/aerodrome associations. In order to obtain a “fresh” view on the subject matters, the meetings were attended by some experts of the original rulemaking working group and some new ones close to the process. The review meetings were successful and supported the Airport Section in treating the comments and helped to decide on some changes to the rules.

As an overview, it can be reported that about 40% were agreed or partially agreed and some 40% were noted, whereas some 20% could not be followed. For detailed information please refer to the diagram. Here, the statuses of responses are shown by document types. More explanation on that will be given in the soon to be published EASA Comment Response Document (CRD).

International Conference on Future Aerodrome Rules in European Union, Croatia

In October 2012, the Croatian Civil Aviation Agency and EASA organised the “International Conference on Future Aerodrome Rules in European Union”. The conference was held in Croatia and brought together about 100 representatives of national aviation authorities, aerodrome operators and the aviation industry. As Gernot Kessler declared in a statement at the conference, the goal was to “to clarify, observe and perceive participants’ opinions on proposed draft rules, as well as to present feedback and reviews received so far”. This was fully achieved and the conference as such is evidence for the interest of the EU candidate countries in the future rules for aerodrome safety.

Work in Progress

Currently, the Airport Section is working on getting the CRD published soon. After CRD publication the stakeholders will have a chance to review the responses and consequences on the rules themselves.

The Airport Section is very thankful for the high-quality participations during the conferences and meetings of 2012. It is very important to combine the knowledge of all experts in order to achieve the goal of proportionate and harmonised European rules on aerodrome safety.

Based on all the inputs provided also during the formal consultation process, the Airport Section is confident that the draft future rules could be fine-tuned further and the stakeholders’ concerns duly accommodated.

For more information on the NPA and soon CDR please visit: http://easa.europa.eu/atm.
There are numerous European initiatives aiming to reduce carbon emissions from the aviation industry; the EU’s Emissions Trading Scheme, Airport Carbon Accreditation to name but two. However, one pollution factor perhaps too often overlooked by the public is the pollution from surface access. Industry stakeholders are working together on a project called ‘Decarbonated Airport Regions’ to investigate the issue properly. Marius Nicolescu reports.

**RESEARCHING DECARBONISATION... FROM THE GROUND UP**

**Contributing Factors**

The Airport Regions Conference, a Brussels-based organisation representing regions with an airport on their territory, made a study on the share that surface access and ground operations have in the total carbon emissions of an airport. Up to half of the carbon comes from the aforementioned two, while the rest is related to the aeronautical activities.

During the same time span, the Dutch government decided that Eindhoven Airport as the second national airport in the Netherlands will have to help Amsterdam Airport Schiphol to absorb part of the growth in air traffic for the next decades, as the main Amsterdam hub is reaching capacity.

“As Eindhoven Airport will grow substantially during the coming years, both CO₂ emissions and accessibility will become a problem if we don’t act. Hence, the idea was born to start a project with other regions in Europe to try to find new and innovative ways to reduce CO₂ emissions at the airport and at the same time improve airport accessibility in a sustainable way. This project is called d-AIR (Decarbonated Airport Regions) and is funded by the European Regional Development Fund through Interreg IVC (which funds inter-regional projects). Key people at airports and within the local public transport companies, the local authorities are let to exchange best practices on the steps to be taken in terms of CO₂ reduction from surface access and airport operations.

“d-AIR is a project that aims at gathering knowledge in order to significantly impact on the carbon emissions levels,” says Lea Bodossian, Secretary General of the ARC.

Getting to the airport usually involves a significant number of cars, too many times stuck in long lines of traffic, thus creating pollution. Public transport, while very well developed at some of the airports, is not yet designed to cope with the influx of passengers and sometimes it is difficult to explain to passengers why it is the better solution. A large amount of the car drivers are also those working at the airport, and they don’t live in the main city, or the public transport system is not designed to accommodate their night shift.

At Bologna Airport, one of the d-AIR partners the car/bus split is 65-35. There are 300 buses per day at the airport and 6,700 cars. If there would be an increase of only 10% of bus usage, the airport would see over 1,000 cars less that would be replaced by no more than 80 buses, thus reducing traffic and emissions.

d-AIR does not deal only with surface access, it provides a framework to help the airports engaged in the project in their carbon accreditation approach. Some of the partners, such as Eindhoven Airport and Swedish airport operator Swedavia are Airport Carbon Accredited at one of the 4 levels of the programme, for some time now. Swedavia is now fully carbon neutral across its suite of 10 airports, while others are at different stages of the process, such as mapping or reducing their CO₂ emissions. This prompts the leading ‘green’ airports to find innovative ideas to go further, and it also allows the airports that are new to the process to benefit from the experience of others.

Mr. Nohlmans says that in every European project it is important that everyone has something to gain, but also everyone has something to contribute. An important part of this project is the involvement of business and research communities. This has proven successful, with many of the members beginning to form a core group of potential suppliers, innovators, creators and people that can make the ideas of the project come to life. Some of the ideas already seen in these meetings include systems for buses on demand, electric vehicles in the airport, innovative cooling and heating systems for the terminal or intelligent lighting systems inside the buildings. All of these will have a significant impact on CO₂ emissions.

“We expect to learn from good examples in Europe, especially from our partners at Swedavia who are leading in CO₂ reduction and ultimately carbon neutrality. We hope to help each other to find the right way forward towards green airports,” concluded Mr. Nohlmans.

www.dairproject.eu
Traditional signage and manned information kiosks are becoming less commonplace as airports and airlines continue to offer new solutions to assist with passenger enquiries and create a more relaxing airport environment. Ryan Ghee reports.

**Interactive kiosks, virtual assistants and video walls are all becoming a more common feature of the modern day airport. Ranging from the check-in process, to security checkpoints, to the arrivals area, new technology is having a telling impact on each stage of the journey through the airport.**

As passenger demands and needs evolve, airports are adapting and one of the latest developments is the replacement of passenger-to-agent communication with technology-based alternatives.

One such example can be found in the rise of interactive kiosks, which can be used to find answers to common questions, get directions to a point of interest within the airport, or even have a face-to-face conversation with an agent via videoconference.

“Our solution has been designed with one thing in mind – the passengers,” said Matthew Horsman, International Strategy & Business Development, AERTEC Solutions, which has provided its touchscreen information kiosks to the likes of Barcelona, Madrid, Seville and Bilbao airports. “It provides passengers with completely personalised information, leaving out any general information that would not be of interest to them. All this is done completely independently with the information being provided in real-time. If the passenger needs to, they can always contact a customer services team member via the simple videocall facility.”

Spanish airline Iberia is among those to have adopted AERTEC Solutions’ technology and has installed interactive Quick Service Points across its Madrid-Barajas T4 hub. “The passenger wants to feel independent and assisted at the same time. We serve many passengers with many different profiles and we have to meet the expectations of all of them,” said Alejandro Rivera Gil, Airport Development Project Manager, Iberia.
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Passengers who have passed through Munich Airport may also be familiar with a solution known as the InfoGate. Developed by FMG, the airport’s operator, with the screen technology supplied by NEC Display Solutions, passengers can use the InfoGate to connect to an information service representative via videoconference. In addition, they can also be used to obtain information on airport services, shopping and dining options at Munich Airport.

Virtual assistants

Another alternative to the human agent that has recently emerged is the virtual assistant — a virtual airport agent that is created by projecting an image onto a human-shaped board. The virtual assistant is now a widespread feature in airports and can be found around the world, ranging from London Luton and JFK International Airport, to Boston Logan and Frankfurt. The virtual assistant at Frankfurt Airport has been installed in Condor’s check-in area. Christian Schmitt, the airline’s Vice President Ground Operations, said: “We’re always looking for ways to make our customers’ journeys as easy and relaxing as possible and the virtual assistant enables us to provide them with valuable information that can speed up the check-in process.”

The Airport Virtual Assistants that have been installed at JFK, LaGuardia and Newark Liberty airports have been supplied by airportONE.com and L. Patrick Bienvenu, the company’s Principal, explained that they are especially effective at the entrance to the security search area.

“If larger airports, the most important advantage relates to security pre-screening,” he said. “As we all know, security lines are getting longer and longer. We have found that Airport Virtual Assistants are extremely effective in capturing attention. Passengers seem to be amazed by the technology and it appears that they most definitely listen to the message being delivered.”

