

THE AIRPORT OPERATOR

The official magazine of the Airport Operators Association

SUMMER 2013

LONDON SOUTHEAST: STAGE 2 EXTENSION



Policy

Airports Commission publishes fourth paper
AOA Security Conference 2013
AOA Operations & Safety Conference

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Manchester: 75th anniversary; new ATC tower
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The image shows a man in profile, looking towards the right. He is wearing a light-colored shirt, a dark tie, and a bright yellow high-visibility vest. A purple lanyard with the Heathrow logo and the slogan 'Making every journey better' is around his neck. He is holding a tablet computer with both hands. The tablet screen displays a complex, colorful diagram of an airport baggage handling system, with green and blue lines representing conveyor belts and pink dots representing processing points. The background is blurred, showing what appears to be an airport terminal with other people and lights.

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are sent to PPS Publications
directly, not to AOA head office.*Ed Anderson, Chairman,
Airport Operators Association*

CHAIRMAN'S INTRODUCTION

Can I welcome readers to this edition of the Operator, which is published around the time of our Summer Reception at the House of Commons, which we have again arranged in conjunction with our Industry partners the British Air Transport Association. We are delighted that the Secretary of State for Transport, Patrick McLoughlin MP, has agreed to speak at the event.

Since the last issue we have seen the publication of the Government's long awaited Aviation Policy Framework. There is much for the industry to welcome in this document, not least the positive language about aviation and its contribution to the economy. This is in stark contrast to the position some two or three years ago. We welcome the broad direction of the Framework and its recognition that the sector needs to grow, provided of course that we deliver on our commitments on carbon and noise. We see the document as a good starting point from which we hope to see some detailed actions emerge, such as planning guidance, that will assist those airports that have specific development plans.

The Davies Commission's work is underway and we are pleased that there is now a process in place, with a clear timetable, to advise the Government on the future airport capacity issue. We would urge that

the Commission gives due consideration to all the options that are put before it and that it adheres to its timetable. We also urge the political parties to act upon its findings once its final report is published in 2015.

The Sustainable Aviation coalition has recently launched its new Noise Road Map. This complements the Carbon Road Map and shows that the industry can make major improvements in reducing the noise resulting from aviation, whilst accommodating the forecast doubling of passenger numbers in the period to 2050.

April saw yet another increase in Air Passenger Duty, placing UK aviation at an even greater disadvantage in competing with the rest of Europe. We continue to call for an end to the annual increases and for HM Treasury to undertake a review of the economic impact of the tax, which is now at a truly eye watering level, and can be a major disincentive to airlines considering new services from UK airports.

In addition to the high profile issues such as the Aviation Policy Framework and APD, AOA continues to be active on a wide range of fronts, on behalf of our members, and increasingly acts as facilitator, bringing together interested parties on important matters such as red tape, visas, UK borders, security (including LAGs) and the work of the CAA Consumer Panel.



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THE AIRPORTS COMMISSION PUBLISHES FOURTH THEMATIC PAPER ON AVIATION OPERATING MODELS

The Airports Commission has published the fourth in a series of thematic papers on Aviation Operating Models. Following the publication of previous papers on Aviation Demand Forecasting, Aviation Connectivity and the Economy, and Aviation and Climate Change, this paper considers the distinguishing features of a hub airport and what enables an airport to assume this role, alongside other possible models for structuring airport capacity, such as point-to-point. It also

analyses current trends in the global aviation sector and considers the potential implications for aviation capacity and connectivity in the UK.

The Commission made a separate announcement in May, setting out the membership of its Expert Advisory Panel, which will assist with its deliberations over the next two years. The Panel, which consists of a number of environmental, engineering and transport experts, will

act in a purely advisory role and will possess no executive powers. Membership of the body can be viewed on the Airports Commission website.

VISAS CAMPAIGN GATHERS STEAM

The AOA continues to campaign vigorously on the issue of visas, working with other trade associations, airports and airlines in urging the Government to make it easier for foreign nationals wishing to travel to the UK to obtain a visa.

In early May, it attended a meeting, alongside the British Air Transport Association (BATA) and UK Travel Retail Forum (UKTRF) with the UK Border Agency, where it set out a number of its concerns about the UK's current visa regime, especially with respect to China, in further detail. It was agreed that a further roundtable meeting should be arranged, whereby AOA, BATA, UKTRF, the Board of Airline Representatives UK (BAR-UK), and UK Tourism Alliance,



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The Airports Commission's new paper analyses current trends in the global aviation sector and considers the potential implications for aviation capacity and connectivity in the UK.

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together with UK and overseas airlines and UK airports, could engage with UKBA civil servants about the UK's visa regime.

This meeting subsequently took place on 3 June. At the meeting, industry representatives made a point of being as constructive as possible, by welcoming the recent measures which have been introduced by the Government to simplify the visa system with respect to Chinese visitors and encouraging more people to apply for a visa. There was a real sense that industry and government should work together to promote these changes - which include introducing a passport pass-back service which will allow applicants to keep their passport while their visa is being processed; making the UK visa application form available in Chinese; and establishing a business network with dedicated Embassy staff to assist businesses with their UK visa requirements - because

it is in no-one's interests for Chinese nationals to believe that the UK is closed for business and that they need not apply for a visa because the process is too complex and burdensome to navigate.

However, AOA and other attendees did not fail to put forward several changes to the visa system which it feels could improve matters, including:

- Setting up a 'one-stop shop' for biometric data and visa applications, so that details are automatically sent to both UK and Schengen country authorities, thus enabling visitors to apply for separate visas at the same time;
- Reducing the cost of a visa to the UK so that it is at the very least no more than a Schengen visa. This would be a symbolic move by the Government to show that it is open for business and eager to attract tourists and

business people to our shores;

- Making it easier and cheaper to get long-term multiple entrance visas. At the moment the cost of a 10-year multiple-entrance visa is £750, which AOA believes is too high and represents a deterrent to people wanting to enter the UK more than once over that time period; and
- Direct Airside Transit Visas - addressing the fact that Chinese (and many other nationality) passengers are required to hold a UK transit visa even if they intend to stay airside while transferring in the UK, thus undermining the viability of UK-China routes and putting UK carriers at a disadvantage.

Following this meeting it was agreed that AOA will continue to work with UKBA on these issues moving forward. Further information will be provided in due course.



AOA continues to campaign vigorously on the issue of visas, working with other trade associations, airports and airlines in urging the Government to make it easier for foreign nationals wishing to travel to the UK to obtain a visa.

AOA SECURITY CONFERENCE 2013

The 2013 AOA Security Conference, generously sponsored by Human Recognition Systems and Rapiscan Systems, was held on

13 and 14 May at Rockliffe Hall, County Durham.

The conference was opened by a comprehensive Keynote

Address from Andrew Haines (pictured), Chief Executive of the Civil Aviation Authority, who spoke on a number of aviation security issues including

the transfer of responsibility for application of the UK security from DfT to CAA.

He confirmed that this transfer will result in these regulatory costs being passed on to industry from 1 April 2014. He also confirmed that while the CAA's cost proposals were not yet fully developed these would be subject to consultation in the next few months. The programme then included presentations on threat, aviation security developments in the wider European market, 'insider' threats, research and development, and risk based passenger differentiation.

Day 2 of the conference was primarily directed to the matter of Liquids, Aerosols & Gels (LAGs) with presentations delivered by speakers from

CPNI, DfT and ACI EUROPE. Delegates also had the opportunity to view some LAGs detection technology. This conference had a record attendance of some 65 delegates drawn from across the AOA membership.

Meanwhile, the 2013 AOA Operations and Safety Conference, once again sponsored by Eagle Airfield, took place on 24-25 June at the Oulton Hall Hotel near Leeds. Speakers included key players from the CAA and EUROCONTROL, and the conference addressed many of the key issues being faced by airport and ATC professionals.

A full report on the AOA Operations and Safety Conference can be found on page 11.



The 2013 AOA Security Conference opened with a Keynote Address from Andrew Haines, Chief Executive of the Civil Aviation Authority.

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AOA ANNUAL DINNER

More than 700 key stakeholders from nearly 100 of aviation's leading organisations gathered at the Grosvenor House Hotel on 5 March for the AOA Annual Dinner. At a time when the interdependency of the government and the industry is more significant than ever, the Rt Hon Patrick McLoughlin MP, Secretary of State for Transport, defined the role of aviation in the country's economic recovery. Amy Hanna reports.



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This year's Annual Dinner was one full of discussion, taking place at a time when policy makers are increasingly acknowledging the aviation industry's role as a catalyst for nationwide economic recovery, and airports and airlines alike make further plans for structured growth. Rt Hon Patrick McLoughlin MP and AOA Chairman Ed Anderson presented a comprehensive picture of the current state of the industry in their stimulating addresses, and the evening was also enlivened by entertainment from comedian Tim Vine. Once again the AOA Prize Draw was held in aid of charity ORBIS, the flying eye hospital for developing countries, and more than £10,000 was raised on the night.

At the first AOA Annual Dinner since the triumph of last year's Olympic Games, speeches were highly anticipated, especially since the evening took place a month before the arrival of increases to Air Passenger Duty (APD), and ahead of the publication in March of the government's aviation policy framework. Anderson opened the evening with his address, in which he explained his hope that the policy would illustrate a positive tone towards aviation, and enable the industry to grow in a sustainable manner.

"We are determined to stand up to the challenge of delivering cleaner, quieter, smarter flying," he said. "These are really exciting times for aviation and I have no doubt our sector will deliver. In addition to welcoming the fact that the policy framework will be published soon, which will affect all UK airports' ability to flourish in the future, we also welcome the Davies Commission on airport capacity. We will work with the Commission, and we call upon all the political parties to commit to acting upon its findings."

Highlighting the industry's need for further support from the government, Anderson also drew attention to the "eye-wateringly high levels" of APD, and appealed to his fellow speaker for some consideration in this area. "I know this is a Treasury

responsibility, but I would continue to urge you as the Secretary of State for Transport, to make representations to the Chancellor for the Treasury to commission its own study into the wider economic impact of the current level of APD, and to halt any further increases until this study has been carried out," he said.

MUTUAL SUPPORT

McLoughlin assured the industry that he intended to work closely with all of its stakeholders to make the right decisions about its future, and commended it for the growth that has taken place in recent years. "As I travel around the country, I don't see an industry paralysed. What I see is a vibrant, ambitious industry that's adapting to the requirements of today's travellers. That's better prepared



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for winter conditions than it's ever been, and that did a brilliant job during the London Olympics and Paralympics," he said. In response to Anderson's concern over APD, McLoughlin said the tax was a "necessary action on the economy", but explained that the government was also "determined to take the necessary action to maintain the UK's position as Europe's most important aviation country".

