

## **for inter airport Europe from Momberger Airport Information #1181 / November 25, 2022**

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**Veovo has formed a global strategic partnership with OneAlpha, an airport slot management and capacity planning company, giving operators the ability to streamline the slot approval process while maximising the use of runway, apron and terminal capacity and resources.** The integration of OneAlpha's tools with Veovo's Airport Operational Database (AODB) and Resource Management System (RMS) removes system and communication barriers between airlines and airport slot and planning teams for faster, more accurate decision-making in dynamic-operating environments. OneAlpha's cloud-based slot management tool automates the slot request-to-approval process from one central tool, checking requests against runway, apron and terminal capacity and saving time for slot coordinators and airport management. Once the slot is confirmed, the integration with Veovo's resource management tool enables a seamless handover to strategic planners to optimise resource planning in and outside the terminal, including stands, gates, counters, and baggage belts. Future, and often last minute, schedule change requests can also be quickly evaluated and automatically integrated into the tactical planning horizon, freeing up experts to focus only on the most complex scenarios. According to the companies, the partnership supports long-term planning and regulatory reporting. OneAlpha's tool allows operators to forecast the impact of infrastructure improvement or maintenance works on capacity, enhancing operational and commercial decision-making. And, with resource usage data from Veovo's RMS fed back into the slot planning process, airports can simplify regulatory reporting and fine-tune future slot allocations – in a continual improvement cycle.

**Passengers traveling from Geneva Airport (GVA) in Switzerland can now breeze through self-service touchpoints at check-in, bag drop, and security thanks to digital passenger processing technology from SITA.** The new touchpoints are helping to reduce wait times and provide more flexibility to passengers increasingly seeking digital travel solutions. Passengers and staff will also soon further benefit from boosted efficiencies thanks to Geneva Airport's new Airport Operations System (AOS), enabling intelligent optimisation of operational processes and improving real-time information sharing to passengers and staff airport wide. SITA will deliver 15 Smart Path Scan and Fly Mini self-bag drop units as well as 30 Smart Path TS6 kiosks, which include payment functionality. Passengers flying long-haul are now able to use SITA's Smart Path boarding gates installed in the recently opened East Wing, where they simply scan their mobile device to board the aircraft, making the boarding pass check completely touchless and automated. This is an extension of the self-service available at check-in and is part of a new experience where passengers can board long-haul flights directly from the gate without agent interaction. Incorporating airport operations management, intelligent resource allocation, and real-time information sharing to staff and public, Geneva Airport's new AOS will offer a unified view of the airport environment to all stakeholders. The airport, airlines, and ground handling teams will be empowered to better plan and make timely decisions to ensure the behind-the-scenes operation is fully synchronised with the improved passenger journey in the terminal. The new AOS supports the airport's ambition to align passenger, baggage, and aircraft operations efficiencies.

**Alstef Canada has successfully deployed an improved version of its Bagsort sortation allocation control (SAC) software at Montréal-Trudeau International Airport (YUL), QC, in Canada that will enable US Customs Border Protection (CBP) to pre-clear passengers on Canadian soil, which requires processing data related to baggage and passengers.** The main deliverables of this project were to facilitate advanced routing logic, including airport-specific business rules, full integration with airline systems, Baggage Image Weight Identification System (BIWIS) functionality including, weight, image capture, custom level 1 (with weight and imaging), custom level 2 (with passengers and bags), bag management and US CBP interaction with automated bag recall. The solution also controls the Early Bag Storage (EBS) system, which comprises 450 individual conveyors.

**Royal Schiphol Group in the Netherlands plans to install up to 10,000 charging stations for electric vehicles across the various Royal Schiphol Group airports by 2030.** There are now around 400 public electric vehicle (EV) charge points at Amsterdam Schiphol Airport (AMS). The project has awarded contracts to Ecotap and FIMI H for the supply of the charging stations. In addition to expanding the number of charging stations, Royal Schiphol Group has entered a collaboration with FIMI H to manage the charging stations and with FIMI H and partner Maxem for the provision of a smart digital platform. With the advent of this charge point operator (CPO) platform, all charging facilities will be able to be centrally monitored and controlled. The digital CPO platform enables charging facilities to be intelligently organised and even linked to energy generated by solar panels at airports. This is to prevent overloading the power grid and ensure users can charge renewably generated energy when the sun is shining.

