

# NEW ROUTES PUT UK AIRPORTS ON TRACK TO HANDLE 240 MILLION



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# THE AIRPORT OPERATOR

The official magazine of the  
Airport Operators Association

WINTER 2014



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# THE AIRPORT OPERATOR

The official magazine of the  
Airport Operators  
Association



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*Ed Anderson, Chairman,  
Airport Operators Association*



# CHAIRMAN'S INTRODUCTION

■ Can I welcome readers to this edition of Airport Operator, which is published on the occasion of our Annual Conference & Exhibition. We have an excellent line-up of speakers, a fully sold-out exhibition, and we welcome once again our moderator John Humphrys.

This will be the final AOA Conference & Exhibition before the General Election next May, and so it is a suitable moment to reflect on the progress that the aviation industry has made since we met four years ago, shortly after the formation of the Coalition Government. In 2010, the then Secretary of State Philip Hammond had very little to say about the benefits that are derived from aviation; he said that the aviation industry was "lightly

taxed"; and he urged us to start addressing the environmental agenda if we were to be allowed to grow.

Some four years later, there is widespread recognition that UK aviation supports a million jobs; it contributes at least £50 billion per year to the economy; and it contributes at least £8 billion per year in taxes to the Exchequer. We will be campaigning hard, through the 'A Fair Tax on Flying' coalition, to secure reductions in Air Passenger Duty (APD) before the Election, and we continue to press the Treasury to carry out a full study of the impact of APD on the UK economy. I believe there is now a real appreciation among policy makers that APD cannot simply continue to be increased and that this has to be reversed.

Turning to the point about the environmental agenda, the Sustainable Aviation coalition has done some excellent high profile work over these past four years. It has published a CO2 Road-Map and a Noise Road-Map. Together these demonstrate that aviation can achieve substantial growth over the coming decades with no significant increase in carbon or noise impacts. On 2 December it will be publishing a Sustainable Aviation Fuels Road-Map, and members of the Sustainable Aviation coalition have worked tirelessly to ensure that policy makers are fully aware of the very real steps that the industry is taking in this area. After the election, we will need to redouble our efforts.

This year marks the 80th anniversary of the meeting

that led to the formation of the AOA. It also marks the 100th anniversary of the first commercial flight, which carried a single passenger across Tampa Bay. Who would have forecast then that aviation would have developed to the point where there are now 50,000 commercial routes worldwide, and one can reach virtually anywhere in the world within 24 hours? Aviation not only oils the wheels of the global economy and enables goods to be transported swiftly to market, it also brings together friends and families. It is, without doubt, a major force for good and we must constantly promote its merits to politicians.

I hope to see many of you at the Conference over the next two days. I am sure it will be a successful and informative event.

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# FLYBE REFOCUSSES ON REGIONAL CONNECTIVITY WITH LONDON CITY VIRTUAL BASE AND SEVEN NEW ROUTES

Airport Operator was delighted to be invited by Flybe to the opening of the airline's 'virtual base' at London City Airport - the airline's brand new base in the capital - on 27 October, a move which followed Flybe's decision to dispose of most of its London Gatwick slots to easyJet earlier this year.

The need for a new London base is of tremendous significance to other UK airports for an airline which is overwhelmingly the UK's largest domestic carrier, operating 10,000 flights in November, compared to 4,500 by British Airways and 3,900 by easyJet (figures by anna.aero).

The dividend - in the form of new routes for many AOA member airports - began on 6 October with the launch of 20 weekly services to Edinburgh, followed on 20 October by 15 weekly flights to Belfast City. The grand arrival of the UK regional airline at London City took place on 27 October, when the carrier launched four new routes to Aberdeen, Dublin, Exeter and Inverness.