Anderson also took the opportunity to underline the importance of a unified approach between the industry and government, towards a common goal. "My message to all politicians here is this: there are many things that we welcome," he stated. "We are very keen to work with you in

contributing to this country's future prosperity, we are determined to create a truly sustainable aviation industry, and we will do all in our power to provide airports and a passenger experience in which we can all take massive pride. In return we simply ask for a policy to deliver those economic benefits, and we ask for no more increases in APD and an investigation by the Treasury into the impact that the current levels of APD are having, not only on the aviation sector, but on UK Plc more generally. The coming year will be immensely important then, both for the UK and for UK aviation. The AOA team will continue to work closely with all our members and our industry partners to make our case loud and clear."



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Ed Anderson: "We clearly have the potential to assist massively in the economic recovery, and we wish to work constructively with the government to create the jobs and growth that are so badly needed in these difficult times. There is more recognition now from policy makers of our role as a catalyst for growth and I welcome the more positive language from government on aviation."

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Louise Ellman, Member of Parliament for Liverpool Riverside; Nigel Milton, Director of Policy & Political Relations, Heathrow Airport; Jim Fitzpatrick, Member of Parliament for Poplar and Limehouse; and Colin Matthews, Chief Executive Officer, Heathrow Airport, were among more than 700 key industry stakeholders that attended the AOA Annual Dinner.

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Patrick McLoughlin: "Today flying is safer, more affordable, and more accessible than anybody could have predicted, and millions more people are able to enjoy the huge benefits that aviation offers."

AOA SUMMER RECEPTION

Around 200 people attended the annual AOA/BATA Summer Reception, which took place on the House of Commons Terrace on Tuesday 18 June.

Hosted for the second year in a row by Stewart Jackson MP, the reception was attended by over 50 parliamentarians, including the Secretary of State for Transport, Shadow Secretary of State for Transport, Shadow Aviation Minister, members of the Transport Select Committee and the Chair of the Aviation All-Party Parliamentary Group.

As sponsoring MP, Stewart Jackson MP spoke about the importance of aviation in creating £50 billion GDP, supporting more

than a million jobs and contributing £8 billion in tax. AOA Chairman, Ed Anderson, gave a short speech in which he expressed our support for the Aviation Policy Framework, urged the political parties to act on the recommendations of the Airports Commission, promoted the continued work of Sustainable Aviation in advocating 'cleaner, quieter, smarter' flying, and urged the Transport Secretary to lobby the Government to cut APD and set up an independent study to look into the



Jeddah (above)
Heathrow (left)

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effects of the tax on the UK economy.

Simon Buck, Chief Executive of BATA, reiterated these asks of Government, before handing over to the keynote speaker, Rt. Hon Patrick McLoughlin MP, Secretary of State for Transport. The Minister affirmed that APD is ultimately a Treasury matter, but he did speak about the Government's support for growth in the aviation sector, as set out in the



Secretary of State for Transport, Rt. Hon Patrick McLoughlin MP.

Aviation Policy Framework (APF), and welcomed the AOA's submission to the APF, which emphasised

the importance of aviation to jobs, growth and connectivity with emerging markets.



AOA Chairman Ed Anderson and Stewart Jackson MP.

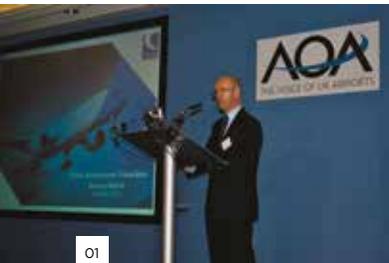
AOA OPERATIONS & SAFETY CONFERENCE

This year's AOA Operations & Safety Conference, sponsored by Eagle Airfield Equipment, took place at Oulton Hall, Leeds on 24-25 June. The packed agenda covered the myriad aspects of airport operations and safety that are currently high on the agenda. Ross Falconer was in attendance.



A record delegate attendance for the AOA Operations & Safety Conference heard from a broad range of high profile speakers. AOA Chairman Ed Anderson opened with some remarks about the work the Association is currently undertaking. He also called on the Davies Commission, which is to produce a preliminary report at the end of the year, to examine all available options. "They all have to be considered. There must be no slippage in Davies' timetable, and we're urging all political parties to act on the findings," commented Anderson.

In Session 1 – EASA Transition, Graeme Ritchie, Head of Aerodrome Policy and Standards at the UK CAA, provided an outline of progress towards EASA Transition. He explained that the project involves four phases: Phase 1 – Transition



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Graeme Ritchie, Head of Aerodrome Policy and Standards at the UK CAA, provided an outline of progress towards EASA Transition.

Preparation, 2013/2014; Phase 2 – Transition, 2014-2017; Phase 3 – Oversight, 2015-2017; and Phase 4 – National Alignment, 2015-2017. Ritchie emphasised that, as EASA has adopted the ICAO Standards and Recommended Practices (SARPs), it should be a process of evolution rather than revolution.

Session 2 – Modernising Airspace included presentations from Chris Butler, Airports Council International (ACI) Liaison Officer – a role established in collaboration between ACI EUROPE and EUROCONTROL, and also Andy Crossley, Director of Consultancy at Rockshore. Crossley specifically focused on maximising the benefits of A-CDM to airports. Meanwhile, Butler expanded on efforts to improve the integration of airports into the Network. "All airports, no matter how big or small, are important to the Network," he stressed. Enhanced information exchange between airports and the Network Manager is a key focus.

Andy Shand, General Manager Customer Affairs at NATS, followed with an insight into Future Airspace Strategy (FAS) deployment. FAS sets out the

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UK's ambition to modernise the airspace system in line with the goals of SES II and SESAR, and also the UK/Ireland Functional Airspace Block (FAB). Geoff Burtenshaw, Technical Advisor for Navigation Systems within the Directorate of Airspace Policy in the UK CAA, then talked in more detail about Performance Based Navigation (PBN).

Day 1 closed with Session 3 – Aeronautical Information Management, and an address from Steve Hill, Directorate of Airspace Policy. He covered aeronautical data management and outlined the AIM (Aeronautical Information Management) concept, which is all about getting digital quality assured data. Hill explained that the draft UK Policy for Aeronautical Information Management is currently out for public consultation – a process that closes on 8 July.

Day 2 opened with Session 4 – Winter Operations, and another address from the UK CAA's Graeme Ritchie. He focused on winter operations and runway excursion, and provided details of the Runway Contamination Assessments Trials that have taken place



at several UK airports over the past three years. The first trial was undertaken in 2010-11 at Birmingham, Edinburgh, London Stansted and Glasgow Prestwick airports. The trial was repeated in 2011-12 and 2012-13 at 17 airports.

In Session 5 – Habitat Management, Fera's Andy Baxter focused specifically on bird strike prevention, and emphasised the importance of a 'long grass policy', defining long grass as six to eight inches. He explained that grass types are now being selected for their bird repellence qualities. Species population changes are influencing local risk profiles, he said, and clarity is also needed to confirm the potential additional bird strike prevention capabilities of artificial and endophytic turfs.

Kirsten Riensema, Head of Aerodrome and Air Traffic Standards Division at the UK CAA, closed the conference by addressing both Session 6 – CAA Safety Plan, and Session 7 – Enhance Safety Performance. She explained that the CAA has produced a draft Safety Plan which, when published, will sit alongside the State Safety Programme (CAP 784). Together these documents will jointly underpin the new UK Aviation Strategy, which will be published in July. Meanwhile, the principles of Enhanced Safety Performance (ESP) include taking a total system approach. Riensema said that ESP will mean an evolving style of engagement with the CAA, and explained that the new approach is called Performance Based Oversight.

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Kirsten Riensema, Head of Aerodrome and Air Traffic Standards Division at the UK CAA, closed the conference by addressing both Session 6 – CAA Safety Plan, and Session 7 – Enhance Safety Performance.

LONDON SOUTHEND EMBARKS ON STAGE 2 EXTENSION

After a record-breaking 2012, London Southend Airport is on target to exceed one million passengers in 2013. The pace of growth means the airport is now embarking on the £10 million Stage 2 extension of its terminal building, with the first element of this – the enhanced arrivals area – opening in June. Alastair Welch, Managing Director, London Southend Airport, outlined the developments to Ross Falconer.

London Southend recently celebrated its first anniversary as a regenerated regional airport and its busiest year ever. 721,661 passengers used London Southend Airport in the year to the end of February 2013. That beats the previous record of 692,000, which was set back in 1967, when it was the third busiest

airport in the UK – behind only Heathrow and Manchester.

More than £100 million has been invested in the airport since it was acquired by the Stobart Group in 2008, with over 500 new jobs created onsite. New facilities include a train station connecting with London Liverpool Street (a



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easyJet has added a fourth aircraft to its fleet based at London Southend. This has enabled the launch of three new services to Berlin, Krakow and Newquay, which are expected to generate an additional 130,000 passengers annually.



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53-minute journey and up to eight trains per hour), a runway extension, an Air Traffic Control tower, and a Holiday Inn hotel.

The terminal, which was opened in 2012, was designed to be enlarged, but the demand experienced by the airport has brought forward the planned

date for the extension. Departing passengers wait for a maximum of four minutes at security, while those arriving with hand luggage only can expect to travel from plane to train within 15 minutes of leaving the aircraft. Welch explained that the Stage 2 extension will ensure that those high standards of service are

not compromised as passenger numbers grow towards two million per year by 2020.

The terminal building is becoming 90m longer and will open in phases throughout 2013. Phase 1 – the arrivals area – opened in June, and has enhanced baggage reclaim

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The £10 million Stage 2 extension of London Southend's terminal building will be complete in December 2013. The final phase will increase the size of the departure lounge to enhance the experience for passengers relaxing and awaiting boarding after security.



Welch: "The pace of growth at the airport has resulted in a risk that our service promises are compromised. We wanted to extend now to ensure we can meet our commitments that passengers should not wait more than four minutes for security on departure and on arrival passengers with hand luggage should not take more than 15 minutes to get to the station platform."

facilities, increased space for immigration, and includes a dedicated domestic arrivals route. The airport also recently opened an additional five aircraft stands.

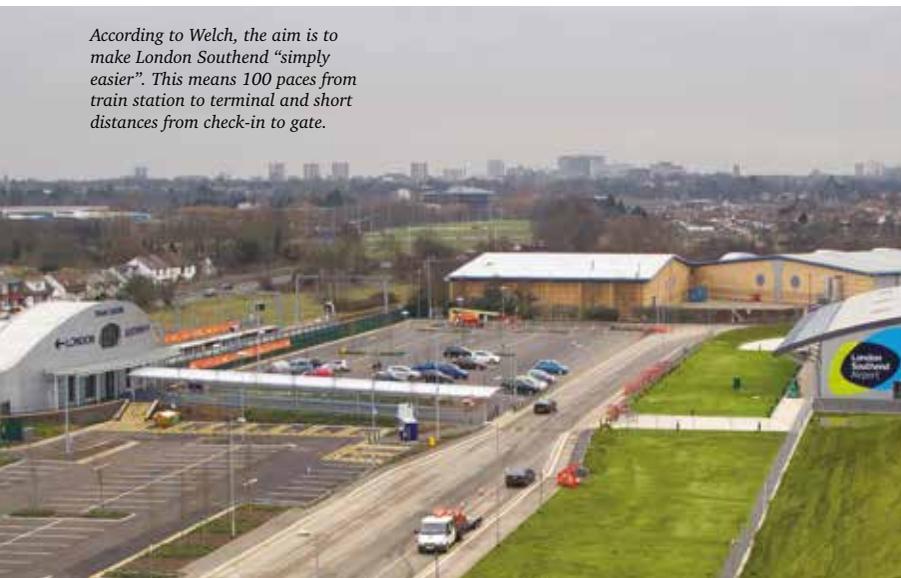
Phase 2 - scheduled to open in October 2013 - will see the amount of space for passengers in the security area increase; Phase 3 - opening in November 2013 - will increase the number of check-in desks and bag drop points; and, finally, Phase 4 - to be complete in December 2013 - will increase the size of the departure lounge to enhance the experience for passengers relaxing and awaiting boarding after security.