He continued: “Why is this so important for security pre-screening? It’s because you now have a very effective tool to get passengers ready for security screening, prior to the point of reaching the inspection chokepoint.”

’Wow factor’

Some airports have gone the extra mile to provide an innovative solution that can define the entire airport experience. Among them is Vienna International Airport, which has installed a video wall in the security area in Check-in 3, which is made up of 100 screens supplied by NEC Display Solutions. As passengers approach the security zone, a series of letters cascade down the wall to create the topology of a landscape.

Richard Wilks, Aviation Business Development Manager at NEC Display Solutions, said: “Everyone is focusing on the passenger experience and this is a really innovative and subtle way of improving the passengers’ experience.

“Everybody is looking for that ‘wow factor’ in an airport and the video wall at Vienna really delivers that.”
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FRA INAUGURATES PIER A-PLUS

The latest stage of the ongoing development of Frankfurt Airport (FRA) came to fruition on 2 October when the new €700 million Pier A-Plus was officially opened. Ryan Ghee reports.

The opening of the new pier came less than a year after the inauguration of the airport’s fourth runway and provides yet another example of the dedication of Fraport to supporting passenger growth at Germany’s busiest hub airport. The facility – which is for the exclusive use of Lufthansa and its Star Alliance partners – increases the airport’s capacity to 65 million per year (2011: 56.4 million).

“The new Pier A-Plus represents a quantum leap in Fraport’s strategy to secure the competitiveness and future capabilities of Frankfurt Airport,” said Dr. Stefan Schulte, Chairman of the Executive Board, Fraport. “We’ve created additional space for up to six million passengers per year. This extra capacity will allow us to meet traffic growth expected in the coming years and to strengthen our role as one of the world’s leading aviation hubs.”

One of the key features of Pier A-Plus is its suitability for the operations of wide-body aircraft. Seven docking positions are available – four have been designed for the A380 and are served by three passenger bridges, while a further three positions with two passenger bridges each have been designed for the likes of the Boeing 747-8 and A340. Alternatively, highlighting the in-built flexibility, 11 narrow-body aircraft can be handled simultaneously.

Schulte added: “This terminal expansion also sets new standards for the travel experience of our passengers and for terminal management. Our guests from around the world will benefit from advanced handling facilities and a wide range of shops and restaurants. Easier transferring between short-haul and long-haul flights will result in the enhanced comfort of our customers.”

At 54% (every second passenger),
Frankfurt already boasts the highest transfer rate of European hubs. Also of great importance: the goal of the A-Plus building design is to reduce the energy demand of technical facilities and contribute to FRA’s CO₂ reduction commitment.

**Expansive retail offer**

The emphasis on retail in Pier A-Plus is evident. Of the 185,000sqm of usable floor space, around 12,000sqm is dedicated to 60 shops and restaurants, which are mainly concentrated at two central marketplaces. In a first for Frankfurt Airport, the ‘walkthrough’ shopping concept has been adopted, meaning travellers pass through the Duty Free and Travel Value shops immediately after the security checkpoint.

Of the 12,000sqm of retail space, 5,000sqm is operated by Gebr. Heinemann – the retailer’s largest retail floor space in a single airport – and includes a flagship 2,000sqm store and two 500sqm last-minute shops near the departure gates.

Schulte’s reference to an enhanced passenger experience is also supported by the inclusion of five passenger lounges in Pier A-Plus. As well as a First Class lounge, there are two Senator and two Business lounges. Elsewhere in the pier, to help make the passenger experience as enjoyable and stress-free as possible, longer, wider moving walkways have been installed and the waiting areas include seats with integrated power outlets and USB ports, so passengers can charge their mobile phones, laptops and other electronic devices while they wait for their flight.

To ensure passengers would be impressed by these amenities, Fraport made every effort possible and Pier A-Plus’ opening was preceded by a stringent testing period, which included opening the terminal to 2,000 volunteer passengers who took part in an eight-day trial. The tests covered wayfinding, security control, passport control and boarding processes, and all participants were invited to share their views with Fraport to highlight any potential areas of improvement.

**Preparing for future growth**

The opening of Pier A-Plus followed a positive first nine months of 2012, during which Frankfurt Airport’s passenger numbers increased by +3.3% year-on-year to 44.1 million.

“We’re pleased with the progress, especially given the marketplace out there,” Fraport stated. “It’s a difficult environment and we’re still able to grow traffic, particularly on the passenger side of our operations.”

Also, this growth recorded in the first three-quarters of 2012 was achieved in spite of 3,350 strike-related flight cancellations in February, March, August and September.

The impact of the European economic downturn on Frankfurt Airport has been tempered by the airport’s status as a global hub and the fact that around 40% of its traffic is intercontinental. Key to retaining this status was the addition of the fourth runway in October last year. It has initially increased air traffic movements from 82 to over 90 per hour, a figure that will eventually rise to more than 120 per hour.

“Runway Northwest and the construction of the new Pier A-Plus terminal area are major projects that have significantly enhanced the quality and reliability of our intercontinental hub, while providing Frankfurt Airport with the necessary capacity growth reserves, along with a noticeable improvement in punctuality,” Schulte said.

Although Pier A-Plus will satisfy the capacity requirements for the near-to-medium-term, Fraport is planning well ahead and site preparation work is currently underway for the next major development – Terminal 3. Already (since last year) some of the apron aircraft stands for the future Terminal 3 have been completed and are being used day in, day out at this busy global hub.

The planning process for the new terminal has recently been completed and construction is tentatively scheduled to commence towards the end of 2013. The addition of the new terminal will have a significant impact on Frankfurt Airport’s capacity – increasing it by 25 million to a total of 90 million. While a strict construction schedule is not yet in place, Fraport is expecting the first phase to be complete and operational by late 2016 or early 2017.

For now, however, the focus remains on Pier A-Plus, which will provide the necessary capacity and high-level of facilities that Frankfurt Airport’s passengers have come to expect.

The new facility includes 12,000sqm of retail space, 5,000sqm of which is operated by Gebr. Heinemann.

Pier A-Plus has been designed to handle the operations of Lufthansa and its Star Alliance partners. “This terminal expansion also sets new standards for the travel experience of our passengers and for terminal management,” Schulte said.
In December 2009, Brussels Airport’s home carrier Brussels Airlines went from being an unaligned airline without a clear future to becoming a fully-fledged member of Star Alliance. Overnight, Belgium’s capital airport had become a Star Alliance hub with the future set on growth. Although Brussels is located in a competitive part of Europe, the airport can now exploit its location as the westernmost Star Alliance hub in the core of Europe, located between the two SkyTeam hubs in Amsterdam and Paris, by attracting Star Alliance airlines. Andreas Akerman reports.

Being the political and diplomatic centre of Europe in a 90-minute catchment area of 19.2 million people certainly helps, but the current network composition is also a key attraction, explained Léon Verhallen, Brussels Airport’s Head of Aviation Marketing. Brussels Airlines has a strong network in Western Europe – Scandinavia, the UK, France and the Iberian Peninsula – as well as a unique long-haul network serving 19 destinations in Africa. For example, one of the factors that convinced Thai Airways to start serving Brussels is the strong onward network to French regional airports, which otherwise is a market dominated by Air France and SkyTeam, said Verhallen.

Brussels Airport is subject to intense competition for long-haul growth, with the close proximity of Amsterdam Schiphol, Paris-CDG and Düsseldorf airports, while low-fare competition within its catchment area comes from airports such as Charleroi, Cologne/Bonn and Eindhoven. In October, Brussels Airport was recognised for its route development strategy at the World Routes Marketing Awards held in Abu Dhabi. It was not only recognised as the best airport in Europe, but also won the overall World Routes Airport Marketing Award. This is particularly significant as the awards are voted for by the airlines themselves, and is tangible recognition of the airport’s success in securing new airlines, new routes and increased frequencies.

