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Editorial office / Subscriptions; Phone: +1 519 833 4642, e-mail: [info@mombergerairport.info](mailto:info@mombergerairport.info)  
Managing Editor / Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info)

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**Identiv, Inc., a global digital security and identification leader in the Internet of Things (IoT), announced that San Diego International Airport (SAN) has deployed Identiv's comprehensive, end-to-end access control ecosystem, including Hirsch Velocity Software and its Velocity Vision video management system (VMS) under a single graphical user interface (GUI).** Identiv's Hirsch Velocity Software and Velocity Vision VMS are integrated as a sub-segment within SAN's access control and surveillance infrastructure. The unified solution provides total situational awareness on a single pane of glass using real-time intelligence in an open platform. SAN has utilized Identiv's Hirsch physical access control system (PACS) for more than a decade and deployed Velocity Vision in its first release in 2021.

Velocity Vision integrates seamlessly with over 10,000 camera models at an API level and 20,000 when leveraging the ONVIF standard, making it a truly open-platform solution that works with any manufacturer or camera model. A local Identiv Value Added Reseller will install the VMS, enabling SAN to have real-time situational awareness that reduces the learning curve for new equipment operators and provides the information needed to resolve security events in a single visual presentation.

Identiv's physical access control and video intelligence solutions provide the highest level of security at the lowest overall cost. Robust, feature-rich systems, hardware, and software deliver frictionless access to be managed from anywhere.

Identiv, Inc. is a leader in digitally securing the physical world. Identiv's platform encompasses RFID and NFC, cybersecurity, and the full spectrum of physical access, video, and audio security. Identiv is a publicly traded company, and its common stock is listed on the NASDAQ Stock Market LLC in the U.S. under the symbol "INVE."

**The US Transportation Security Administration (TSA) has announced new cybersecurity requirements for airport and aircraft operators, which prioritises the development of network segmentation policies and controls.** These segmentation policies are aimed at enabling operational technology systems to safely run in case of a breach of an information technology system and vice versa.

TSA unveiled the amendment on an emergency basis as part of the Department of Homeland Security's efforts to enhance cybersecurity resilience of the country's vital infrastructure.

Under the new amendment, TSA-regulated entities will be required to develop an approved implementation plan, outlining the actions taken to boost their cybersecurity resilience and avoid infrastructure disruption.

Besides, the entities are required to evaluate the effectiveness of the actions and establish access control measures to prevent unlawful access to crucial cyber systems.

They must also implement continuous monitoring and detection policies and lower exploitation risk of unpatched systems via application of security patches and updates for operating systems.

The move is part of TSA's efforts, which requires critical transportation sector operators to combat cybersecurity risks. It comes in the wake of continuous cybersecurity threats hitting the country's critical infrastructure, including the aviation industry.

**Riyadh Airports Company (RAC), which operates and manages King Khalid International Airport (KKIA), has announced the successful trial of Smart Path, a facial recognition technology, at International Terminal 2 in partnership with the air transport technology company, SITA.** The technology, which was tested at check-in counters and boarding gates recognizes the passengers' digital identity when stepping up to the camera. The facial image is linked to the passengers' physical passport and travel documents at check-in. This allows them to be identified at security or boarding by simply taking a picture.

This trial is part of RAC's effort towards digitally transforming King Khalid International Airport into a smart airport in the future in compliance with the standards of the International Air Transport Association (IATA).

RAC's teams are currently working on the preparations of a self-service assessment project combining multiple other self-service technologies, which are anticipated to increase passengers' satisfaction and improve their travel experience.

RAC's team also spoke about how they seek every potential opportunity of technology to improve operational processes and travel procedures. This requires adopting new strategies and using the latest technologies to reduce time taken to complete the procedures, with the aim of adding a positive impact to our performance and passengers' satisfaction levels.

**Thai Airways is currently testing a biometric check-in service at Bangkok's Suvarnabhumi Airport (Thailand).** The national carrier was chosen by the Airports of Thailand (AOT) to pilot the biometric check-in solution at Suvarnabhumi Airport on flights to Singapore. The trial is being conducted on flight TG409, a daily service between Bangkok and Changi Airport in Singapore, until 30 April 2023. Biometric technology is becoming much more widely used in the overall air travel experience, from check-in to boarding, and even airport lounge access, and more. It is designed to create a smoother, more seamless travel experience, helping to reduce passenger waiting times at check-in and the boarding gate as the biometric data of passengers is connected through the Passenger Validation System. The biometric check-in for TG409 is taking place at counter D9 - D12, common use self-service kiosks 63-64 and at the common use bag drop counter E14 at Suvarnabhumi Airport.

The airline and concerned stakeholders will evaluate the outcome of the trial project to decide on how best to proceed with its expansion at the airport and other international gateways in the country.