**London Stansted Airport (STN) in the UK has implemented access control equipment company APT Skidata's remote management solution 'sweb Control' to improve visibility and control over the estate's 14 parking lots and 330 associated devices and systems.** sweb Control is a web-based management system that enables STN to manage the intercoms, CCTV, and parking systems across the entire estate remotely. This in turn means the landside operations team can quickly respond to any customer interactions and improve the passenger experience. The sweb Control platform is hosted and managed by Skidata in an ISO 27001-accredited data centre. This is intended to provide the airport's IT team with confidence that the platform is secure, resilient and will meet their IT compliance standards.

Using sweb Control means the IT team is supported any hour of the day or night, giving the management total visibility regardless of where they are located, either in the dedicated control room, off-site or at home. The ability to manage the control room remotely also ensures that the operations have full resiliency if anything were to happen to the key management location.

**Siemens Logistics has been awarded a contract to deliver the baggage handling system (BHS) for the new Noida International Airport (NIA) in India.** The company will supply its VarioTray conveyor technology to transport baggage. The scope of the contract is the design, supply, installation, commissioning, and maintenance of the BHS for the new Terminal 1 (T1). The VarioTray system is designed to be modular and easily expanded in the future. For intelligent baggage process control throughout the entire BHS, Siemens Logistics will also install its BagIQ control software, which will manage the routing of all bags and coordinate data in the airport ecosystem. The airport project will be implemented in four phases, starting with the building of the first terminal, which will initially handle 12 million passengers per year and will be expandable to 30 million passengers. The design of the airport will focus on fast, seamless transfer processes for domestic passengers and international transfers.

**Groupe ADP plans to deploy more than 100 Amadeus self-service Auto Bag Drop (ABD) units at Paris-Charles de Gaulle (CDG) and Paris-Orly (ORY) Airports.** The deployment is intended to help the company meet the recovery in air travel demand by reducing passenger queues. Amadeus states that self-service bag drops with these machines take 37 sec on average, which will also increase the airports' passenger handling capacity. These 100 self-service machines join 360 such machines already in

operation, meaning passengers can choose self-serve bag drop at more than half of the check-in service points across Paris's airports.

Edward Arkwright, deputy CEO of Groupe ADP, said: "Our strategy is to develop smart airport solutions that ease the work of our airline customers and improve the terminal experience by making the passenger path smoother and faster. While they will always have the choice between this automated service or a traditional experience at the airline's check-in counter, we are seeing an increasing number of passengers choosing to check in their own luggage. Our goal is to help them save time."

**Managers at Paris, France-headquartered GSE manufacturer TLD have identified three main challenges currently facing the ground support industry: the need for sustainability; growing and developing the skills and competencies of the workforce with new technologies; and a constant cost challenge in a competitive world.** To address these challenges, TLD is introducing its Alternative Power Source (APS) solution to customers and has announced its objective to stop mechanical drivelines by the end of 2024. According to Valentin Schmitt, CEO of TLD Group, the major hurdle on electrification today is the gap with infrastructure. This includes the position of and type of chargers, as well as the number of chargers or charging slots. "The differentiation of our APS strategy is to propose that our customers standardise around electric GSE, but with various types of power sources – batteries, hybrid systems with on-board generators, hydrogen fuel cells, or on-board chargers compatible with 400 Hz," Schmitt said. In future, all mobile GSE from TLD will come with a "future ready" electric driveline, according to Schmitt. The Alternative Power Sources of these drivelines include fully electric options with TLD's iBS lithium-ion batteries; hybrid versions with its iHS or ipHS hybrid packs; and hydrogen. By decoupling the electrification of the GSE from the infrastructure, TLD officials say ground handlers can embark on sustainability goals immediately and use the natural renewal of a fleet to grow the electrification ratio.

A key challenge for TLD was developing a one-size-fits-all solution, with a battery or hybrid pack being common for almost all GSE. "This is not only bringing simpler maintenance, a lower inventory for parts, or simpler training. It is allowing (customers) to swap those systems from one application to another, aging the batteries over several lives in those different applications. This will drive the TCO even lower," Schmitt said.

Electric and hybrid solutions are now available on more product lines and should be available on almost all TLD's GSE by the end of 2022, according to Schmitt.