Business demand makes Thai Airways grow
Thai Airways is only one of two Star Alliance airlines to have started serving Brussels since the airport became an alliance hub. The airline’s Bangkok service, which launched in November last year, has proved to be a considerable success with particularly impressive load factors in business class. A year after the route launched, aircraft capacity has already increased as the airline switched from 292-seat 777-200ER to 312-seat 777-300ER with more seats in both the economy and premium cabins, and in February, the airline will also add an additional, fourth weekly frequency on the route. The other new Star Alliance arrival is Air Canada, which began operating daily flights from Montréal to Brussels in June 2010. This means that all North American members of the alliance now serve Brussels,
but the airport also attracts other long-haul services. Most notable is Jet Airways, which operates a scissor-hub at Brussels for its flights between India and North America.

**Infrastructure preparations for further growth**

In order to accommodate further expansion, Brussels Airport is set to embark on a very big investment plan over the next few years. Arnaud Feist, Brussels Airport’s CEO, explained to Airport Business that the first major construction project is the Connector building that will connect non-Schengen Pier B with Pier A, which is mostly home to intra-Schengen traffic. The building will replace the current underground tunnel that is used by 10 million passengers a year.

The benefits with the new building are many. The larger, centralised security checkpoint will reduce queues and, because it serves both piers, speed-up connecting times. The fact that passengers will no longer lose time going up and down to the tunnel, but remain on the same level will also speed up transferring times between the two piers. Another important aspect is the enhanced passenger experience, as the walk through a tunnel without daylight will be replaced with a bright and airy building over ground with shopping and dining facilities. Construction is set to start early 2013 with completion scheduled for early 2015.

With forecasted growth particularly in the long-haul segment, Brussels Airport is also increasing the number of widebody stands to facilitate more long-haul arrivals. Two stands were recently added and a further two will be added next year. The next major construction project at the airport is an extension of the current Pier A, which will add further contact gates and reduce the need for aircraft to park at remote stands.

Ten years ago, a baggage system was ordered for installation under Pier A in order to speed-up baggage handling and to facilitate connections within the same pier, removing the need for bags to be transported via the central baggage area. Although the system was constructed with Sabena in mind, transfer traffic has now again reached the levels when introduction of the system makes sense, and the 40 million investment has now been finalised and is in use as of this past summer.

Brussels Airport was also one of the first to adopt Airport Collaborative Decision-Making (A-CDM), which aims to improve the overall efficiency of airport operations through collaboration between all stakeholders. It has seen tangible benefits, with A-CDM contributing to reducing aircraft taxiing times by two minutes.

**Multimodality through improved rail access**

Brussels Airport, which pioneered rail access with the opening of an in-terminal train station in 1958, has just taken a next major step in improving access to the airport. With the opening last June of a connection between the main rail line to the north of the airport and the airport train station, new direct access opportunities have opened up as the airport train station has become a through-station able to accommodate high-speed trains. “For short distances, trains are the future,” Feist said and pointed out politicians’ discussions about banning short flights.

With the new opportunities brought by this, Brussels Airport is expanding its catchment area by working together with train operators to improve direct connections with the airport train station. Antwerp in northern Belgium is now reachable from the airport in 25 minutes and southern parts of the Netherlands can now access Brussels Airport faster than Amsterdam Airport Schiphol, said Feist. Brussels Airport already attracts significant passenger numbers from neighbouring countries and departing Dutch passengers total 600,000 annually; however, this is a number that Brussels Airport wishes to grow.

The airport is also developing high-speed access to Paris together with Thalys, which already operates to the airport with limited frequencies. The intention is for staff from Brussels Airport to be onboard in the future, providing information, offering check-in onboard the train and helping with baggage. There are hopes for future train services to Germany too, giving Brussels further reason to call itself the ‘Capital of Europe’.
DEVELOPING THE 2020 AIRPORT SECURITY MODEL

A safe and efficient security process will be a vital component of the airport of 2020, but in order to improve the current model, a number of key issues must be addressed. Two of this year’s ACI Airport Exchange Security Summit speakers – Ahmad Bukallah, Director Operations, Department of Civil Aviation at Sharjah International Airport & Chair of the ACI Asia-Pacific Regional Aviation Security Committee, and Alan Tan, Vice President, Aviation Security, Changi Airport Group – share their views.

The security process has proved to be the most difficult aspect of the airport experience to improve over the course of the last decade. With the restrictions on liquids, aerosols and gels (LAGs) still in place, privacy issues surrounding the use of full-body scanners, and the debate still ongoing concerning the proposed use of passenger profiling techniques, significantly changing the existing process has proved to be arduous.

“I think almost everybody these days agrees that the conventional ‘one-size-fits-all’ approach, which religiously applies the same security screening procedure to all passengers, is no longer suitable,” Bukallah said. “Passenger traffic will double in 20 years but, for sure, terminal buildings and security teams will not double in size. ACI, together with other industry partners, has been lobbying for a more sensible approach based on the philosophy of risk management. I am pleased that risk-based security has become a commonly accepted concept.”

This risk-based approach is central to a number of different initiatives, including ACI Europe & AEA’s Better Security project, the US Transportation Security Administration (TSA)’s Pre-Check programme and IATA’s Checkpoint of the Future. Under these concepts, low-risk passengers would enjoy expedited processing, while those deemed high-risk would face a more stringent security process.

Changi Airport Group’s Tan said: “These concepts have thrown up some interesting ideas for the industry to deliberate. The idea of differentiating passengers and implementing appropriate screening measures is very bold in its objective. I don’t believe that the industry is ready to move into the area of passenger differentiation.

Tan explained that existing security threats and policies must be rationalised in order to prepare for significant changes to the airport security process in the future.

HOLD BAGGAGE THREAT DETECTION

There have been a number of high profile cases involving acts of terrorism and serious threats to aviation security when banned substances and devices have been brought onto aircraft. In order to combat the increased danger of sophisticated emerging threats, the most innovative screening technologies must be developed and made available so that airport authorities can continue to ensure passenger safety.

Rapiscan Systems is a leading global supplier of security inspection systems. Its RTT (Real Time Tomography) baggage screening solution has become the first ultra-high speed system to pass the European Civil Aviation Conference’s (ECAC) Standard 3 threat detection test, the highest standard set by ECAC for the detection of baggage-borne explosive threats.

The RTT system is a revolutionary liquid explosive detection technology, with the detection capability of Computerised Tomography (CT) and is capable of screening baggage at speeds of up to 1,800 bags an hour. Furthermore the RTT system’s resolution and reconstruction process not only delivers optimal performance for the detection of prohibited materials, but it also generates fewer false alarms whilst simultaneously lowering the airport’s operational costs. RTT can also detect density levels in liquids, alerting the operator to potentially concealed explosives that will enable airports to keep ahead of the threat of terrorism. This RTT system is the only baggage screening system in the market to combine this high throughput rate with meeting ECAC Standard 3 threat detection.
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ONE COMPANY – TOTAL SECURITY
As there are obvious challenges, ranging from the availability of passenger information to conduct proper risk assessments, and issues pertaining to discrimination.

Before any real advancements can be made, Tan explained that three key areas need to be addressed: security threats and policies must be rationalised; active testing and deployment of technology to improve security and facilitation must take place; and self-service initiatives, including the use of biometrics, must be more widely embraced.

While all of these issues are being considered and solutions are being developed, Bukallah stated that in the meantime, initiatives such as the Transportation Security Administration’s (TSA) Risk Based Security initiative and PreCheck programme can make “incremental improvements to today’s screening process”.

Lifting LAGs restrictions

It is not just passenger screening that needs to be addressed to create an enhanced airport security product for the airport of 2020. “Liquid explosives is one of the range of threats that the screening process needs to counter,” Bukallah stated.

However, following the European Commission’s announcement in July of the decision to again postpone the proposed lifting of restrictions on LAGs – which had been scheduled for April 2013 – the current screening process looks set to remain in place for the time being. “There is a risk that the lifting of the restrictions on LAGs, if not properly coordinated amongst airports and communicated well in advance to passengers and all parties involved, would create confusion and chaos at checkpoints, and passenger complaints,” Bukallah stated.

In order to get to a point where the screening process can be significantly enhanced, as highlighted by both Bukallah and Tan, it is vitally important that the industry – including airlines, airports and suppliers – works closely together to establish the best way forward.

