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GROUND SUPPORT NEWS

Barco has announced a contract to equip Montevideo's Carrasco International Airport with a variety of high-end LED products. Carrasco Airport was looking for clear, crisp digital visualization for its major entrance hall, tax-free shop, and various other areas. Local contractor Commercial South selected Barco as the company that could provide the solutions. Barco products to be installed at Carrasco Airport include two SLite 10XP LED displays for the airport's central hall, a 2-m x 6-m MiTRIX display in the tax-free area, and a freeform, 60 m by 1.5 m MiSTRIP system outside above the entrance of the airport to welcome and inform visitors. **Barco's SLite 10XP features a 10-mm pixel pitch and excellent contrast levels, which result in bright, saturated colours and high contrast levels even in the airport's unusually bright environment**. Gabriel Moreno, Executive Director of Commercial South, said: "The MiTRIX system in the tax-free area is a lightweight, bright and highly transparent LED display system, while the creative MiSTRIP consists of LED bars that can be arranged in any form, so that in their own way, all four systems can be used for a variety of powerful architectural lighting effects." #845.GSE1

The U.S. Transportation Security Administration (TSA) has recently accepted delivery of 30 ProVision™ Checkpoint Security Systems made by L-3 Security & Detection Systems. The order is part of an existing contract with an overall value of USD 24 million. ProVision's active millimetre wave technology safely and accurately identifies concealed threats, including metallic and non-metallic items. After an initial evaluation of the ProVision in 2007, TSA tested systems at the Los Angeles, New York-JFK, and Phoenix Sky Harbor international airports, which together serve an estimated 140 million passengers annually. Additional systems will augment security at some of the largest U.S. airports. To help ensure privacy, the product generates an image that resembles a fuzzy photo negative and all faces are blurred. Images cannot be stored and are viewed in a remote location separate from the checkpoint. During a secondary-screening pilot project at Phoenix Sky Harbor, 90% of passengers opted to use a passenger imaging technology instead of undergoing a traditional pat-down. -- European airports are more hesitant to deploy the technology. Just before the recent Berlin Airport Exchange exhibition, where L-3 exhibited the ProVision system, **the German Interior Ministry excluded the use of whole-body imaging at German airports for privacy reasons**. The refusal came a day after European lawmakers chose to delay the authorization of the scanners and requested further investigation into the privacy and safety implications of the scanners. The European Commission proposed adding the machines to a list of security measures used in EU airports, saying the scanners would not be used routinely and would provide a less intrusive alternate to strip searching. Should the EU approve the scanners, each of its 27 member nations would be able to choose whether to use the devices. #845.GSE2

* **In mid-October 2008, L-3 Security & Detection Systems announced that it has received a USD 41.4 million contract from the U.S. TSA for eXaminer 3DX® explosives detection systems**. "We are pleased to continue supplying advanced eXaminer technology for checked baggage security screening operations worldwide," said L-3 Security & Detection Systems president Tom Ripp. The eXaminer 3DX uses 3-D Continuous Flow Computed Tomography to rapidly and accurately screen hold baggage for explosives and other threats, generating full 3-D images of entire objects in seconds. Multiple

systems may be configured as networked explosives detection systems (NEDS), linking eXaminer scanners, baggage viewing systems, and search workstations over a secure network across an entire airport. #845.GSE3

CATCON has delivered the first SideCat XL Passenger PRM unit for boarding and deplaning of wheelchair-bound airline passengers to launch customer Frankfurt Airport. The vehicle has been designed to cope with the airport's space limitations. Thanks to its overall height of only 3.1 m, the SideCat can easily go through the airport's low underpasses. Measuring 6.5 x 2.7 m, it offers room for four wheelchairs. Lift operation starts at ground level and rises to 5.7 m. Embarkation is via the cabin which can be lowered to the ground, or by an additional vertical lift. The company also offers an XXL model of the SideCat for large widebodies, with reach to the upper passenger deck of the Airbus A380. Contact via www.catcon.co.at #845.GSE4

Hamburg Airport has taken delivery of four Ziegler Z8 Snozzle airport crash tenders which will replace the airport's existing Rosenbauer Panthers. The vehicles have a MAN all-wheel 8x8 chassis and are powered by a MAN V12-cylinder engine rated at 1000 HP/735 kW. The centrifugal fire pump has a nominal output of 10 000 l/min at 10 bar. The main monitor delivers 5675 l/min, the auxiliary monitor 2000 l/min, and the piercing unit 1000 l/min. **The 43-tonne Z8 accelerates to 80 km/h in 25 seconds** and can reach a top speed of 138 km/h, allowing the Hamburg fire-fighters to reach every spot on the airport in less than 3 min. #845.GSE5