"The pace of growth at the airport has resulted in a risk that our service

promises are compromised. We wanted to extend now to ensure we can meet our commitments that passengers should not wait more than four minutes for security on departure and on arrival passengers with hand luggage should not take more than 15 minutes to get to the station platform. Overall the development will support over 1,000 passengers in each direction - arriving and departing - each hour," explained Welch.

He added that the aim is to make London Southend "simply easier". This means 100 paces from train station to terminal and short distances from check-in to gate. "It also means the highest standards of customer service and on time aircraft performance. Perhaps most importantly

According to Welch, the aim is to make London Southend "simply easier". This means 100 paces from train station to terminal and short distances from check-in to gate.



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of all, it means that we try to treat our passengers as people, not as a commodity – we'd like them to genuinely enjoy their time at London Southend Airport," added Welch.

The investment in the airport also recently saw a new dual-channel radar entering service, notably improving radar coverage. The multi-million pound ATCR-33SE from

Selex is said to be the most advanced radar of its type in the UK and fully compatible with 4G – London Southend is the first airport to install it, and actually acted as a test

bed for the new technologies.

EASYJET ADDS 4TH BASED AIRCRAFT

Significantly, easyJet has added a fourth aircraft to its fleet

based at London Southend. This has enabled the launch of three new services to Berlin, Krakow and Newquay, which are expected to generate an additional 130,000 passengers



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Systems Interface installs specialist avionics systems at London Southend

Systems Interface Ltd (SIL) designed, installed and commissioned state-of-the-art specialist avionics systems for the new Air Traffic Control tower that was built during Phase 1 of the London Southend Airport project.

A detailed Transition Plan was produced by SIL in close cooperation with the airport engineering and ATC teams. "Many of the new systems fully duplicated the systems in the old control tower, this allowed for testing and proving of most new Control Tower systems whilst the old tower remained in service. However, inevitably there were some systems and many external interfaces that required physical transition from the old tower to the new, necessitating a removal from service and re-commissioning," explained Phil Heaney, Technical Director, Systems Interface. "Prior to the actual Transition day, each one of these items was individually moved across to the new tower, tested, documented and then moved back to the old tower. This process provided a high degree of confidence that all systems would work first time on the actual day of Transition into the new tower." ATC personnel carried out comprehensive familiarisation and training sessions on all new systems prior to transition, and all engineering staff received in-depth training on the new equipment and systems.

The main equipment supply was defined to meet the technical and commercial requirements of the contract, and particularly to ensure that systems would be fully supported by the manufacturer throughout the equipment lifecycle. This was followed by a detailed Design Review process which benefitted from SIL's many years of experience working on similar projects in the ATC environment. "This process ensured that LSA management had a comprehensive understanding of the design and that all relevant input was considered," said Heaney.

Phase Two involved the supply of a complete CAT-I AGL system, two Instrument Landing Systems (ILS), Distance Measuring Equipment (DME), an Instrument Runway Visual Range (IRVR) and a full Automatic Weather Observation System (AWOS). SIL supplied and installed all systems along with its appointed sub-contractors. SIL managed the project to ensure that the key requirements of minimal impact on LSA's operations and the highest operational safety standards were maintained at all times.

Systems Interface is currently working at Belfast International Airport – control tower communications systems upgrade; City of Derry Airport – control tower communications systems upgrade; Jersey Airport – replacement of existing DVOR and DME installation; and Hawarden (Airbus Broughton) – replacement of ILS and DME installation.



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More than £100 million has been invested in London Southend Airport since it was acquired by the Stobart Group in 2008. Facilities include a train station connecting with London Liverpool Street (a 53-minute journey and up to eight trains per hour).

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Systems Interface and London Southend Airport ensured that the transition phase was fully resourced by their engineering teams at the time of transition from the old to the new tower.

annually, increasing passenger traffic at London Southend by almost 20%. The announcement, in June, came just a month after easyJet's inaugural flights to Edinburgh took off from the airport. The airline also operates services from London Southend to Amsterdam, Alicante, Barcelona, Belfast, Faro, Geneva, Ibiza, Jersey, Malaga, Mallorca and Venice.

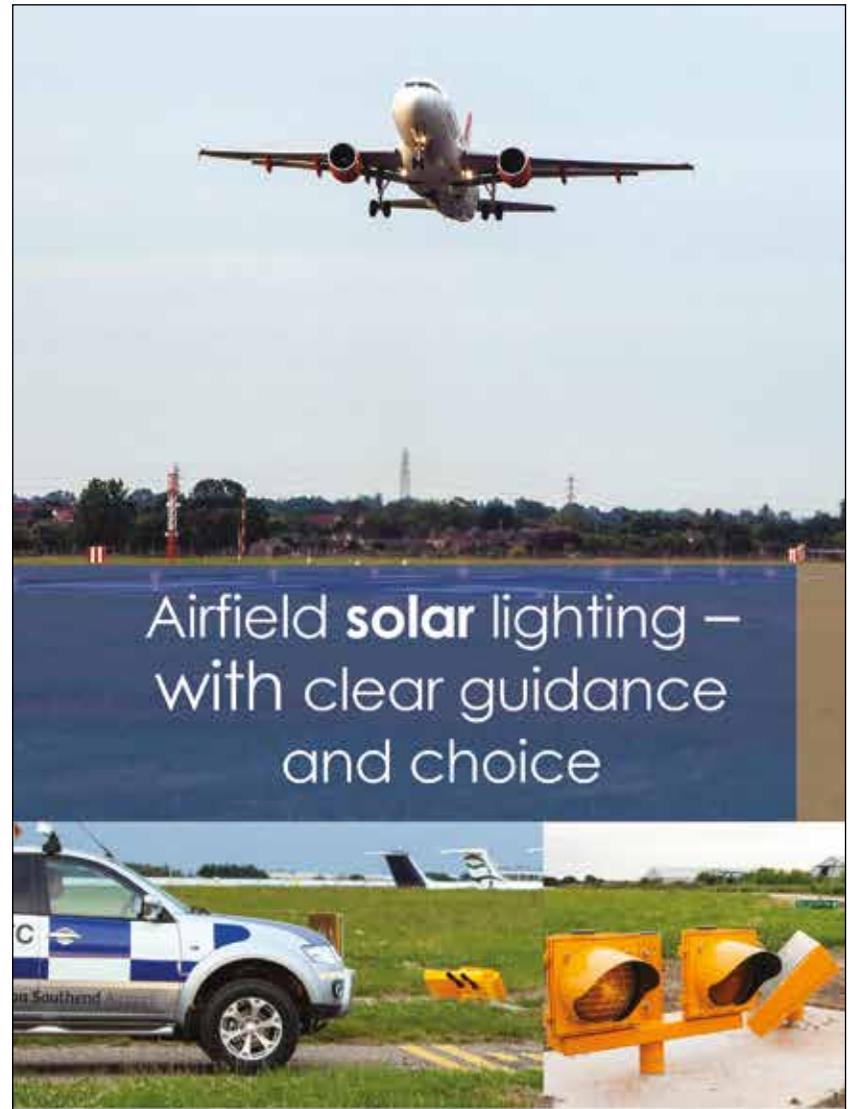
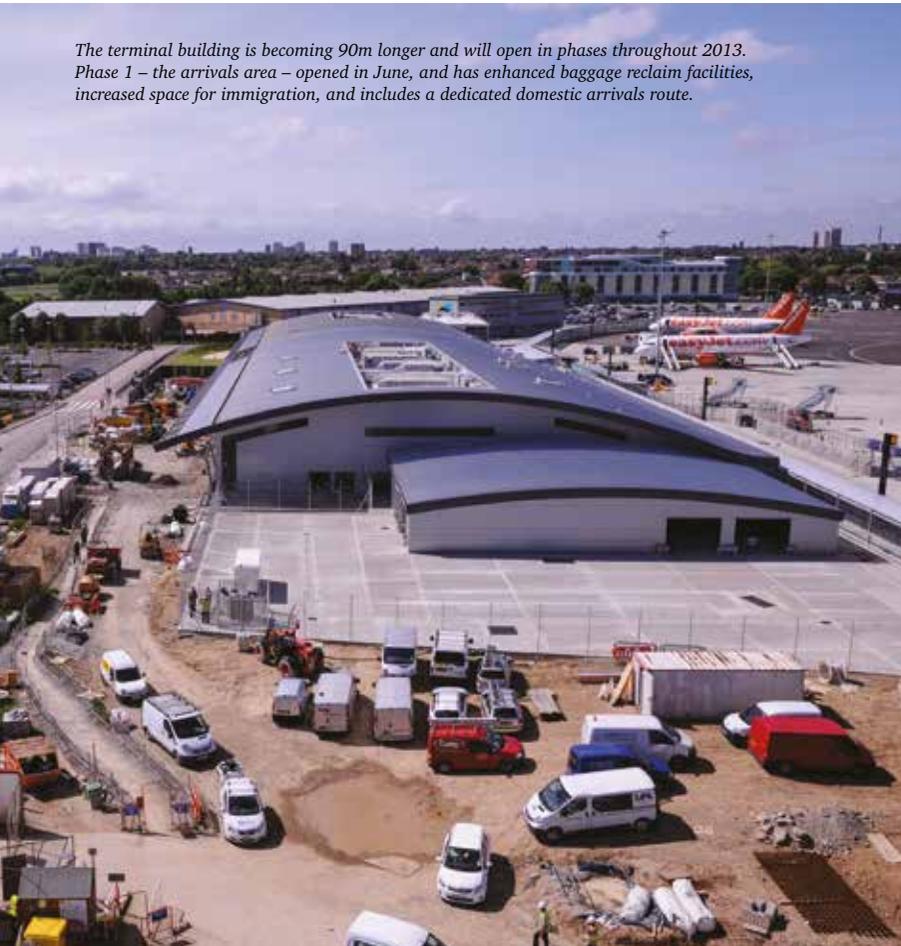
Hugh Aitken, UK Commercial Manager at easyJet, commented: "We are absolutely delighted to be celebrating further expansion at London Southend Airport. The addition of another aircraft will help us to deliver long-term, sustainable growth at the base, providing passengers with a greater range of destinations all with low fares and great service. In just one year almost a million easyJet passengers from the region have chosen our easy and affordable services from London Southend Airport to 15 destinations in Europe and the UK. We now operate 180 easyJet flights per week and look forward to celebrating many more milestones with the London Southend team in future."