“The need for collaboration cannot be overstated,” Tan explained. “Cost, funding and operational considerations have sometimes hampered the adoption of new security procedures and technology, which can improve facilitation and security. Stakeholders must come together to rationalise such developments for the future.” Although there is still much work to be done to develop and implement an airport security process that fits the criteria of providing an enhanced passenger experience while also retaining the highest levels of security, with all key players working towards the same goal, there is no reason to suggest that it will not be a part of the airport after 2020.

ANALOGIC’s INNOVATIVE CHECKPOINT SOLUTIONS

Analogic Corporation provides leading-edge healthcare and security technology solutions to advance the practice of medicine and save lives. It provides innovative checkpoint and checked baggage solutions to airports worldwide and its CT technology meets the highest TSA (Transportation Security Administration) and ECAC (European Civil Aviation Conference) standards for automatic threat detection. Over the past 15 years, Analogic has deployed more than 1,100 CT-based explosives detection systems to more than 30 countries. The company’s first explosive detection system (EDS) was installed in Rome, Italy in 1998 and Analogic markets and distributes the premium checkpoint CT systems, the COBRA and COBRA DualUse, directly to airport and government customers.

The COBRA checkpoint CT system offers 3-D imaging, higher throughput, lower false alarm rates and superior automatic detection compared to current checkpoint X-ray systems. In 2012, the COBRA received ECAC Type D/ D+ approval (liquids and laptops can stay in carry-on baggage). The COBRA’s superior performance enables airports to use fewer checkpoint lanes, reduce staffing and acquisition costs, and improve the passenger experience. The Cobra DualUse EDS is designed for small and medium size airports that wish to leverage a single system to screen both carry-on and checked baggage. The DualUse system is TSA-certified for checked baggage screening.
Threat Detection through Electromagnetics

Security
Metal Detectors

PD140SVR,
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Scanner

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According to McMillan, achieving a more efficient system and better integrating airports into the aviation network is vital to the future of the industry. The Single European Sky (SES) initiative, which is aimed at meeting future airspace capacity and safety needs, and the SESAR (Single European Sky ATM Research) programme, which focuses on building the future European air traffic management system, are both of great importance.

“In the last few years, the focus in Europe has clearly shifted away from capacity and towards cost and efficiency,” McMillan said. “However, our current forecasts indicate that by 2018 there will be an unsatisfied demand of over 100,000 flights as a result of airport capacity constraints – some 1% of European flights. So, there is still more to be done to see how airports can become more efficient. A key element of this is improving the links that airports have with the network.”

Crucial to this is the Airport Collaborative Decision-Making (A-CDM) programme, which is based on collaboration between all airport stakeholders, including airport and aircraft operators, ground handlers, air traffic control and network operations. The project aims to improve the overall efficiency of operations, with a particular emphasis on the aircraft turnaround and pre-departure sequencing process.

McMillan said: “We have seen real benefits for those airports that have adopted A-CDM. As more and more airports follow suit, we can expect additional benefits for the network as a whole as predictability improves.”

In 2008, ACI EUROPE and EUROCONTROL signed a collaboration to increase operational efficiencies at Europe’s airports, which involved the launch of an Action Plan for the rollout of A-CDM. An update on A-CDM is provided each year at ACI Airport Exchange, and at the 2010 event CANSO officially signed up to the A-CDM Action Plan.

The implementation of A-CDM, McMillan stated, is a win-win for all parties involved. “It helps the air navigation service providers to run their airspace more efficiently; it helps the airport utilise all their infrastructure more efficiently, including their runways; it helps the airlines, who should experience fewer delays and less fuel burn; and, most importantly, it should help provide a better travel experience for passengers.”

Achieving operational and environmental efficiency is currently a key theme across Europe’s airports. David McMillan, Director General, EUROCONTROL, who is chairing a session in the Airport Operations Conference at ACI Airport Exchange, outlined what needs to be done to achieve a truly efficient system for capacity by 2020.

Delivering Future Efficiency

McMillan: “Our current forecasts indicate that by 2018 there will be an unsatisfied demand of over 100,000 flights as a result of airport capacity constraints – some 1% of European flights.”

Implementing A-CDM

This message has clearly been well received by a number of Europe’s airports. In May this year, London Heathrow became the fifth European airport to fully implement A-CDM following a successful trial period. The other four airports to have implemented it are Munich, Brussels, Frankfurt and Paris-Charles de Gaulle.

As the airport operates at more than 99% capacity, London Heathrow provides an ideal example of the environmental and operational benefits of adopting A-CDM. With 1,300 flights a day, this could translate into a saving of up to 30,000 tonnes of CO₂ emissions a year.

With such clear advantages, along with wider industry initiatives such as SES and SESAR, A-CDM has a key role to play in ensuring that every aspect of the airport of 2020 is as efficient as possible.

Customisable A-CDM Solution

Airport Collaborative Decision Making (A-CDM) is now a mature concept, with a number of major airports in Europe having fully implemented the approach. Many more have A-CDM projects running, and the philosophy is now gaining acceptance beyond the EUROCONTROL states, particularly in the high growth Middle East and Asia-Pacific regions.

With this increasing maturity of the A-CDM approach have come increasingly mature and robust software systems to support A-CDM and other collaborative processes.

The Northrop Grumman Airport Realtime Collaboration (ARC) suite combines proven, robust A-CDM II systems in a modular fashion, which allows a high degree of customisation. Individual elements covering Situational Awareness, Information Sharing and Pre-Departure Sequencing can be combined together, implemented individually or in conjunction with existing systems.

A highly configurable information sharing portal has been designed to operate seamlessly across multiple platforms, be they desk based, tablet or hand held.

The ARC user portal, being both intuitive and accessible anywhere, ensures that real time collaboration is always possible. From the foundation of information sharing to the most complex departure sequencing, ARC provides a low risk, cost effective solution to support A-CDM.
Airport Realtime Collaboration (ARC) is designed to provide today’s airport community with accurate and timely information that delivers efficiency gains and significant cost savings. Airport Collaborative Decision Making (A-CDM) and improved Passenger Flow Management mean a smoother journey through the airport for all your customers.

**THE VALUE OF PERFORMANCE.**
In fitting with Vienna International Airport's (VIE) approach to environmental sustainability, the new Check-in 3 facility – also known as Skylink – makes use of a variety of techniques to reduce its environmental impact. Julian Jäger, the airport’s COO and a speaker in the Airport Development Conference at this year’s ACI Airport Exchange, spoke to Ryan Ghee.

The opening of the new terminal in June marked a major milestone for Vienna International Airport. Covering 76,000sqm, Check-in 3 has doubled the airport’s area and increased annual capacity to 30 million. Also of significance is the fact that this has been achieved in an environmentally friendly manner to ensure that increased passenger throughput and aircraft movements do not lead to drastically increased carbon emissions.

"Climate protection is a major issue for Vienna Airport and we focus on several activities," Jäger said. "In the new terminal, we have tried to integrate technological solutions for more environmental sustainability."

One of the main features is the installation of two glass layers for the façade of the building. This helps to ensure that energy loss is reduced and as the need for air conditioning is also reduced, this achieves significant cost savings.

"In order to achieve this effect, the outer glass layer is darker to gain a ‘sunglasses’ effect. The result is maximum transparency with a minimum cost of energy," Jäger added.

While new technology is central to Check-in 3’s green values, the design itself makes best use of available space so that the need for future expansion at the airport is minimised.

By using three separate stores – one each for Schengen, non-Schengen and Arrivals – located under one roof, the terminal boasts inbuilt operational flexibility. This, along with the segregation of arriving and departing passengers as required by EU law, also means that all passenger check-ins can take place in the same area of the terminal.

Elsewhere on the airport site, Vienna International Airport’s dedication to sustainability is evident.

"We run about 74 CNG (compressed natural gas)-driven cars, which makes Vienna Airport one of the biggest CNG-driven car pools in Austria."

In 2011, a dedicated energy efficiency group was also established to reduce energy consumption across the airport site. Public transport links have also been enhanced – particularly via the City Airport Train – and a cycle path for use by the airport’s employees is currently under construction.