The Civil Aviation Authority of Singapore (CAAS) has commissioned the world's first Airport Foam Tender (Fire-Fighting Vehicle) Driving Simulator with a motion platform. The simulator is installed at the Singapore Aviation Academy (SAA), the training arm of CAAS, and enhances the training for CAAS' Airport Emergency Officers operating the foam tenders, providing them an opportunity to be trained and assessed via lifelike scenarios in a safe and controlled environment. The simulator, developed with Chartered Asia Technology Enterprise, is based on the existing airport foam tender. Besides training Airport Emergency Officers on the handling of the equipment, the simulator is able to generate various emergency scenarios such as an aircraft fire or crash to enhance realism. Trainees can also familiarize themselves with the Changi Airport environment. With this simulator, the foam tender operators are able to learn to drive the vehicle under different circumstances and terrain, whether day or night, and in all weather conditions at Changi Airport. The training sessions can be recorded and reviewed, presenting an effective learning tool that allows the trainer to discuss the performance of the trainees. #845.GSE6

UFIS Airport Solutions (UFIS-AS) has been awarded a contract by Chisinau International Airport in Moldova to supply its HTML-based Flight Information Display System (WebFIDS), together with its flight information management module. These applications are part of UFIS-AS's complete solutions portfolio - the Universal Flight Information System (UFIS®). With Chisinau Airport as a new customer, UFIS-AS expands its presence in the Central and the Eastern European markets. -- WebFIDS is one of the recent additions to the UFIS portfolio - currently installed at Delhi International Airport - to provide the same reliability and industry-proven functionality as the classic FIDS solutions with the added flexibility of being able to use any PC-based controller running Windows or Linux as the display

controller. WebFIDS is an ideal solution for any size of airport, from the smallest up to major international hubs with more than 400 displays. Contact via: www.ufis-as.com #845.GSE7

The new European air freight hub of DHL International GmbH, located at Leipzig/Halle Airport in Germany, has put its faith in Bosch's security systems, awarding a contract that includes installation of the complete low-current systems for fire detection and evacuation. The vast dimensions of the building were a particular factor in this application. Because of the predetermined air flow conditions, special flame detectors had to be used in the 30-m high hangar. Bosch also fitted the DHL fuel farm with fire detection technology. In total, more than 3000 fire detectors monitor the air freight hub area. These are connected to two main UGM 2020 control panels and five Fire Panel 500 Series LSN. The entire alarm system is monitored from a management system in the DHL security control room. The airport fire service also has access to the system's displayed information. In order to effectively address the public across the buildings, a Praesideo digital evacuation system has been installed. Overall, the system has several networked control panels and a total output of over 30 000 watts. -- The air freight hub in Leipzig is one of DHL International's three central collecting points for air freight around the world. #845.GSE8

U.S. manufacturer George Schmitt & Co., Inc. (GSC), one of the largest producers of RFID-enabled labels, **has been awarded the contract for RFID-enabled baggage handling at Hong Kong International Airport (HKIA) using Alien's Squiggle® tags**. George Everhart, CEO of Alien®, a leader in Radio Frequency Identification (RFID) Ultra High Frequency (UHF) products and services, delivered the news during his keynote address at the recent RFID Journal Live convention in Las Vegas, Nevada. Bill Gunther, President of George Schmitt & Co, said: "With the leadership of Hong Kong International Airport, we were able to provide a smooth transition from barcode to RFID baggage tagging. Through implementation of the industry standard Gen 2 tag using Alien's IC and inlay for our HKIA baggage tag. -- According to IATA, RFID helps improve both airport logistics management and the handling of all baggage. Use of RFID in baggage handling may generate USD 760 million per year in industry savings, and reduce the current number of 20 pieces of mishandled baggage per 1000 passengers each year, due to improved read rates of baggage using RFID as compared to barcode. #845.GSE9

Hansaconsult has designed the Tightness Control System (TCS) which can be integrated permanently into pipeline systems for integrity monitoring or can be used as a mobile application to prevent even the smallest leakage. With more than 80 installations, TCS successfully ensures safety all over the world and has a proven record of its ability to detect leakages in far less than one hour with an accuracy of 0.04 litres/hour/m³ of pipe volume compliant to API 1540. The latest mobile application is at the new Cairo Airport terminal. In its mobile application, the TCS-system is mounted on a trailer and is fully self-contained. An independent power supply is provided on board. The test is run automatically while a skid mounted pump and valves are controlled by the TCS-computer. The system includes product tank and pumps, valves, measuring devices and the hose for connection to the test points inside the valve chambers.