**Dubai, UAE-based Dabico Airport Solutions has signed an agreement to acquire A-Bridge LLC.** A-Bridge is one of the largest providers of construction, refurbishment, repair, installation and services for passenger boarding bridges and other forms of GSE. A-Bridge is a US-based service provider with operations based out of Indianapolis, IN and has worked with multiple marquee airports across the United States and Canada, with recent refurbishments performed at Indianapolis International Airport, Minneapolis–Saint Paul International Airport and Newark Liberty International Airport. Dabico is a leading global player in the airport ground support solutions and engineering industry and offers a comprehensive range of solutions for both the civil and military sectors, including 400-Hz and 28-VDC ground power units, pre-conditioned air systems, fuel systems, and tunnel systems. Based in the United States, Dabico is globally focused and has operations spanning North America, Europe, Middle East, and Asia. Dabico Corporation was carved out from Cavotec SA and acquired by Fernweh, a US based investment company, that is focused exclusively on industrial technology sector. The proposed acquisition of A-Bridge will enable Dabico to be a full-service, end-to-end solution provider operating as a general contractor across all North America. The breadth of offerings will cover design and engineering, new equipment construction, turnkey solutions, after-sales service, and extension-of-life services. In addition, A-Bridge's Dew Bridge product line will enable the future combined company to partner with non-large or medium hub airports to offer world class boarding experience to their passengers.

**The US Transportation Security Administration (TSA) has installed the next generation of credential authentication technology (CAT) at Denver International Airport (DEN), CO, to**

**support the passenger verification process.** The new CAT units, also known as CAT-2, feature a camera to capture a real-time photo of a passenger, which is an addition to its predecessor's ability to scan a passenger's photo identification, confirm the passenger's identity and flight details. TSA Colorado federal security director, Larry Nau, commented: "Identity verification of every traveller prior to flying is a key step in the security screening process. TSA embraces the use of this type of technology to enhance security and increase the efficiency of our operation."

CAT-2 has been designed to compare the traveller's photo on the identification credential with the in-person, real-time photo. After the process is over, a TSA officer will verify and the passenger at the airport can move ahead towards the security screening area, without exchanging a boarding pass. However, a TSA officer can carry out further verification of a passenger if required.

The CAT-2 units at DEN also incorporate readers, enabling passengers to use state-issued digital driver licences or digital identification cards for TSA identity verification. At present, five CAT-2 units with digital readers have been deployed at DEN's North Security Checkpoint, and some 21 first-generation CAT units are already in use at each of the three DEN security checkpoints. TSA noted that the passengers who do not wish to opt for the facial matching process can go for an alternative identity verification.

**A UK Government mandate requires all airports to be compliant with new security standards by 1 June 2024.** These standards include screening all passengers with security scanners rather than walk-through metal detectors and X-rays. In addition, baggage and belongings must be screened using computed tomography (CT) or C3 type equipment producing 3D images. Due to the change in standards, passengers will not need to take out liquids and electricals for separate security screening.

Ahead of the 2024 deadline, work is under way on a new security screening area at Birmingham Airport (BHX). The project has a total investment of more than GBP 20 million. The airport says the new facility, being built within the existing terminal building, will result in a faster and simpler pre-flight security screening process for customers. "We are seizing this as an opportunity to improve our operation and, crucially, the customer experience we offer," said Al Titterton, terminal operations director at BHX. In its Master Plan published in 2018, Birmingham Airport outlined its aspiration to grow customer volumes from 12 million a year (pre-pandemic) to 18 million a year by 2033. The new and improved security screening area supports growth up to 18 million passengers a year and beyond. The airport's contractors, Tilbury Douglas, began work on 25 October 2022. Initial steps include setting up site compounds before moving ahead with the project itself. In recent weeks, two landside restaurants have closed to accommodate the new screening area.

Meanwhile, Newcastle International Airport (NCL) has started work on a major redevelopment of its security area. The redevelopment will increase the capacity of the area and see new equipment and technology installed to ensure that passengers can continue to pass through the area without delays. During 2022, some 98% of Newcastle International's passengers passed through security in less than 6 min. The project is intended to help ensure the airport can maintain these queue times into the future as passenger numbers increase. There will be two phases to the project with total completion expected by April 2024.

**Publisher's note:** The articles in this special report, compiled for **inter airport Europe**, are samples from the biweekly **Momberger Airport Information** newsletter, published since 1973. The newsletter is an advertising-free, global airport news service that consists of 8 modules and allows subscribers to customize their own newsletter package. The items in this report represent only a small sample of **Momberger Airport Information**. The modules that make up the biweekly newsletter are Airport Development (DEV), Calendar of Events (CAL), and the subscriber-selectable modules Airport Operations (OPS), Ground Support Equipment (GSE), Air Traffic Services (ATC), Consultant & Contractor / Sustainable Aviation (CON), Airport Information Technology (AIT), and Maintenance Base & FBO (MRO). For more information and to order an annual subscription, please visit [www.mombergerairport.info](http://www.mombergerairport.info)