While each of these initiatives may make a small difference to the airport’s environmental impact, together they create significant emissions savings and play an important role in Vienna International Airport’s ambition to be recognised as one of the industry’s best environmental performers.

Brazil’s Viracopos–Campinas International Airport is bursting at the seams. In the past three years the number of passengers has surged from one million to more than seven million, with no sign of an end to the growth. A new terminal urgently needs to be built to absorb the massive increase in passenger numbers. Airport experts at NACO, Netherlands Airport Consultants have been working together with specialists from parent company Royal HaskoningDHV and other Dutch companies to produce the basic design for the first phase of the terminal development and the master plan for the entire airport for the coming 30 years.

Netherlands Airport Consultants’ client is the Consórcio Aeroportos Brasil consortium that recently purchased the airport concession from the Brazilian Federal government. Near-term expansion is essential because of Brazil’s rapid economic growth and its forthcoming hosting of the World Cup soccer tournament in 2014 and the Olympic Games in 2016.

"The terminal has to be ready in 2014 when the World Cup will be held in Brazil," said NACO’s local representative Peter Vorage. "So we need to go the extra mile to meet this schedule."

The contract also includes designing the car park and landside roads, special airport systems, baggage handling systems and installations. The new terminal’s 28 gates will allow it to handle 14 million passengers in 2014.
22nd AIRPORT TRADING CONFERENCE & EXHIBITION

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Los Angeles International Airport (LAX) is currently undergoing a major transformation, the centrepiece of which is the new Bradley West Terminal. Ahead of participating in the 1st Future Travel Experience Europe Conference at ACI Airport Exchange, Dominic Nessi, Deputy Executive Director & Chief Information Officer, Los Angeles World Airports (LAWA), spoke to Ryan Ghee about the unique passenger experience that is being created.

The multi-billion dollar redevelopment of LAX centres on the new Bradley West Terminal, which will see the creation of a world-class facility that will provide a truly innovative airport experience. The Bradley West Project, which is scheduled to be complete in 2013, aims to give passengers a real flavour of Los Angeles. The idea is for the airport itself to reflect the destination that it serves.

As Nessi explained, to achieve this, new media is being embraced. “First, LAW A is developing a unique approach to the passenger experience by embracing the ‘LA Feel’ and incorporating that into the customer experience by making it an integral part of our media efforts. Second, we want to move the media experience from airport display screens to the mobile devices of the passenger and have them work in conjunction with one another.”

Creating a sense of place
The renovation of what is currently the Tom Bradley International Terminal will see the introduction of over 100 integrated media elements, making use of visual- and audio-based techniques.

An LAX Story Board will be included, with integrated, high definition screens highlighting LA’s status as a creative capital. Device-to-display interactivity will also be used so that passengers can use their smartphones and tablets to interact with the displays. Passengers will be able to view images and videos, as well as listen to ambient sounds and music tracks, by connecting their device with the digital signage.

“LA is a one of a kind place in the world; Hollywood, the ocean and beaches, the mountains, film industry, the many ethnicities that live here all embody the LA spirit and are known around the world,” Nessi said. “By bringing these images into the Tom Bradley International Terminal, the world gets to be part of the LA scene in a unique, memorable manner. This is being rolled out in July 2013 when the new terminal opens, so actual images are still a closely guarded secret. We want the world to come to LAX to experience this phenomenon.”

To ensure that passengers can make the best use of the innovative media on offer, Wi-Fi will be available throughout the terminal, enabling smartphone and tablet users to easily connect to and download the content. A geo-location-based design will also allow for other useful functions, potentially the likes of mobile-based wayfinding.

Upon its completion next year, the new Bradley West Terminal looks set to deliver exactly what many passengers have been calling for – a personalised and enjoyable experience in an airport that has a true sense of place. With this in mind, if airports are to be judged on understanding their passengers, LAX must surely be among the leaders.
Analogic has deployed over 1,100 computed tomography (CT) explosives detection systems to 30 countries. Our COBRA® checkpoint CT systems use state-of-the-art technology and advanced detection software to identify threats and provide the highest level of checkpoint security screening.

- Superior threat detection
- Highest throughput
- ECAC Type D and D+ approved
- Lowest lifecycle costs
- Lowest false-alarm rates
- Upgradeable detection software

To learn more, email us at securitysales@analogic.com or call +1 (978) 326-4000. www.analogic.com/products-security.htm

The name Analogic and COBRA are registered trademarks of Analogic Corporation.
The globe logo is a trademark of Analogic Corporation.
Schiphol’s mission is to connect the Netherlands with the world’s major regional and urban centres, in partnership with its home carrier Air France-KLM and other airlines. The Netherlands has an international outlook and an open economy. “It is no exaggeration to say that ‘top connectivity’ is of critical importance to our country. That’s why we want our connections and frequencies to be best-in-class,” explained Nijhuis. “We also aim to offer excellent visit value, and function as an attractive hub for businesses, employees and visitors. Our objective is to generate long-term value for our stakeholders in everything we do. At Schiphol Group that means not only being profitable, but also safeguarding sustainable development. The three Ps – People, Planet and Profit – must be kept in balance.”

Amsterdam Airport Schiphol handled 49.8 million passengers in 2011 and forecast growth of +2% will see it exceed 50 million passengers in 2012 – a record for the airport. Given the extremely challenging economic conditions in Europe and the rest of the world, it is a respectable result. “First and foremost, we have our home carrier Air France-KLM and the other airlines to thank for that. They make sure that the number of passengers welcomed by Amsterdam Airport Schiphol continues to grow. We work side-by-side on quality services that aim to exceed passengers’ expectations. That means not just the trip itself, but all of the related facilities as well,” said Nijhuis. “People must perceive their time spent at Schiphol as quality time. Positive word-of-mouth advertising and messages on social media all benefit the reputation of our airport. That is why we always put the customer first.”

It is an award-winning strategy. At the ACI EUROPE Annual Assembly in June, Amsterdam Airport Schiphol won the ‘Best Airport Award’ in the over 25 million passengers category. “The bar is now very high indeed. A number of other European airports are working hard, and that inspires us to give it all we’ve got,” commented Nijhuis. Social media has improved Schiphol’s communication with passengers. It is very active on Facebook, where it has around 175,000 followers, as well as Twitter. In late-2010, it launched the Schiphol App, which has been downloaded around 700,000 times. There is also a Chinese version of the Schiphol App, which has similarly proven very popular.

Sustainability is at the heart of Schiphol’s activities. It is Airport Carbon Accredited at the ‘Optimisation’ level of the programme, the highest level possible without purchasing carbon offsets. Nijhuis believes it is important that Schiphol provides opportunities for innovation, such as the battery-changing station for electric taxis at the airport. Thermal energy storage is used to heat and cool the terminal, as well as Schiphol’s offices. “We are also collaborating with KLM on a biofuel breakthrough; on 19 June 2012, the longest biofuel-powered flight ever took off from Amsterdam Airport Schiphol. The KLM flight to Rio de Janeiro flew partly on fuel derived from spent deep-frying oil,” explained Nijhuis. “From 2014, Schiphol will start using electric buses to transport passengers to and from their aircraft. This represents an important new step towards reducing CO2 emissions.”

Schiphol’s award-winning efforts are all aimed at enhancing the passenger experience, as it strives to find solutions that ensure a comfortable travel process. It has achieved notable success as it aims to be ‘Europe’s Preferred Airport’. “The passenger journey remains at the heart of the way we think and what we do, and we will continue to further integrate Corporate Social Responsibility into our business processes,” concluded Nijhuis.

**Schiphol’s Award-Winning Passenger Focus**

Schiphol Group, host of Airport Exchange 2012, has enjoyed a successful year, in which Amsterdam Airport Schiphol will handle more than 50 million passengers for the first time. Jos Nijhuis, CEO, Schiphol Group, outlined his strategic vision to Ross Falconer.

**Amsterdam Airport Schiphol Fact Box**

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<th>49.8m (+10.1%)</th>
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<td>No. of people employed at Schiphol:</td>
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Airport Exchange 2012 will see the event’s biggest-ever exhibition of companies showcasing their latest products and services. Here, we present a selection of the exhibitor highlights.