The TCS-procedure is very user-friendly: The trailer operator connects the TCS-hose and the earth

cable and then starts the TCS test using the TCS computer. Once initiated, **the test runs completely automatically** without any manual intervention. Only operator supervision is required. When the test is complete, the operator uncouples the TCS-hose and earth cable. A report is generated automatically upon test completion, providing detailed results and an easy-to-read indication of the leak/no leak status. Data from the test is recorded on the TCS computer and on removable data storage media for subsequent analysis and archiving. The short project realization (for example at Cairo Airport) with a design period of four weeks and a construction time of six months is globally attractive for numerous other sites requiring urgent hydrant integrity monitoring by mobile and flexible units. #845.GSE10

The Global engineering group Cavotec MSL Holdings Ltd (CCC) has acquired Meyerinck Group, based in Fernwald/Germany, a leading international manufacturer of refuelling and industrial loading systems. The transaction became effective on 1 November 2008. "We are very pleased to be joining Cavotec, and look forward to working within its international network. Cavotec's global scope, combined with Meyerinck's niche expertise, will lead to the mutual expansion of our core activities," says Wolfgang von Meyerinck, Meyerinck's Managing Director. In future, Meyerinck will operate under the name Cavotec Meyerinck GmbH. The company's products are used at some 150 airbases and tanker farms, including Ramstein Air Force Base in Germany, Edwards Air Force Base in the United States, Misawa Airbase, Japan, Chung Joo Airbase, South Korea; and at Spain's Murcia - San Javier Airport, and Schiphol and Munich airports. Over the past three years, Meyerinck has generated sales of between EUR 5.0 million and EUR 7.0 million, and its future business potential is in-line with Cavotec's own expectations. Consistent with its acquisition philosophy, Cavotec expects to further develop the Meyerinck business by supporting the current management team and employees. "With the addition of Meyerinck's technologies to our existing systems, we can now offer a comprehensive service package to our commercial and military airbase customers worldwide," says Ottonel Popesco, Cavotec CEO. #845.GSE11

* **Cavotec MSL has completed a two-week series of intensive trials of its patented PCAir aircraft cooling system with Airbus at the group's production plant in Toulouse/France**. "It is extremely difficult to cool aircraft on the ground using conventional systems, as the inlet temperature needs to be at least -5 °C," says Ottonel Popesco, Cavotec CEO. "**The Cavotec PCAir System is unlike any other air-based technology on the market, expanding dry compressed air to produce 100 cubic metres of pre-conditioned air per minute, at -25 °C**," adds Popesco. Pilots tend to run on-board auxiliary power units (APUs) to cool parked aircraft, as conventional systems are often ineffective, and APUs can burn between 200 and 600 litres of fuel per hour. Cavotec's PCAir system provides the dual benefits of reducing pollution and reducing costs. The culmination of in-house testing and the two-week trials at Airbus proved that the Cavotec PCAir systems operates effectively, having successfully delivered -25 °C 'dry air' in environments with ambient temperatures of up to +48 °C. Most importantly, the PCAir system cooled the Airbus A380 in less than 30 minutes, proving the system's adaptability for the entire Airbus fleet.

Cavotec has enjoyed a long-standing partnership with Airbus, supplying in-ground supply systems for production hangars and delivery positions, including those for the A380 programme. Earlier in 2008, Cavotec won an order to supply twelve in-ground utility systems for the new Airbus A320 Final Assembly Line in Tianjin/China. In addition, Cavotec has supplied delivered in-ground supply systems for the Airbus A400M production hangars in Seville/Spain, and produces a full range of towbars for all Airbus aircraft types. The PCAir System is scheduled to go on sale during the second half of 2009.

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Recent orders won by Cavotec's Airports Division have included a deal with UAE-based airline Emirates for ten A380 flying tow bars; and three types of in-ground pit systems, including 65 fuel hydrant pits, for Moscow's Sheremetyevo and Vnukovo airports. The Division was further strengthened with the acquisition of the Dabico Group in April 2008 (#836.GSE10), a specialist supplier of aircraft refuelling systems. Contact via: www.cavotec.com #845.GSE12

Reveal Imaging Technologies has completed the acquisition of certain technology of Xytrans, Inc., a developer of millimetre wave (MMW) sensor technology for use in security, concealed weapons detection and personnel screening applications. Xytrans' technology includes patented and patent pending passive and active millimetre wave imaging technologies, patented assembly methods for manufacturing monolithic microwave integrated circuits (MMICs), prototype and product designs. "The adoption of automated explosive detection systems (EDS), such as the Reveal CT-80 platform, has enabled checked baggage to be quickly and thoroughly screened, with low false alarm rates," said Michael Ellenbogen, President & CEO of Reveal Imaging Technologies. "Checkpoint inspection, where passengers and their carry-on items are screened, can benefit from similar capabilities. MMW technology is one of several approaches we are pursuing for a complete Reveal checkpoint inspection solution." #845.GSE13