Welch added: "Our partnership with easyJet is very important to us and the basing of the fourth aircraft, earlier than planned, reinforces this. We are working with easyJet and other airlines as we look to the future."

Aer Lingus Regional, operated by Aer Arann, has three daily return services between London Southend and Dublin, where travellers are able to take advantage of transatlantic connections to New York, Boston, Chicago and Orlando. Meanwhile, for summer 2014, Thomson and First Choice will be flying twice a week to Palma, Majorca, and adding Ibiza to their schedule – tripling their service from London Southend in just 12 months. "We are very pleased that Thomson and First Choice have taken the decision to expand the services they offer from London Southend so soon and we hope this will allow even more of their passengers to experience our new and expanding facilities over the next year," said Welch.

With the terminal extension and the space for further growth, Welch sees the airport playing a key role in supporting the provision of point-to-point intra-EU traffic. "Because we have designed our facilities around narrow bodied aircraft, the distances from check-in to the aircraft are very short and as large airports develop in size to cater for ever larger aircraft, we have a real role to play in getting passengers on and off their aircraft for European travel very easily," he concluded.

The terminal building is becoming 90m longer and will open in phases throughout 2013. Phase 1 – the arrivals area – opened in June, and has enhanced baggage reclaim facilities, increased space for immigration, and includes a dedicated domestic arrivals route.



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BIRMINGHAM AIRPORT UNVEILS VISION FOR LONG-TERM ECONOMIC GROWTH



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Birmingham Airport has unveiled a vision that would enable it to grow in line with future demand, boosting global connectivity and creating more than 250,000 jobs in the Midlands. These are exciting times for the airport – its new primary radar system is complete, the state-of-the-art new control tower recently opened, and work is well underway on the runway extension. Ross Falconer reports.

Birmingham Airport is the UK's seventh largest airport and the third largest outside London, handling nine million passengers a year. Its long-term vision, unveiled alongside a coalition of business leaders and local councils, is a response to questions asked by the Airports Commission, which is examining the need for additional UK airport capacity and will recommend to government how this can be met in the short, medium and long-term. The vision supports growth of up to 70 million passengers each year, and also the development of a business park for the Midlands' manufacturing sector alongside the expanded site.

Paul Kehoe, CEO, Birmingham Airport, commented: "Great cities like Birmingham deserve great airports. In 20 years' time British air travel will double and it is widely acknowledged that all the country's long-haul traffic cannot be routed through

one airport in West London. Instead, we believe that the best thing for UK aviation is to create a network of long-haul national airports, each supporting the comparative economic advantages of that region to boost trade, foreign investment and tourism."

The airport is thriving; recent new route developments include a new six-times-weekly bmi regional service to Billund. It is an important service for Birmingham, as more than 70 Danish companies have offices in the Midlands, and more than 40% of Danes travel to the West Midlands for business.

RUNWAY EXTENSION

A key part of the airport's long-term vision is its runway extension. The £33 million project officially began last November and will be open in early 2014. The 405m extension will increase the runway length to 3,003m, enabling direct



02

services to destinations currently out of reach, such as China, South America, South Africa and the West Coast of the US. The project also includes a £9 million investment in resurfacing

the entire runway. "The strong economic profile of the Midlands means that businesses are crying out for direct connectivity from their local airport, so it makes no sense that 3.3 million passengers

from the West Midlands last year flew from airports in the South East, adding congestion on the roads and at Heathrow, which is already 99.2% full," stated Kehoe. "Redirecting this traffic back

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Will Heynes, Development Director, Birmingham Airport: "The new ATC tower is a significant and vital investment that supports our vision to provide the Midlands with global connectivity, and a facility where airlines choose to operate and passengers prefer to fly from."

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Development Director Will Heynes with Birmingham Airport's new primary radar system.



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to the Midlands would release high value, long-haul capacity at London airports and boost the UK's trading potential. We have plenty of spare capacity at Birmingham now. Our passenger numbers could double from the current nine million a year to 18 million today, and the runway extension will allow us to increase beyond 36 million in future years. Our passenger growth could create in excess of 243,000 jobs in the region according to a new report by the West Midlands Economic

Forum. Making greater use of the spare capacity at airports across the country will help generate sustainable long-term economic growth and help to rebalance the UK economy."

With the runway extension opening up so many new long-haul route opportunities from Birmingham, the airport is actively talking to existing and new airlines to explore new markets and routes from the Midlands. It is also working with local brands such as MG

Motors and Jaguar Land Rover to help develop relationships with key overseas markets.

ATC TOWER

The new £10 million Air Traffic Control tower has opened and is equipped with state-of-the-art radar and navigation equipment. The iconic 34m tall structure was an ambitious project in construction terms. Constructed without a supporting steel frame, it is one of the tallest un-stayed control towers in the UK. The tower's strength and stability comes instead from a slip form concrete process, which involved the project team pouring concrete continuously for 10 days while the cab was prefabricated off-site and installed.

"The new ATC tower is a significant and vital investment that supports our vision to provide the Midlands with global connectivity, and a facility where airlines choose to operate and passengers prefer to fly from," said Will Heynes, Development Director,



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Birmingham Airport. "It has rejuvenated the western part of the airfield and is an impressive, modern and iconic landmark for Birmingham that has triggered further development projects at this part of the site, helping to create new jobs and play a vital role in supporting the economic success of Midlands."

Meanwhile, the new primary radar system is also complete and fully operational. Standing

36m high, the radar represents a £2.2 million investment. It allows air traffic controllers to survey the sky in greater detail, detecting the range and direction of aircraft within a 60 nautical mile radius.

"This represents yet another step forward for the airport. The new equipment is a vital part of the state-of-the-art air traffic control system that we are developing," explained Heynes. "As part of this improvement scheme, we also took the decision to reposition the new radar tower within the airport's long stay car park after many months of careful planning. This site was purposely chosen to minimise any impact on local communities. With work on the runway extension well underway, this is an exciting time of growth for the airport."

Birmingham Airport is on a growth trajectory - with £260 million invested in the airport over the past 10 years and a further £100 million committed to future development plans, including the runway extension. The extension provides more than just a few hundred metres of concrete - it opens up significant new possibilities for long-haul travel, creating new jobs and new business opportunities for the region.



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The £33 million runway extension project officially began last November and will be open in early 2014. The 405m extension will increase the runway length to 3,003m and is a key part of the airport's long-term vision.

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A water arch was carried out by Birmingham Airport's fire service to celebrate the inaugural flight to Billund with bmi regional. More than 70 Danish companies have offices in the Midlands.

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Paul Kehoe, CEO, Birmingham Airport: "We have plenty of spare capacity at Birmingham now. Our passenger numbers could double from the current nine million a year to 18 million today, and the runway extension will allow us to increase beyond 36 million in future years."

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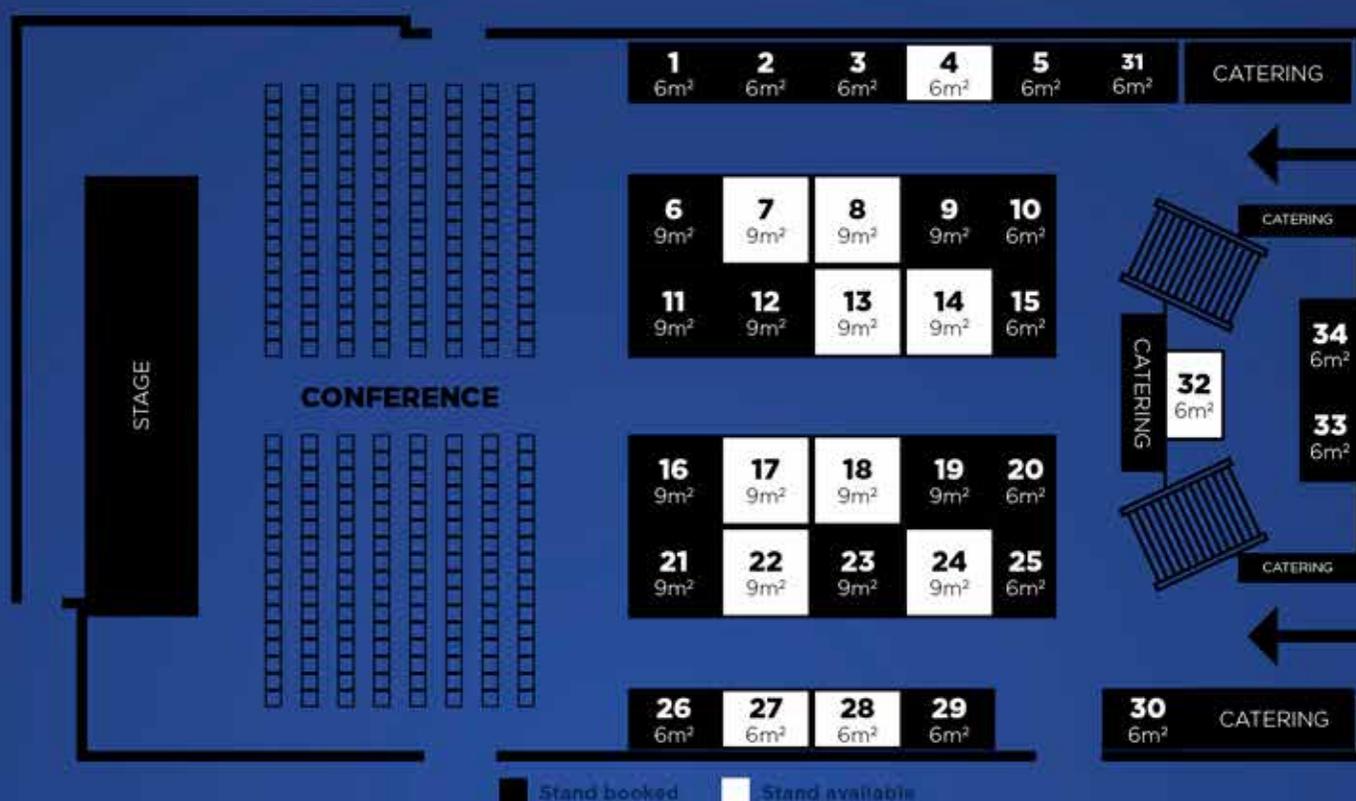


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Manchester Airport is the UK's third largest, handling 20 million passengers per year. The airport recently celebrated its 75th anniversary, as well as completing its new £20 million air traffic control tower. Andrew Cowan was appointed Managing Director of Manchester Airport in March 2013, and is also Chief Operating Officer of Manchester Airports Group (MAG). He spoke to Ross Falconer.