**ADECS AIRINFRA**

Adec Airinfra provides consultancy and IT solutions to assist airports to optimise their performance. Its IT solutions range from advance calculation models to complete airport information and management systems. Training, support and maintenance are also part of its portfolio.

With well over 10 years of experience in the airport business, Adec Airinfra has developed a portfolio of airport systems designed to help airports improve sustainability and increase efficiency. At Airport Exchange 2012, it will be presenting its three latest solutions to today’s challenges:

- AirLink: an airport information and management system
- AirFee: an automated flight movement registration system
- AirSurf: a surface surveillance system

Adec Airinfra is dedicated to developing innovative technologies and efficient processes to provide customers with the most cost-effective solutions.

*Stand 119*

**AIRBUS**

Airbus is today developing a wide range of innovative solutions for airport operations, addressing the introduction of new aircraft types and the accommodation of new aircraft categories; implementation of new technologies (new Air Traffic Management solutions); and extension of airport facilities for capacity growth. At ACI Airport Exchange, Airbus will display its capabilities for airport operations, offering a range of solutions addressing the needs of modern airports.

*Stand 47*

**ESCO-ZODIAC AEROSPACE**

ESCO-Zodiac is recognised as a leading manufacturer of military and commercial aircraft arresting systems. ESCO partnered with the FAA in the mid-1990s to develop the engineered material arresting system (EMAS) known today as EMASMAX®, a lightweight cellular concrete bed that predictably crushes under an aircraft’s weight and travel-related products.

The airport is the ideal environment to capitalise on the growing demand, and trend, for spas and affordable luxury services. With increased security screening, travellers are compelled to arrive at the airport earlier and earlier. Inclement weather and flight delays often prolong departures and add to the anxiety. This provides time-pressed travellers with convenient opportunities to reduce stress, foster their well-being and accomplish routine grooming opportunities. Convert down time into productive time.

XpressSpa is the largest airport spa owner/operator in the world. It is the only airport spa operator with a national footprint from New York to California, and now into Europe. The company employs over 800 people and serves one million travellers.

No appointment necessary. Just walk in, “Service is on Demand.”

*Stand 57*

**NET DISPLAY SYSTEMS**

Net Display Systems (NDS) has evolved into a recognised worldwide player for digital signage software. Its core business is developing digital signage software called PADS. NDS has provided signage solutions to more than 80 airports worldwide, such as Eindhoven Airport, London City Airport, Stuttgart Airport and Lisbon Airport.

NDS will showcase its total signage solution for FIDS, advertising and wayfinding, suitable for airports of any size. The solution allows airports to facilitate one system hosting all communications towards passengers, employees and airlines. NDS can be found at ACI Airport Exchange supported by its valued partners AOpen, LogicaTl and NEC Display Solutions.

*Stand 126*

**BOON EDAM**

At ACI Airport Exchange, Boon Edam will present its Airport Swinglane self-boarding security gate. The Airport Swinglane allows for a quicker boarding process and flights being ready for departure well ahead of schedule. In addition, airline staff are freed up for other customer-focused tasks and can offer an additional pair of eyes for security purposes. The Airport Swinglane is designed to ensure that security can be maintained while improving the passenger experience.

Boon Edam is a leader in revolving doors and a leading manufacturer of security access solutions. Its airport-specific portfolio includes a range of High Capacity Revolving Doors, which are designed to handle the large number of passengers passing through airport terminals every day. The Flowslide is a passenger separation solution that ensures a smooth flow of passengers, while keeping them strictly separated.

*Stand 14*
AERTEC Solutions

AERTEC Solutions is a consultant and engineer specialised in aeronautics, with in-depth experience in airports, air traffic and the aerospace industry. It has a complete vision, covering everything from operational processes and infrastructure design to systems development and integration.

With the passenger as the main actor and information technology as the script, at this year’s event AERTEC Solutions will be showcasing two solutions aimed at improving the passenger experience during their trip through an airport. The first solution helps the passenger interact with the airport or airline completely independently, providing them with personalised information by scanning their boarding pass or via a videocall to the airport passenger attention staff. The second allows the service quality level to be evaluated during the most critical airport processes (check-in, security filters and baggage reclaim), passengers show their degree of satisfaction by simply selecting the ‘happy’ or ‘unhappy’ icon on the touch screen units.

Stand 128

BM Services

Business Marketing (BM) Services is an innovative and independent party in the Dutch aviation industry. It specialises in aviation security training and is an officially recognised Security Screener Training Centre. In addition to training and aviation consultancy, it also develops and deploys new products, such as the Pre-Employment (PRE-M) test. The PRE-M test enables employers to test future employees in order to find out if the future employee possesses the skills to perform their security duties according to the required (international) standards. Visitors to the BM Services stand will be able to see presentations about the PRE-M test and demonstrations will also be given. The company also specialises in training and consultancy in different X-ray programmes and machines.

The company’s third product is Lady Security, which is part of BM Services and provides fully trained female security professionals. The female agents are recruited, tested and trained by BM Services. Its clients can hire the agents whenever they have a shortage in their operation. Lady Security not only operates in the aviation industry, but also provides services for events, hostess and reception services.

Stand 108

Morpho Detection

Morpho Detection, Inc – a business of the SAFRAN Group – is a leading supplier of explosives and narcotics detection systems for air and ground transportation, government, critical infrastructure and other high-risk organisations.

With industry-leading products such as the Itemiser® DX trace detection system, the CTX line of explosive detection systems (EDS) on the one hand, and new solutions such as the latest automatic liquid explosives detection system (XDI) and innovative solutions on integrated checkpoint (e velocity) on the other hand, Morpho Detection is truly a leader of detection technology for the security industry.

At ACI Airport Exchange, Morpho Detection will display its trace detection solutions, as well as solutions for integrated checkpoints (e velocity).

Stand 16

Concessionaire Analyzer+

Concessionaire Analyzer+ is a software solution that allows airports to collect sales data from retail and F&B concessions into a data warehouse and combine it with passenger and flight data as well as people counting information, and to analyse them using Business Intelligence techniques to better understand sales patterns so as to boost performance and increase revenue for both concessionaires and airports. Retail and F&B operations account for a very significant slice of an airport’s revenues. Concessionaire Analyzer+ allows sales data to be uploaded using standard file formats from concessionaire’s own systems for the data to be analysed, reported on, audited, used for concessionaire billing and be the subject of Business Intelligence using role based dashboards.

Stand 151

Northrop Grumman

Northrop Grumman will be displaying its Airport Realtime Collaboration (ARC) suite at ACI Airport Exchange. Supporting efficient, resilient airside operations, as well as helping to deliver a great passenger experience, ARC couples the very latest in real-time software information systems with flexibility and ease of use. ARC Passenger Flow provides accurate long range forecasts of passenger numbers at key points on the journey through the terminal, such as check-in and security. These forecasts can be updated in shorter range planning (the week or even day before), and ultimately take live inputs on the day of travel to give real-time alerts to any deviation from the forecast. ARC Passenger Flow is a complete forecasting and flow management capability. On the airside, ARC A-CDM supports all aspects of Airport Collaborative Decision Making, helping to deliver better on-time performance, shorter taxi times, and so reducing fuel burn and the associated costs and emissions.

Stand 118

ICM Airport Technics

ICM Airport Technics is a leader in automation of bag drop, baggage, material and cargo handling solutions. It operates around the world as a system integrator and full service provider. Its experienced team has a proven track record in implementing self-serve bag drop solutions, with over 10 million bags processed and more than 82 Auto Bag Drops in production across 8 airport terminals. ICM will be demonstrating its newest Auto Bag Drop CUSS (Common Use Self Service) solution along with customer case studies. As part of the Unitechnik Group, a worldwide logistic system integrator, it has offices in Germany, Australia, China, USA, UK and UAE – well positioned to support airport and airline initiatives to improve the passenger experience and reduce operational costs.

Stand 17
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**NICE SYSTEMS UK**

Airports rely on NICE to enhance real-time situational awareness and response for any potential security threat, emergency situation or operational challenge. NICE Situator fuses diverse safety, security, communications, and other systems into a cohesive command and control platform, for a single view of a situation, with real-time analysis and alerts, and adaptive response plans to guide personnel actions. With NICE Inform, airports also get comprehensive incident reconstruction; and NICE’s analytics-ready, hybrid Smart Video solutions offer airports unmatched TCO and seamless IP migration. Visitors to the NICE stand will be able to see real video case studies and live demos of NICE Situator and NICE Inform.