**Smiths Detection, a leader in threat detection and security screening, announced a collaboration with GRASP Innovations, a solutions provider for aviation security optimisation to allow the integration of GRASP's sensor technology into Smiths Detection's security checkpoints.** The collaboration is part of Smiths Detection's Ada Initiative that seeks to enable hardware, software and algorithms from different product suppliers to be plugged together using open architecture.

GRASP Innovations uses strategically placed sensors to provide data on passenger flows that allow for better resource allocation and, when used alongside Smiths Detection's leading security screening equipment, will result in an improved passenger experience and operational efficiency.

Smiths Detection and GRASP Innovations will leverage the capabilities of both companies to integrate GRASP's solution into Smiths Detection's end-to-end security checkpoint solutions. The two companies will jointly pursue opportunities within the industry and interact with existing customers to prove the potential added value of this partnership.

GRASP Innovations is a solutions provider for security optimization. It uses new technology-driven data to provide clear insights to optimize the use of resources and infrastructure given any situation, enabling security professionals to take immediate action if necessary to get control and solve problems before they arise.

**Düsseldorf international Airport (Germany) has selected Materna IPS to install various check-in and self-bag drop systems.** The move is said to be part of the airport's emphasis on future-proof innovations.

Under a two-step bag drop process, the check-in kiosks at the airport will enable travellers to check-in on site as well as print out their bag tag at the touchpoint. Additional kiosks will be installed for issuing bag tags, for travellers who have already completed the check-in process. The baggage is dropped at one of the self-bag drop systems in the second step.

By splitting the process, the airport aims to cut down waiting time and facilitate traffic flow at peak periods. The systems at the airport will be deployed in various phases throughout the year.

**Ferrovial Construction has trialled Reactec's R-Link smart watch to improve worker safety at London Heathrow Airport (LHR).** Reactec's new proximity warning system was used to protect Ferrovial employees working in close proximity to moving vehicles during night-time runway repairs. In July 2022, Reactec launched the R-Link wearable watch to provide data driven insights into a range of health and safety risks.

The R-Link wearable watch provides data driven insights into a range of health and safety risks, including hand arm vibration (HAV) exposure and the detection of close proximity to moving vehicles and active machinery. Throughout the trial, this technology allowed Ferrovial Construction to create exclusion zones around vehicles and warn workers when they were in close proximity to a hazard.

The data collected by R-Link was also processed by Reactec's cloud-based Analytics software to inform safer ways of working.

**Fraport AG Ground Services are currently trialling an autonomous baggage and cargo tractor at Frankfurt Airport. The electric vehicle will operate on an eight-kilometre-long test route within Frankfurt Airport's secure area.** The trial is designed to determine whether and under what conditions an autonomous vehicle can support regular baggage and cargo operations on the apron.

The test route starts in the eastern section of Frankfurt Airport's apron in the baggage handling facility at Terminal 2, before heading southwards and approaching the future Terminal 3.

The trial section is divided into three components, each of which present particular challenges for the autonomous vehicle. These include operations inside the baggage handling facility amidst other traffic and people, as well as in the open where there are few other vehicles.

Fraport notes that to ensure the outcome "reflects real-life conditions with sufficient complexity", the test drives will take place both during the day and at night, in different types of weather. During the test operations, the vehicle will operate at a maximum speed of 13 kilometres per hour and will tow a maximum of three baggage trailers or two large cargo trailers. A safety driver who has received special training and certification for the project will be present on each test drive. In an emergency, this person will immediately be able to react and actively intervene if an unplanned situation should occur.

The trial with the autonomous baggage and cargo tractor will run until the end of March 2023.

**ITW GSE has launched a set of technologies that enables individual ground support units such as ground power units (GPUs), pre-conditioned air units (PCAs), charging stations and even aircraft detection systems to all work together.** Dubbed EcoGate, the solution was developed to help airports achieve efficiencies that can only be realized by linking gate equipment into an integrated, intelligent system.

The central EcoGate technology is ITW GSE's Intelligent Power Management (IPM), which is available as an option on the company's new 3500 PCA unit. With IPM, all ITW GSE equipment can be powered from a single power line running from the gate's power supply to the 3500 PCA. From there, IPM allocates power dynamically to the different units – always prioritizing the needs of GPUs, while ensuring that total power capacity is not exceeded. By managing power allocation in this way, EcoGate enables airports to upgrade or add new gate equipment without having to install costly new power infrastructure.

Beyond Intelligent Power Management, EcoGate integrates functionality as diverse as automated aircraft type detection and management of charging stations for battery-powered equipment into a unified system. Integrating these technologies ensures an easier learning curve for operators, less risk of human

error, lower installation costs, and carbon footprint reductions via further electrification – in addition to the smarter use of available power.

Looking ahead, ITW GSE plans to continue developing new EcoGate enabled equipment with each new integration expected to deliver efficiencies and benefits that would not be possible without the “teamwork” that EcoGate enables. In this sense, EcoGate serves as ITW GSE’s platform for ever-tighter integration of equipment at the gate and, eventually, airport terminals more broadly.

**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)