MANCHESTER CELEBRATES 75 YEARS AND NEW ATC TOWER

MAG views Manchester Airport as the UK's "northern gateway". The airport handled 1.9 million passengers in May – an 11% increase year-on-year. Significantly, this took Manchester Airport over the 20 million passenger mark, during a 12-month period, for the first time since May 2009.

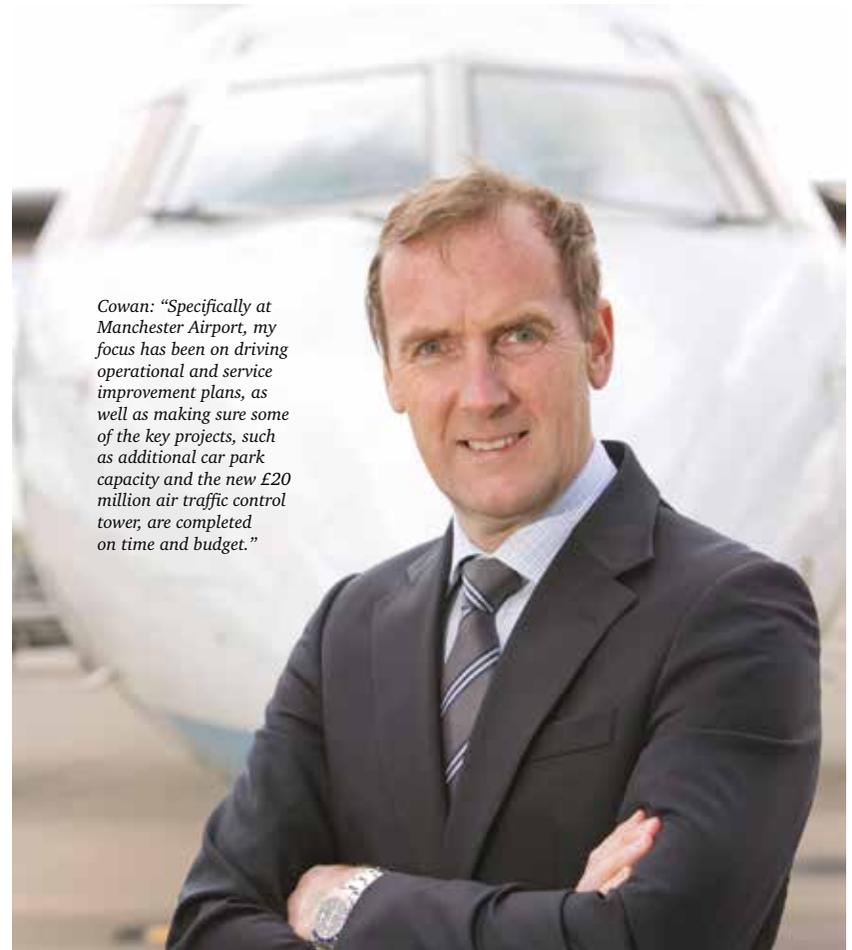
Wearing two hats within MAG – as MD of Manchester Airport and COO for the group – means that Cowan looks after the operational units in Manchester, East Midlands and Bournemouth airports, as well as a number of central functions, including Asset Management, Capital Projects, Supply Chain, and Health & Safety. "In February we completed the acquisition of London Stansted to the group, so a large part of our focus has been on completing that deal and starting the huge exercise of integrating it into the wider business," explained Cowan. "Specifically at Manchester Airport, my focus has been on driving operational and service improvement plans, as well as making sure some of the key projects, such as additional car park capacity and the new £20 million air traffic control tower, are completed on time and budget. Like all airports, we have a huge number of complex and varied stakeholders, so a big part of my role is ensuring we maintain positive relationships."

IMPROVING SERVICE AND EFFICIENCY

Manchester Airport has excellent infrastructure with three terminals and two runways, and is continually looking at ways to improve service and efficiency,

with a focus on the end-to-end customer experience. This includes every aspect from arriving at the airport with car park products such as 'meet & greet' that allows travellers to drop their car off right next to check-in, enhancements to outbound security control areas that improve capacity and throughput, and significant improvements to some of the food & beverage facilities with a number of refurbishments completed prior to the summer peak. "We have already and are continuing to enhance a number of our piers to improve space prior to boarding," added Cowan.

Meanwhile, the new air traffic control tower has gone 'live', coinciding with Manchester Airport's 75th anniversary. Construction of the new 60m-tall ATC tower commenced in March 2012, with final works complete in June 2013. During construction, it took just nine days to complete the 60m shaft that is the centrepiece of the tower. The construction teams poured concrete continuously for 222 hours, at an average rate of 27cm an hour. This method of pouring concrete into a continuously moving form is known as 'slipform'. Approximately 600 cubic metres of concrete and 65 tons of steel reinforcement were cast to form the nine-metre wide shaft. Cowan said: "We are delighted with the new control tower and pleased that it officially opens as we celebrate our 75th year of operation. It's a fitting moment for us and demonstrates our continued investment in Manchester Airport, and this will be our most significant development in the



Cowan: "Specifically at Manchester Airport, my focus has been on driving operational and service improvement plans, as well as making sure some of the key projects, such as additional car park capacity and the new £20 million air traffic control tower, are completed on time and budget."



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airport this year. It also follows previous investments made, such as the £10 million upgrade for the airfield in 2010, so we could prepare for the arrival of the Emirates A380, and the complete refurbishment of Runway One in 2011. The new tower provides facilities suitable for a 21st century airfield."

'FLY MANCHESTER' CAMPAIGN

The Fly Manchester campaign was launched in February 2013 with a focus on winning back the four million passengers from the Manchester Airport catchment area that currently travel by road or rail to one of the London airports, when routes operate a short distance away in Manchester. "We have a long-haul network that includes services to global destinations such as New York, Washington

DC, Chicago, Philadelphia, Las Vegas, Islamabad and Lahore," said Cowan. "Furthermore, services from Manchester Airport to world-class hubs such as Dubai, Abu Dhabi, Doha and Singapore open up access to an additional 50 destinations in Asia, China, India and Australasia."

In April, the campaign focused on the airport's low-cost elements and aimed to raise awareness of Manchester being home to the most low-cost flights in the north. "It has been very successful so far in highlighting the available offering here and promoting our extensive carrier and route networks, which feature the likes of Ryanair, easyJet, Monarch, germanwings, Jet2.com and Norwegian, amongst



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LED Runway Centreline and TDZ lighting

atg airports successfully completed the entire installation of LED Runway Centreline and TDZ lighting for Manchester Airport in September 2011, currently the only major UK airport operating runway LEDs.

The installation of LED luminaires could not only help an airport to reduce its AGL (Airfield Ground Lighting) power consumption budgets, and hence lower its carbon emissions, but also the advantages of longer maintenance intervals, increased lifetime of the LED arrays, and fewer spare parts means significantly reduced lifecycle costs.

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Manchester Airport is continually looking at ways to improve service and efficiency, with a focus on the end-to-end customer experience.



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others," commented Cowan. "Reaching our target of 20 million passengers ahead of schedule is testament to the work we put into the campaign, as we had anticipated reaching our target by the end of summer, but we achieved this in May."

Manchester Airport has experienced strong growth in low-cost traffic. easyJet will serve 32 routes from Manchester this summer, Ryanair will serve 34, Jet2.com will serve 39, and Monarch will serve 43 routes. There are also many other routes served by germanwings and Norwegian. "We have an unrivalled network of services – and our range of low-cost destinations continues to prove popular with flights to Spain, Greece, Egypt and Turkey boosting the options for summer 2013," explained Cowan.

In terms of the long-haul strategy from Manchester, a number of US destinations – including Chicago, New York and Orlando – are already served, and the airport is striving to secure a direct China service. As part of this aim, MAG is part of the Manchester China

Forum, which is directed by a board chaired by Charlie Cornish, MAG Chief Executive. The Forum's ambition is to increase Chinese trade, inward investment, tourism and academic exchange on behalf of Greater Manchester, and this includes securing direct air routes between Manchester and China.

Other routes that Manchester Airport is keen to serve include Beijing, Bangkok, Hong Kong and Shanghai. Meanwhile, Thomas Cook Airlines will operate routes from Manchester to St Lucia

and Antigua via Barbados in the forthcoming winter season.

"This summer, Manchester has surpassed 20 million passengers again and we are the third largest airport in the UK, while the company is responsible for 42 million passengers as a group of airports, and we will begin to build our Airport City development this year, further cementing Manchester's reputation as a European business destination. We've achieved much in our opening 75 years of existence and we're well placed for an even brighter future," concluded Cowan.



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Cowan: "We have an unrivalled network of services – and our range of low-cost destinations continues to prove popular with flights to Spain, Greece, Egypt and Turkey boosting the options for summer 2013."

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The remains of Air France Flight 358 having overrun the RESA at Toronto Pearson Airport



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STANSTED INVESTS IN AMBITIOUS DEVELOPMENT PHASE

MAG is the largest UK-owned airport operator, running Manchester, East Midlands and Bournemouth airports, as well as London Stansted. Prior to the purchase of London Stansted, MAG was privately managed on behalf of its shareholders – the 10 local authorities of Greater Manchester. However, the acquisition of London Stansted has changed the ownership structure, with Industry Funds Management (IFM) – a leading investment manager based in Australia – now holding 35% of the shares in MAG.

London Stansted, with 17.4 million annual passengers, is the fourth biggest airport in the UK – after London Heathrow, London Gatwick and Manchester. Harrison was appointed Managing Director of London Stansted in March, having held the position of Chief Operating Officer of MAG since April 2012. Prior to that, he was Managing Director of Manchester Airport – a role he had held since September 2010. Harrison is leading the ambitious plans that are being drawn up to build on the airport's past successes and excellent facilities. "These involve growing passenger numbers by attracting new airlines, increasing the range of destinations with existing customers and adding some 'sparkle' to the award-winning terminal building to improve the passenger experience," he explained. "Stansted is already established as a world leader at serving the low-cost airline



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sector, has a route network stretching to around 150 destinations and offers more direct scheduled European flights than any other airport in the UK. But the focus now is to broaden the route network, offer passengers more choice and create a richer mix of airlines operating out of Stansted, including long-haul carriers. Our overall aim is to make Stansted the best airport in London."

Significantly, MAG and easyJet recently announced a new long-term growth framework deal to enable the airline to more than double its passenger numbers at Stansted from the current 2.8 million to six million a year over the next five years. easyJet currently operates eight aircraft on up to 27 routes from Stansted, including new services to Bulgaria, Morocco and Egypt.

£40M TERMINAL INVESTMENT

As part of the merger into the enlarged Group, MAG has significant investment plans to develop and improve Stansted,

Manchester Airports Group (MAG) completed the £1.5 billion acquisition of London Stansted in February, and the airport is now entering a new and exciting phase in its development, as Andrew Harrison, Managing Director, London Stansted, explained to Ross Falconer.

and to achieve its ambition to make the airport London's best. The immediate proposals include incentivising airline growth at Stansted through the Group's relationship with over

80 existing airline partners at other airports, as well as adding more than five million additional passengers at Stansted by 2018. More retail space and a better configuration in the departure

lounge will be created by reducing the landside check-in area, realigning the security search area, speeding up the security process and creating more space to shop, dine and



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Harrison: "Overall, MAG intends to invest over £230 million in the first five years to upgrade security, retail and car parking services at Stansted and improve the airport experience to make it the airport of choice in London for airlines and passengers alike."