**Stand 73**

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**SMITHS DETECTION**

Smiths Detection offers advanced security solutions in civil and military markets worldwide, developing and manufacturing government-regulated technology products that help detect and identify explosives, chemical and biological agents, radiological and nuclear threats, weapons, narcotics and contraband. It is part of Smiths Group, a global leader in applying integrated, advanced technologies to markets in threat and contraband detection, energy, medical devices, communications and engineered components.

One major highlight during ACI Airport Exchange will be the brand new high-speed explosives detection system (EDS) for checked baggage, the HI-SCAN 10080 XCT, which has gained EU Standard 3 approval recently. The benefits of the system, its functionalities and design will be demonstrated via multimedia and a demo workstation featuring highly detailed 2D and 3D images. Other demonstrations will focus on Air Cargo Screening with X-ray inspection systems and highly sensitive trace detection systems.

During ACI Airport Exchange, a new product for the inspection of light vehicles will also be introduced to the market.

**Stand 30**

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**MET OFFICE**

This autumn sees the launch of new functionality within Met Office’s OpenRunway service, ensuring the service is relevant for airport needs approaching the winter season:

- Terminal Manoeuvring Areas – now as a map layer over UK airspace
- Improved Tri-view functionality – ability to customise your tri-view window
- Improved Lightning layer, using optimal blend of model data for improved resolution

Met Office will be demonstrating these new features at this year’s ACI Airport Exchange. Visitors will also be able to see WeatherWindows, its unique and innovative planning tool enabling decision makers to plan weather dependent tasks effectively and efficiently up to 15 days ahead.

**Stand 69**

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**GILARDONI**

Gilardoni S.p.A. is committed to the design and manufacture of advanced X-ray and ultrasound equipment for security, non-destructive testing and medical applications.

In the security field, Gilardoni offers a complete range of baggage screening systems, from small hand baggage inspection systems to bulky baggage inspection systems.

The FEP ME family of products features a powerful operating system and a user-friendly machine interface with a wide range of utilities and workability options.

**Stand 38**

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**LINDNER**

Lindner has built a worldwide reputation for quality and excellence as a manufacturer and installer of high quality interior products and high class facades for airports.

Lindner is involved in the design, fabrication, supply and/or installation and project management of interior fit-outs. Together with its own R&D department and a specialist team dedicated to the requirements of airport terminals, lounges, shops and offices, Lindner’s designers create solutions for the client’s individual needs.

Lindner is not only one of the market leaders in the field of complete interior fit-out, but also for the supply only of its interior products worldwide.

At ACI Airport Exchange, Lindner will showcase samples and images of its latest products, such as FIREwood, non-combustible cladding panels with genuine wood surface as installed in the new Berlin Brandenburg International Airport, metal ceilings and partitions and their different surface possibilities, as well as raised floor systems.

**Stand 37**

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**AIRPORT RESEARCH CENTER**

Besides expert consulting and airport planning services, Airport Research Center (ARC) offers the state-of-the-art and unique 3D airport simulation system (CAST) that is used worldwide and approved by airports in Frankfurt, Munich, London, Delhi and Dubai.

In order to reduce investments and operational costs, CAST provides a quick and clear analysis of passenger processes, aircraft traffic, ground handling and vehicle traffic. Examples of use are airline and terminal capacity assessment, the testing of new operational concepts and layout changes before their implementation or the validation of master planning and design. In addition, ARC supports all projects and the worldwide customer community with tailored consulting services on request.

ARC’s master planning department presents the new ‘Low Cost High Quality-Terminal’ concept, which was applied for the design of the new Kharkiv Airport terminal in the Ukraine, for example. This combination of highest operational performance and minimised investment costs was reached through a special simulation based development process.

**Stand 68**

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**AIRPORT CLUSTER FINLAND**

Airport Cluster Finland is an active network of Finnish companies operating in the airport business. Some of the cluster member companies are also participating in a development initiative, ‘airport concepts’, where the companies have formed together three concepts for future airports that will simplify purchase processes at international airports. These Airport Concepts are formed by combining and complementing products and services resulting in efficient turnkey solutions. Airport Concepts consist of three concepts: Airport Development, Winter Conditions Solutions and Airside Solutions.

**Stand 31**

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**SRI INTERNATIONAL SARNOFF**

SRI offers field-proven biometric solutions that deliver exceptional security without compromising throughput or ease of use. From handheld systems to walk-through portals, the Iris on the Move (IOM) product suite provides indoor/outdoor identity verification at unprecedented speeds and distances. SRI’s industry-leading IOM technology allows aviation authorities to accelerate screening processes while increasing overall safety.

SRI will be showcasing the IOM product suite at ACI Airport Exchange 2012. The IOM N-Glance Modular System is described as an easy-to-use, modular identity-verification system for access control. The system allows users to network any number of iris readers to enforce secure access throughout a facility or campus.

The IOM RapID-Cam II Handheld Biometric System is described as a ruggedized, handheld device that allows for simple biometric enrolment and identification anywhere in the field. The RapID-Cam II camera can capture dual-iris and facial images up to 18 inches away, putting a comfortable distance between the user and the subject.

**Stand 117**

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**NACO**

NACO, Netherlands Airport Consultants B.V. is a global provider of airport planning, airport design and airport engineering services. With more than 60 years of experience, NACO has assisted over 550 airports in more than 100 countries with realising their airport development goals.

NACO is a member of Royal HaskoningDHV – a leading independent, international project management, engineering and consultancy service provider with nearly 8,000 professionals in 100 offices in 35 countries around the world. Together with sister company InterVISTAS, NACO is one of the key players in Royal HaskoningDHV’s Aviation Business Line.

NACO delivers integrated strategic, operational and technical solutions for the sustainable development of airports and airlines.

**Stand 13**

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**PAVEMETRICS**

**Pavometrics** Laser Foreign Object Debris (LFOD) detection system uses high-speed cameras, custom optics and laser line projectors to acquire both 2D images and high-resolution 3D profiles of airport runways, taxiways and aprons in order to automatically detect even the smallest objects at speeds up to 100km/h. Key features include:

- 24-hour operation
- Fully automated detection: alarms can be pre-set to trigger upon detection of specific FOD sizes
- Safe and efficient; operational speeds from 0 to 100km/h

**Stand 54**

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**CATECAR GROUP**

Catecar will be showcasing the Dragonfly – a Swiss Green High Tech Urban Vehicle, which is said to make today’s electric car obsolete. There is no need to plug the vehicle in to the grid for recharging batteries. Its characteristics are:

- An aluminium chassis
- A range extender with a mileage of 100km per litre
- A solar roof providing 4,000km/year of autonomy (Swiss sun)
- An electric motor with few batteries (less than 20kg)
- A body made of vegetable (flax) stronger and more resistant than carbon
- A weight of 350kg

**Stand 50**

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**PAVEMETRICS**

**Laser Foreign Object Debris (LFOD)** detection system uses high-speed cameras, custom optics and laser line projectors to acquire both 2D images and high-resolution 3D profiles of airport runways, taxiways and aprons in order to automatically detect even the smallest objects at speeds up to 100km/h. Key features include:

- Cost-effective installation; typically can be mounted on existing inspection equipment
- Accurate; GPS tagging of detected debris
- Ability to do a full pavement condition assessment for input into your Pavement Management System; longitudinal profile/roughness, cross fall rutting, cracking, pot-holes, macro texture (detect low texture conditions), raveling.

**Stand 54**

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**CATECAR GROUP**

Catecar will be showcasing the Dragonfly – a Swiss Green High Tech Urban Vehicle, which is said to make today’s electric car obsolete. There is no need to plug the vehicle in to the grid for recharging batteries. Its characteristics are:

- An autonomy of 1,000km
- A maximum speed of 100km/h
- Various new elegant and ingenious interiors (1 to 4 seats, at client’s choice)
- 3m length, 1.5m width, 1.5m height
- Several models will be manufactured
- Low-cost (€14,000)

It is said that further innovation will make it even more revolutionary. The Catecar production concept is to produce locally for selling locally thanks to small production units located near big airport cities. Geneva Airport is a partner of Catecar.

**Stand 50**
**CEIA**

CEIA is a leading manufacturer of security metal detectors. CEIA metal detectors for airport security comply with the requirements specified by the competent authorities providing automatic detection of metal targets/threats over the entire body, even in cavities, and the maximum flow-rate thanks to unsurpassed discrimination of personal metal belongings. In order to increase the security and the throughput of an airport security checkpoint, additional equipment provided by CEIA includes the SAMD Shoe Analyzer and the EMA Bottled Liquid Scanner.

For cargo screening, CEIA also offers a solution designed to improve screening of non-metallic commercial cargo, such as produce, seafood, meats, printed materials, flowers and apparel. The EMIS (Electro-Magnetic Inspection Scanner) quickly and accurately screens packages or pallets using a harmless, low intensity electromagnetic field.

**Stand 124**

**SECURITAS**

Securitas is a knowledge leader in airport, airlines and airport related businesses security. Through its individual national companies, it is present at over 150 airports worldwide with a taskforce of 20,000 staff. Combining its extensive worldwide presence with its knowledge of specific regulations and legislation and its network of contacts and memberships, Securitas builds strategic partnerships to provide its customers with proactive, customised security solutions.

At Airport Exchange, Securitas will present 4 innovative solutions designed to help airports, airlines and airline related businesses to optimise the time and quality of the security solutions in place, and around, their premises. Securitas will also demonstrate how to simultaneously improve the efficiency and profitability of their operations.

**Stand 130**

**VANDERLANDE INDUSTRIES**

Imagine it’s the year 2020. Smooth handling of baggage makes you the preferred airport for passengers and airlines. The highest levels of efficiency and the shortest connection times are met. Your airport’s baggage handling process is safe, secure and sustainable. Baggage handling has become almost a commodity; ergonomics in information streamlines your processes, enabling predictable performance by being fully in control as an airport.

Vanderlande Industries is realising this, by new and innovative ideas making baggage handling an ever more streamlined and sustainable part of your business. For instance with the pull-process that uses smart buffering. Developed at Amsterdam Airport Schiphol, this transparent concept has found its way to other airports as well.

Vanderlande has a firm understanding of and experience with all baggage handling technologies, including integration of robotics, vision technology and software tools to control the baggage operation and processes. It designs, builds and services smart baggage handling systems for airports of all sizes. Its systems and services focus on improving logistics processes and increasing logistics performance today, tomorrow and throughout the entire life cycle.

Visitors can find out more about Vanderlande’s view of the future of baggage handling and the latest technological innovations at ACI Airport Exchange 2012.

**Stand 102**

**TMT THE MOBILE TERMINAL**

TMT The Mobile Terminal® provides airports and airlines with reusable and modular mobile terminal solutions that are quick to install. The terminals are offered as ‘building only’ solutions or operation-ready turnkey terminals equipped with passenger handling functions according to the customer’s needs. Its variable total floor space and the composition of the equipment and functional facilities are flexible and can be altered any-time. Developed by airport experts, TMT terminals are cost-effective, well-designed, and offer a high-quality passenger experience. Lead times are just three months.

The TMT solutions facilitate the bridging of temporary capacity shortages, the provision of additional functions and the activation of new destinations.

At ACI Airport Exchange 2012, TMT will be presenting its new Hard Top façade as an alternative to the all-membrane terminal shell, and the new TMT terminal module TMT Building Interconnect that allows deeper floor spaces for bigger terminals. For the terminals’ interior design, TMT now offers its brand-new Green Wall option: wall modules designed as vertical gardens for a better and more energy-efficient room climate.

**Stand 74**

**BPI**

BPI is specialised in electronic identification. It delivers solutions for a safe and secure society. BPI’s platform “Connected Identification” supports biometric recognition, ID management, smart video and registration.

At ACI Airport Exchange, it will show the following solutions:

Mobile ID management for airport staff – the CI platform enables identity documents and biometrics to checked any time, anywhere, using the Grabba handhelds. This technology can be used at the airport for border control or passenger check-in.

Smart video for baggage handling – this system supports monitoring baggage handling processes and early detection of unauthorised persons in safety zones. Systems for baggage handling are becoming increasingly complex. If the complexity increases, the risk also increases in the field of safety and security.

BPI shows an innovative integrated smart video solution that makes it possible to prevent incidents and control security threats.

This solution uses thermal imaging and video content analysis and is also linked to the baggage conveyor system.

**Stand 139**
FLIR SYSTEMS

FLIR Systems, Inc. is a world leader in the design, manufacture, and marketing of sensor systems that enhance perception and awareness. The company’s advanced thermal imaging and threat detection systems are used for a wide variety of imaging, thermography, and security applications, including airborne and ground-based surveillance, condition monitoring, research and development, manufacturing process control, search and rescue, drug interdiction, navigation, transportation, border and maritime patrol, environmental monitoring, and chemical, biological, radiological, nuclear, and explosives (CBRNE) detection.

Stand 144

DE LEEUW

De Leeuw BV will be showing its Sequential shutter systems for passenger boarding bridges at ACI Airport Exchange 2012. More than 400 units have been installed worldwide and have a faultless record.

The durability of the system, which allows boarding bridge operators to maintain full visibility whilst remaining in a safe position, also makes for a very ‘green’ product.

De Leeuw Ltd., based in the United Kingdom, will be showing its Visual Control Room or Air Traffic Control Tower Solar and Glare Control Systems called Reflex-Rol ‘Aviation’.

Fitted in the windows of the VCR, the system allows a full and unencumbered view of the airfield and the skies above, while eliminating glare and dazzle from the sun.

Stand 3

FOUR WINDS INTERACTIVE

Four Winds Interactive (FWi) provides a software platform for developing, deploying and managing digital communications networks on digital signs, interactive kiosks, web and mobile devices. FWi’s platform makes it possible to quickly and easily create dynamic messages to inform, educate and motivate audiences through a single solution that supports all digital communications applications. With sophisticated out of the box features and functionality, including advanced back-end integration, powerful wayfinding capabilities and robust interactivity, FWi’s platform helps improve the speed, quality and effectiveness of communications.

Stand 71

GRAYMATTER SOFTWARE SERVICES

GrayMatter is a business intelligence software development pioneer based in Bangalore, India. Its Airport Analytics offering is designed by bringing together the synergy of best-in-class technology, in-depth domain knowledge, functional expertise and trends from past, present and future. The advantage any airport will get from GrayMatter is that it has a pre-built solution and data model with around 250 Plus KPIs. Also, it can build its solution on top of any existing platform, be it SAP BO, IBM Cognos, Pentaho, etc. Also, its solution crosses links by KPI’s, all systems at the airport from AOOB to ERP financial systems, MLCP Systems, etc. This helps the management to see all relevant information from multiple systems at a single dashboard level, without having to browse through different grains of data. Thereby, solving any given problem at that single dashboard level.

Stand 18
Aéroports de Montréal firmly believes that when it comes to the environment, it’s important to walk the talk. That’s why we’ve already implemented programs to increase energy efficiency and reduce greenhouse gas emissions both within and beyond our facilities. For example, we’ve improved our HVAC efficiency by 70%, and we’re also concentrating on better lighting management. In terms of ground transportation, we’re actively working towards the implementation of an airport shuttle, and our vehicle fleet is more eco-friendly. And in recent developments, our ongoing involvement in promoting green spaces near our site will contribute to the reproduction of monarch butterflies that migrate to Mexico. That’s a lot more than just talk. To find out more, visit www.admtl.com.
Share Our Expertise

Professional airport management made by Fraport

With investments at seven airports worldwide and subsidiaries active on four continents, Fraport’s extensive expertise is internationally recognized and successful. For example: in Lima, Dakar, Cairo, Antalya, Jeddah, Riyadh, New Delhi, Hong Kong and Xi’an (China). Fraport serves as your professional partner for airport management projects and for consulting services such as master planning. We provide complete one-source services ranging from ground handling, airside and terminal operations to retail and real estate management. Let us welcome you soon as one of our valued partners!

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