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Stansted is in a great location with a large catchment area that complements rather than competes with MAG's existing airports. It also has great access to London.

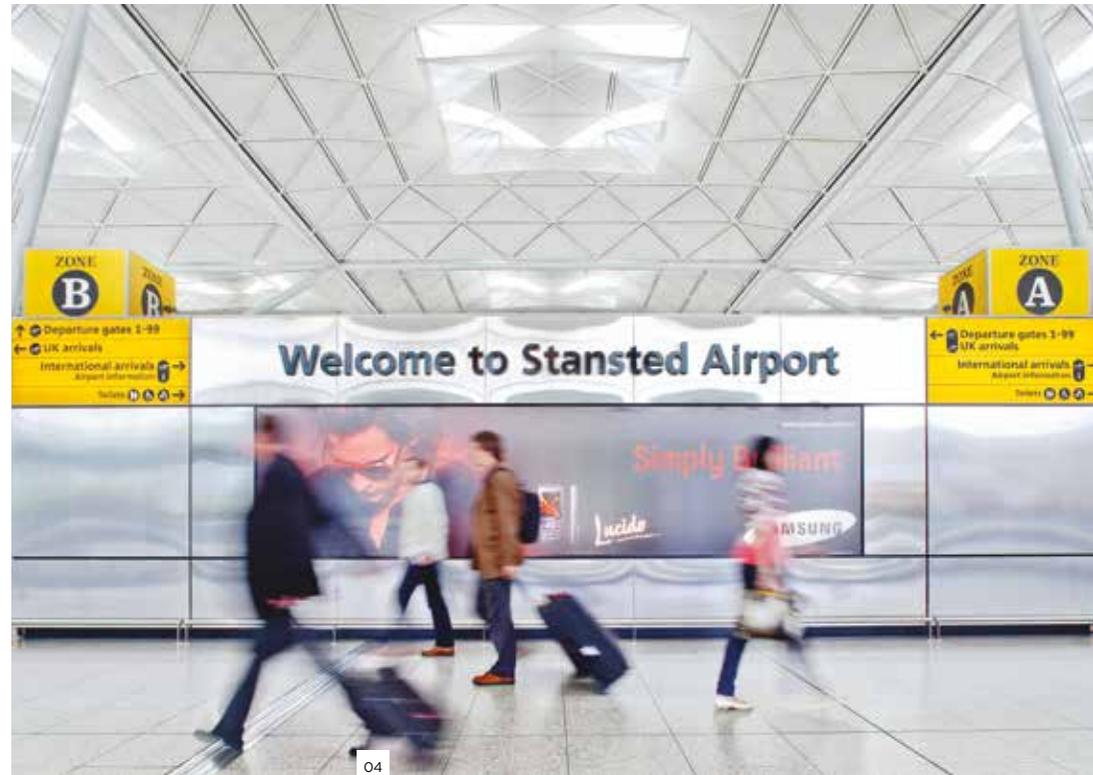
relax. Indeed, £40 million is to be invested over the next two years to improve retail and provide more “sparkle” – Harrison explained that this will ensure the terminal experience for passengers befits that of a world-class airport and offers good value to users. Meanwhile, different car park options are being developed, such as Meet and Greet, and low-cost options; there is an emphasis on making Stansted easier to get to whether arriving by train, by road or parking at the airport. “Overall, MAG intends to invest over £230 million in the first five years to upgrade security, retail and car parking services at Stansted and improve the airport experience to make it the airport of choice in London for airlines and passengers alike,” said Harrison.

The terminal redevelopment project and car parking changes will use tried and tested plans similar to the schemes MAG has successfully implemented at its other airports.

STREAMLINED PASSENGER EXPERIENCE

Efforts to enhance the passenger experience have achieved notable success, with the new free Wi-Fi service attracting 68,000 users in the first month, using over 2.5 million free minutes. Meanwhile, in April, new self-service ‘Smart Access’ scanners were introduced to replace manual boarding pass checks. They scan boarding passes and verify that passengers are travelling on the correct flight and date. The £1.2 million investment is designed to make it quicker and simpler for passengers to reach the departure lounge. A dedicated entrance is available for passengers with reduced mobility, while child buggies can pass through the wider gates that are available at each entry point. Staff are also on hand for anyone requiring assistance, and to guide travellers through the process.

“MAG has made significant investment in Stansted as the airport offers huge potential. Stansted is the only major



04

airport in the south-east with space, permission and facilities to grow, having gained planning consent to serve 35 million passengers a year in 2008,” commented

Harrison. “The airport is currently operating at half its available capacity, so a lot can be done to offer a broader range of airlines and routes and accommodate future

growth, a vital ingredient in the capacity-constrained London airport system.”

Stansted is in a great location with a large catchment area that complements rather than competes with MAG’s existing airports. It also has great access to London. “However, the airport has been unloved and undervalued of late, but under new ownership Stansted has the opportunity to recreate its identity and offer the range of destinations and standards of service the public expects at a leading London airport,” said Harrison.

Significant progress has been made at Stansted since its acquisition by MAG, with a positive and dynamic strategy that is improving customer service and enhancing the passenger experience. The future looks bright for the airport as it delivers growth, builds connectivity and drives commercial revenues.



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Harrison: “Stansted is already established as a world leader at serving the low-cost airline sector, has a route network stretching to around 150 destinations and offers more direct scheduled European flights than any other airport in the UK. But the focus now is to broaden the route network, offer passengers more choice and create a richer mix of airlines operating out of Stansted, including long-haul carriers.”

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LightWave Radar installed at Glasgow Prestwick Airport for pre-certification testing

the airport's ATM system now that independent testing has proven LightWave's mitigation capability and CAP 670 compliance. The most influential names in worldwide aviation are taking notice of the capabilities of C Speed and its LightWave Radar.

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correctly differentiate aircraft from wind turbines. LightWave is configured with a proprietary adaptive algorithm that mitigates the turbine clutter and provides air traffic controllers with a clean air picture over the wind farm. LightWave operates on S-band frequency, providing both consistency with existing technology and effective performance in adverse weather conditions. When installed alongside an airport's existing primary radar equipment, LightWave can monitor entire onshore or offshore regions, even those that include multiple wind farms.

A RENEWABLE ENERGY SOLUTION

LightWave's ability to provide a clear air picture means airport operators who partner with C Speed need not be concerned about wind farm development nearby. In fact, negotiations with wind farm developers on equipment, repair and airspace leasing costs make LightWave a part of a cost-neutral strategy that allows airport operators to lead the push in promoting renewable energy. LightWave is an affordable solution for wind turbine mitigation that allows airports and wind farms to coexist. Turn to LightWave, and help the winds of change blow in. For more information, visit www.lightwaveradar.com.

**ATG AIRPORTS TO INSTALL
RUNWAY LEDs AT HEATHROW**

London Heathrow's Runways Rehabilitation Project commenced in April, with the completion date set for September 2014. As part of the project, atg airports is installing runway LED (Light Emitting Diodes) lighting fixtures on both the North and South runways, including the recently refurbished runway circuits and rapid exit taxiways.

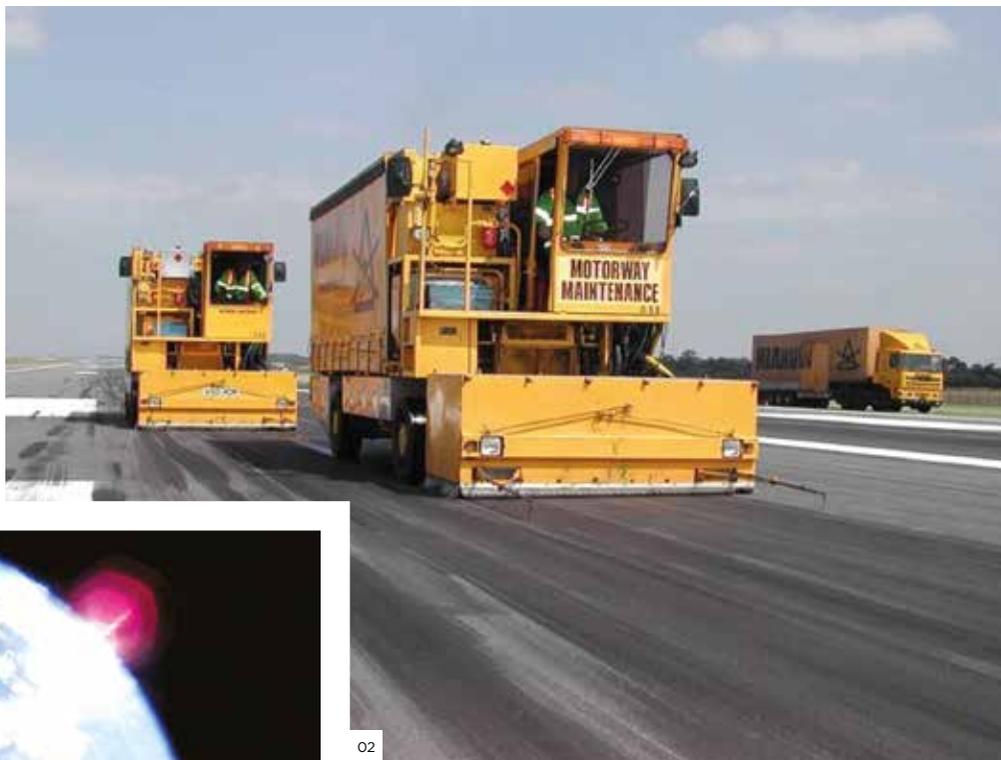
The scope of work involves the replacement of existing halogen luminaires with LEDs across the two main runways, including Runway Centreline, Runway Edge, Threshold, Runway End and Touchdown Zones (TDZ). The existing halogen centreline lighting will also be replaced with LED units on the Runway Rapid Exit Taxiways.

Supplying products and services since 1995, this new installation project represents a major development in the long-standing relationship

AIRFIELD INNOVATIONS

While many of the UK's airports are implementing innovations inside their terminals to enhance the passenger experience and optimise operations, equally important are the developments taking place on the airfield. Whether it be runway resurfacing or retexturing, airfield ground lighting, friction testing, or winter services preparations, the work being undertaken on the airfield, and the innovations being applied, are vital. Here, we highlight some of the key developments.

between atg airports and London Heathrow. Throughout the last 18 years, atg airports has provided products and services to Heathrow, including Constant Current Regulators, Substation Test and Inspection Services, as well as Airside Installation works. An important aspect of this new project includes upgrades to the installed atg airports SMART control system. This SMART Control System is one of atg's largest bespoke designs, with atg airports' staff constantly available onsite to provide



02



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atg airports provides a unique offering to airports, being the only UK based specialist AGL (airfield ground lighting) manufacturer and installer of Tungsten Halogen and LED products.

support and maintenance to London Heathrow.

Working with Morgan Sindall, this major project awarded in January 2013 cements a strong working relationship between the two airside suppliers. Kevin Armstrong, atg's Sales Director, said: "We are very excited and proud to be part of such a high profile project which is contributing to the transformation of London Heathrow and look forward to continuing our relationship with Morgan Sindall and Heathrow

Airport in the future."

atg airports provides a unique offering to airports, being the only UK based specialist AGL (airfield ground lighting) manufacturer and installer of Tungsten Halogen and LED products.

KLARUW'S SYSTEM REDUCES COST, DISRUPTION AND CARBON FOOTPRINT OF RUNWAY RETEXTURING

Klaruw Systems has developed a low-cost runway retexturing solution that minimises both

02
Several K190 machines can be used in echelon to treat large areas quickly, effectively, and at a fraction of the cost of conventional replacement solutions. Retexturing can also be targeted in localised areas deficient in surface friction, and the process significantly extends runway life before surface replacement is necessary.



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disruption and impact upon the environment. Klaruwtex190 (K190) controlled mechanical retexturing is a proven method for restoring and maintaining skid resistance levels to ICAO standards on airport runways, improving friction levels by regenerating the surface texture of worn wearing courses including asphalts, friction courses, surface dressings, thin surfacings and concrete used on runways and taxiways.

K190 machines use fully controllable bush hammering technology, which can be adjusted to each particular surface, optimising the retexturing effect and minimising the amount of material removed.

As a mechanical, all-year-round process that does not apply fresh materials, there are no cooling, curing or weather delays. Markings and airfield ground lighting are unaffected by the process; runways can be opened immediately after treatment. This offers great flexibility to programme K190 work to suit airside operations and minimise disruption.

K190 retexturing is suitable for most structurally sound surfaces and can be cyclically repeated

as a low-cost solution for skid-resistance maintenance. Proven on runway wearing courses more than 20 years old, the process significantly extends runway life before surface replacement is necessary.

Using no materials and generating minimal arisings, it is also environmentally friendly. Recent research shows that K190 treatment reduces the 'Cradle to Laid' carbon footprint of restoring skid resistance by potentially up to 90% (compared to a 40mm asphalt thin surfacing).

ADVANCED ARRESTOR SYSTEM FOR AIRPORTS

What are the odds of two aircraft overruns occurring at both ends of the same runway within the space of four days? Yet this unusual scenario actually occurred at Key West International Airport in Florida in 2011.

At 19:45 on Monday 31 October, a Gulfstream 150 business jet overran the west end of the runway and passed through an unpaved safety area before coming to a stop at the end of the airfield. The aircraft sustained substantial damage, one passenger was

hospitalised with a broken clavicle and ribs, and another had minor cuts and bruises.

At 12:15 on Thursday 3 November, a Cessna Citation 550 skidded 179 ft off the east end of the 4,800-ft runway and engaged an EMASMAX. The energy-absorbing arrestor bed brought the private jet aircraft to a safe, controlled stop. The pilot, co-pilot and three passengers quickly exited the aircraft with no injuries. The aircraft suffered only minimal damage. Airport Director Peter Horton said that the safety material worked perfectly: "Not even a bruise or a scratch."

EMASMAX is an advanced arrestor system for commercial airports from ESCO – a division of Zodiac Aerospace. While delivering a superb safety record of stopping overrunning aircraft without personal injury or aircraft damage, it is also cost-effective, enables operational continuity after an arrest, and enhances the opportunity to expand traffic. EMASMAX enables compliance with RESA requirements, in much less space. The safety success – eight successful arrests – is also said to reduce liability for airports, airlines and insurers.

The runway can re-open within hours as minimal or no damage enables speedy

removal of aircraft with little impact on operating schedules. Nor are normal operations affected greatly during installation, which mostly takes place at night. EMASMAX is also effective in all weather conditions.

With EMASMAX there is no loss of operational runway. In fact, it can free up additional length on runways with more than 600 feet of RESA. The UK CAA and US FAA have approved installation of EMASMAX as close as 35 feet from the end of the runway. One or two beds could allow an airport to claim a full 240m RESA equivalence, and declare an additional distance of up to 850 feet.



At 19:45 on Monday 31 October, a Gulfstream 150 business jet (left) overran the west end of the runway and passed through an unpaved safety area before coming to a stop at the end of the airfield. At 12:15 on Thursday 3 November, a Cessna Citation 550 (right) skidded 179 ft off the east end of the 4,800-ft runway and engaged an EMASMAX.



BABCOCK AWARDED BA AND HEATHROW CONTRACTS

Babcock International Group has been awarded contracts to provide ground fleet maintenance to British Airways and baggage handling systems operations and maintenance for Heathrow Airport. The contracts, worth a combined total of around £440 million, are both for five years, with the option to extend the contract with Heathrow Airport for a further two years. Both contracts are now operational.

Babcock will be responsible for the operation and maintenance of all baggage handling systems across the Heathrow campus. In addition to previous activities at Terminals 1 and 4, Babcock is taking on the maintenance and support of baggage systems at Terminals 3 and 5. Babcock will continue to be responsible for the maintenance of BA's ground support equipment fleet at Heathrow, including de-icing

units, passenger buses, scissor lifts and pushback tractors.

Tom Newman, as Managing Director Airports, arrived to lead the Airports team six months ago from a key business development role at Babcock, in which he was responsible for the major bids in the Support Services Division. Tom also brings significant operational expertise to the role from his earlier career at VT Shipbuilding,

where, as Head of Steelwork, he led a multi-disciplinary team of steelworkers, welders and technical staff responsible for constructing large ships for both the Royal Navy and other international customers.

Tom described the award of the Heathrow baggage contract as a great result for the Heathrow Community: "We now have the opportunity to further build upon Heathrow's baggage performance, with the award of the new contract giving Babcock responsibility for operations and maintenance of the baggage system across the whole Heathrow campus. This single source of accountability will allow a real focus on the successful end-to-end journey of bags through the airport and enable a reduction in costs. These key benefits to Heathrow and its airlines will help keep

Heathrow Airport at the top of the performance league tables and a key major airport hub."

He added: "We are equally delighted that British Airways have decided to re-award us their GSE fleet Maintenance contract. Delivering the right equipment at the right time is fundamental to an airline's ability to deliver to their customers, something that we take great pride in. Playing a pivotal role at Heathrow Airport by keeping bags with their passengers and aircraft on the move requires a focus that we welcome, and our staff have proved that we can be trusted to deliver effectively and safely in support of the Heathrow Community. We look forward to working with other UK airports to promote these benefits in keeping the UK at the forefront of domestic and international travel."

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CUTTING COST OF AIRFIELD WORKS THROUGH SUSTAINABLE THINKING

A successful airport pavement reconstruction solution created out of expediency in the Falklands is now being offered to UK operators looking to improve their sustainability record and save money.

Contractor Colas developed the option that reduces material use, waste and construction time. It has already proved its worth on the resurfacing of taxiways at Newquay Airport in Cornwall, where the job was rated excellent by civil engineering's environmental quality assessment scheme CEEQUAL. The works in the Falklands also recently picked up a top prize at this year's CEEQUAL awards.

The development is just one example of the work the contractor is doing to introduce innovative, sustainable ideas to traditional airfield works.

The system involves removal of only broken down layers of

pavement slab and rebuilding with high density macadam (HDM) over a reinforcing membrane layer on top of remaining, sound pavement quality concrete (PQC), rather than full depth removal and replacement of the PQC.

"We were working on Project Shackleton - the Falkland Islands runway maintenance project - and we found the airfield concrete was so tough it couldn't be planed out without great difficulty. That is what drove us to come up with this bespoke solution," said Colas Airport Projects Manager Simon Downing. "When Newquay Airport came to us and said it was looking at taking out 400mm of slab and sub-base, we said we have an alternative design that will cut that effort in half. Instead of removing 525mm of material depth we only needed to go down 220mm."

Some 200mm of existing PQC slab was left in place on top

of existing lean mix concrete and hardcore. The 220mm of new construction involved a 20mm regulating layer of geotextile, 100mm of HDM and then a 50mm binder course and 50mm surface course of stone mastic asphalt.

The Newquay solution produced significant savings because it cut the amount of new material that had to be manufactured and procured by 58% and slashed the time the taxiways would be out of action by 65%. In terms of key sustainability measures there was a 36% reduction in energy consumption, 35% less CO₂ produced and 58% less waste produced.

"Colas prides itself on its innovative culture and investment in research and development," Downing said. "We are focused on solutions and not driven by volume of material supply, we want to offer clients economic advantage and added value. And these

days that has to include coming up with the most sustainable options possible. Asphalt is a hydrocarbon based material and prices now mean sustainable solutions in terms of waste reduction and recycling can be at worst cost neutral and can generally save up to 10% to 15% on the norm."

Resurfacing is just one option available for airfield maintenance, Downing said. "There are always other solutions with additional cost and sustainability benefits."

These range from preservation for airfield surfaces in very good condition, through rejuvenation with slurry sealing or application of micro asphalt for those in good condition to patching and repaving for assets in poor condition. The company is a great advocate of in situ pavement recycling

and preservation techniques ahead of reconstruction.

"You can think in terms of preservation giving you three years' extra life, patching is five years and full resurfacing 10 years minimum. But preservation is one tenth the cost of resurfacing and you have to take into account the financial impact of runway possessions."

Going forwards Downing hopes to see more clients opting to use low temperature asphalt which is not a new technique in general construction and is well developed and extensively used within the international Colas Group. But it is an innovation for UK airfields. The technique was used successfully at Newquay Airport and contributed to further recognition for Colas from CEEQUAL. The addition of additives lowers the temperature of the asphalt during mixing by 40°C from 160°C to 120°C, which saves on fuel and carbon emissions.



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On Project Shackleton in the Falklands, Colas, along with its client Defence Infrastructure Organisation and project manager Mott MacDonald, put great thought into minimising the amount of materials that had to be transported to the islands. The most significant of these were related to the import of aggregate. There is a local quarry on the islands but the material was initially non-compliant. However a review of production processes at the quarry enabled a compliant coarse aggregate to be produced. This saved the need to import 45,000t of material from the UK and avoided over 20 ship movements. The efforts made by the team helped the project win the 2013 CEEQUAL award for transport.

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Shirley Benn, Marketing; Richard Barber, Managing Director; Liz Sian, Sales; Chris Goss, Business Development; and Emily Barber, Operations, celebrate 20 years of extensive and comprehensive SafeSky services. The milestone coincides with a company rebranding, including the launch of a new logo and a brand new website.

Celebrating 20 years of safer skies

SafeSkys, one of the UK's most energetic airport services companies, has reached its 20th birthday.

Head office staff are celebrating this remarkable milestone, which also coincides with a company rebranding and refresh. SafeSkys has changed its image not only with a new logo to reflect its commitment to safer skies but also by the launch of a totally new and vibrant website. All of this will help project SafeSkys' extensive and comprehensive services, which range from Ground School training for military combat pilots to wildlife management to Air

Traffic Control and to providing airport personnel support.

SafeSkys has adapted to meet modern customer demands. Having been granted European certification as an Air Navigation Service Provider (ANSP) in July 2012, SafeSkys is now the only ANSP in the UK that is wholly privately owned and has equal experience of working for civil and military clients. The depth and breadth of this knowledge has enabled SafeSkys to advise on optimum and economical staffing levels and, increasingly, a number of airports are now looking to SafeSkys to take on

the complete ANSP role and to supply turnkey solutions.

2013 will see SafeSkys expanding from the UK and European markets to include Africa and the Middle East. SafeSkys has established a name for providing quality personnel, services and training when and where needed and at the right price, always conscious of the need to get the balance right between economy, efficiency and safety. SafeSkys is justifiably proud of its achievements and diverse client base established over the last 20 years and looks forward to the challenges the future will bring.

Remote perspectives in baggage handling: Vanderlande innovates for the future

An innovative remote IT management system that answers the growing demand for 24/7 highly skilled support services has been developed by Vanderlande Industries UK.

This new service offering provides current – of which there are eight – and future clients with IT support for infrastructure, Oracle and middleware. The service also gives Vanderlande a unique working platform, by enabling remote monitoring of all of the IT sys-

tems running baggage handling, regardless of the original supplier.

Utilising its extensive experience and knowledge in IT and service delivery, Vanderlande recognised the need for a system that would allow customers to concentrate on their core business, whilst saving on the cost and time required for supporting critical IT systems.

Vanderlande's new IT service desk became fully functional in April, and means customers have access to round-the-clock



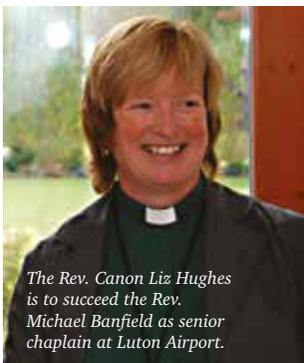
Vanderlande's new IT service desk became fully functional in April, and means customers have access to round-the-clock pro-active maintenance and product development capability.

pro-active maintenance and product development capability.

Improving UK airports' baggage handling efficiency is a key priority for Vanderlande, and General Manager Nick Porter believes this service is a step in the right direction. "We place great emphasis on

our ability to offer our customers state-of-the-art technology and support that meets and surpasses their requirements whilst maximising their business potential," he said. "There has been an increasing demand for a 365-days-a-year, highly skilled IT support

service and we were able to meet this through our proven experience in major hub airports to develop a technology that helps our customers remain at the forefront of airport service and improved passenger experience, both in the UK and internationally."



The Rev. Canon Liz Hughes is to succeed the Rev. Michael Banfield as senior chaplain at Luton Airport.

Glasgow Airport hosted Chaplains' Network

In May, 35 members of the British Isles and Ireland Airport Chaplains' Network held their twice-yearly conference at Glasgow Airport. They heard talks on the value of digital information and the challenge of social media

in chaplaincy, on the place of religious beliefs and on emergency planning. The Managing Director of Glasgow Airport Amanda McMillan spoke warmly of the chaplain, Commissioner Keith Banks, and the value of his work

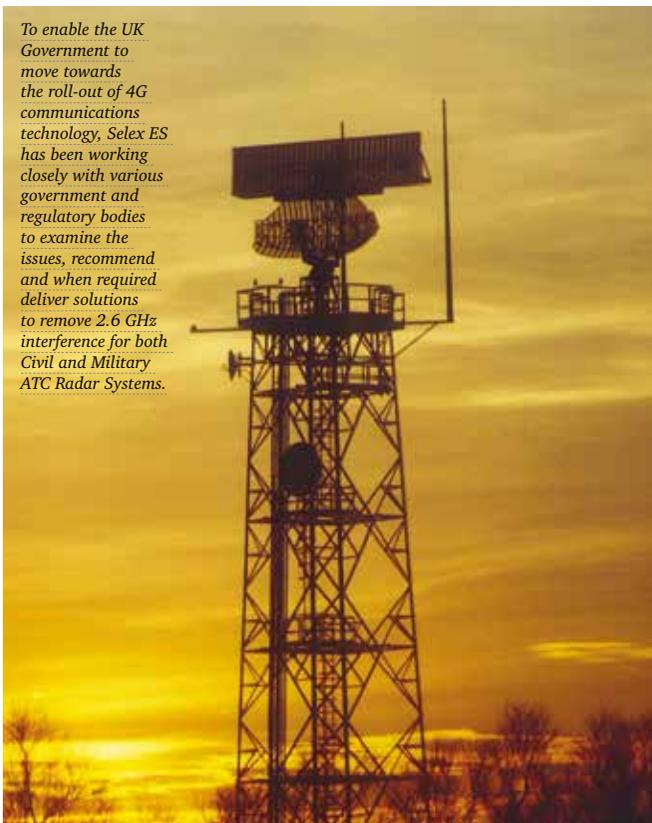
among seven million passengers going to 100 destinations with 30 airlines, as well as with the staff and local community.

LUTON AIRPORT ANNOUNCES NEW SENIOR CHAPLAIN

The Rev. Canon Liz Hughes is to succeed the Rev. Michael Banfield as senior chaplain when Michael retires later this summer. In a year of anniversaries, Michael has been in post for 15 years,

the chaplaincy celebrated 25 years last November, and on 16 July Luton Airport celebrates 75 years of operations. Liz was ordained priest almost 20 years ago and has lived in the area and travelled out of Luton Airport for even longer. She brings experience from various posts across Bedfordshire and Hertfordshire, including, most recently, 15 years at the Hospice of St. Francis, Berkhamsted.

To enable the UK Government to move towards the roll-out of 4G communications technology, Selex ES has been working closely with various government and regulatory bodies to examine the issues, recommend and when required deliver solutions to remove 2.6 GHz interference for both Civil and Military ATC Radar Systems.



Selex ES: Safeguarding the UK's radars

To enable the UK Government to move towards the roll-out of 4G communications technology, Selex ES has been working closely with various government and regulatory bodies to examine the issues, recommend and when required deliver solutions to remove 2.6 GHz interference for both Civil and Military ATC Radar Systems.

The new 4G base stations and associated mobile devices, operate in a number of frequencies, including 2.6 GHz; immediately adjacent to the S-Band Primary radar bands, with the potential to cause significant interference to all UK S-Band Airfield Radars. Thus, Radar modifications are required.

The interference is caused when 4G masts are placed within close proximity to Primary Surveillance RADARs (PSRs) and so the issue can vary from site to site with terrain also being a key factor. An article in The Guardian last year reported that by 2015 there are planned to be 18,500 masts providing 4G services to 98% of the UK population.

This extensive modification programme is seeing the upgrade of all UK airports operating Selex ES' Watchman, S511 and ATCR33 radars. With over 50 radars across the UK, in a number of different configurations, the company's footprint accounts for over half of the total UK Primary Surveillance Radar network.

The task to eliminate the susceptibility of the radars to interference as a result of the introduction of the new 4G communications network started in 2008, with initial studies and testing, and is scheduled to be complete by October 2013. So far, Selex ES has completed the remediation of over 40% of its radars.

2.6GHz is a key band worldwide for the development of mobile broadband services using technologies such as LTE and WiMAX, and is already in use for wide-area mobile in the US and Japan.

Through 2013 and into 2014 Selex ES envisages growing demand for its cost-effective solutions, both within the UK and export markets as the rollout of 4G gathers pace.

P4 emergency lighting specialists

It goes without saying that safety is the paramount concern for airports, and selecting, installing and applying the most reliable, established and cost-efficient emergency lighting system plays an important role.

P4 is fully committed to working with airports throughout the UK to ensure full compliance with British and European Standards, drive significant cost savings, reduce energy consumption and carbon footprint and utilise LED technology.

P4, with its range of FASTEL (Fully Automatic Self Testing Emergency Lighting) products, is a leading independent supplier of self testing emergency lighting and exit signage, and is proud to manufacture industry leading products and systems. These include the M-web+



P4's TriLED Mini. P4, with its range of FASTEL (Fully Automatic Self Testing Emergency Lighting) products, is a leading independent supplier of self testing emergency lighting and exit signage.

and the new Radio Addressable (wire-free communication) emergency lighting system.

P4 is proud to be associated with UK airports and has long standing relationships with Liverpool John Lennon, London Gatwick, Heathrow and Aberdeen.

All P4 products are designed to reduce ongoing costs, reduce energy consumption and carbon footprint, and importantly improve efficiencies, as its systems conduct automatic testing and automatic reporting, as well as utilising remote monitoring technology.

Siemens wins Gatwick service support contract

Siemens Logistics and Airport Solutions has secured a new 12-month service contract at Gatwick Airport, under which it will provide engineering support for the operation of the baggage handling systems at both the North and South terminals.

"Gatwick Airport Limited's (GAL) objective is to secure fast response on-site support during operating hours to investigate and rectify suspected failures as quickly as possible, and response timescales which allow initial assessment outside of normal operating hours, before the airport returns to an operational state," commented Tom Sharp, Engineering Manager, Controls at GAL.

Flexible on-site engineering support enables Siemens to provide additional or specialised resources to implement minor modifica-

tions and enhancements to the control systems – this allows it to reflect changes in the configuration and layout of the conveyors day-by-day, as well as respond to urgent calls to investigate suspected failures.

Meanwhile, Siemens Logistic and Airport Solutions has completed the Hold Baggage Screening (HBS) upgrade at London Heathrow's Terminal 1, successfully delivering all 14 phases of the Baggage

and Controls System installation. The upgrade has been undertaken to meet with DfT compliance and extend the operational life of the system. It provides improved maintainability, operational flexibility and additional baggage handling capacity. The newly installed baggage system incorporates nine 'Level 1/2' and three 'Level 3/4' HBS lines, and an additional two reclaim carousels.



Siemens Logistics and Airport Solutions has won a 12-month service support contract for the baggage handling systems at Gatwick Airport's North and South terminals.

BAGGAGE HANDLING SOLUTIONS



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CH2M HILL is working on some of the largest and most complex transport, water, environmental and infrastructure programmes in the world including the expansion of the Panama Canal, Crossrail, the Thames Tideway Tunnel and Mumbai International Airport.

In November 2011, Halcrow joined the CH2M HILL family. Our combined capability gives us more opportunities to make a positive contribution to airport developments across the UK.

Our world class programme and project management skills and our technical experts are renowned for their work on all aspects of airport development, from planning through to construction implementation and operation.

Halcrow has been active in airport planning and engineering at Birmingham for over 20 years and is currently playing a leading design role on major engineering works associated with the runway extension and diversion of the A45.

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