01

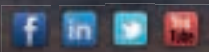
LAUNCHED	FROM	TO	AIRCRAFT (WF)	COMPETITION (WF)
06 Oct	London City (LCY)	Edinburgh (EDI)	DH4 (20)	British Airways (51)
20 Oct		Belfast City (BHD)	DH4 (15)	
27 Oct		Aberdeen (ABZ)	DH4 (12)	
		Dublin (DUB)	DH4 (23)	CityJet (42), British Airways (26)
		Exeter (EXT)	DH4 (17)	
		Inverness (INV)	DH4 (12)	
01 Nov		Amsterdam (AMS)	DH4 (2)	CityJet (49), British Airways (37)
<b>Source: anna.aero New Route Database. Innovata / Diio Mi. WF = Weekly frequencies.</b>				

## 01

The first flight from Aberdeen to London City Airport was followed by a 'Breakfast of the Regions', hosted by Flybe CEO Saad Hammad (left) with guests Sir Robin Wales, Mayor of Newham, and Declan Collier, CEO London City Airport, at Newham Council Offices adjacent to the airport.

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Later Flybe continued the expansion from London with the launch of Amsterdam services on 1 November (an airport pair extensively competed by CityJet's 49 weekly flights, as well as British Airways' 37 weekly operations).

With the exception of the Dutch flights, which will operate on Saturdays and Sundays only, all of the new services will fly into London City, making the airport a 'virtual base' with no night-stopping aircraft. Flybe's CCO Paul Simmons, the mastermind behind the airline's network strategy, commented: "The decision to move in to London City was very quick, and a major part of our refocus on regional connectivity. It was also a two-way decision with the airport, helping us in talks with the slot coordinator, ACL, with slot acquisition, as well as giving us some sensible guidance on our planned route network. Overall London City made us feel very welcome."

Declan Collier, CEO, London City Airport, also stressed the importance of the arrival of Flybe at the airport: "Flybe's selection of routes



03

serves to cement further the airport's status as the business traveller's airport of choice, underpinned by our location, convenience and speed customer propositions. We look forward to a long and successful partnership."



04

The airline's London services are complemented by the Stobart Air-operated routes at London Southend (mainly inbound leisure flights) which commenced on 17 May, as well as the remainder of its Gatwick flights, which operate to

Newquay, a route served three-times daily. In fact, it has been announced that the airline will operate the link between Gatwick and Newquay for another four years, with up to £2.8m of funding support safeguarding the vital air link.

Flybe's operations at London's fifth busiest airport are summarised in the table on page 5. Noteworthy is the fact that the carrier's average weekly frequency across the seven new airport pairs is 14.4.



05



02

**02** John Hayes MP, Minister of State at the Department for Transport, stressed the importance of Flybe's new operations from London City: "These new routes are not a luxury, but a necessity to spread the prosperity of the British nation."

**03** Capital cake: Salmond and Hammad help themselves to a slice of sweetness during the 'Breakfast of the Regions'. Hammad would later comment: "We are now in a position where growth and opportunity are a reality. With close to eight million passengers recorded last year over our whole network, we expect to carry half a million in the first year of operations from London City."

**04** The exchange of gifts between Alex Salmond, First Minister of Scotland, and Saad Hammad, CEO, Flybe. Salmond would go on to comment: "Our strategy in Scotland is to add more international destinations and connectivity to London. This is an exciting morning for Scottish aviation."

**05** Among the 200 guests invited to this special event was Dame Deirdre Hutton, Chairman, Civil Aviation Authority.

■ IDGateway is the result of over 10 years of experience within airside pass application and management, and is based on in-depth knowledge of all airport standards, as well as the needs of sponsors and their applicants. It helps ID centres manage pass applications, criteria checking, verification, issuing and monitoring processes.

IDGateway | People is for ID centres to process and manage ID pass applications; IDGateway | Vehicles is for airfield operators to process and manage vehicle passes; and IDGateway | Drivers is for airfield operators to process and manage driver permits.

All applicant data and activity is securely held in one system, accessible by individual airport departments, even on the move, giving instant real-time visibility and control over all aspects of these processes, as well as ongoing pass or permit management.

The rules and regulations governing these checks are, of course, exceptionally complex and differ depending on airport. "IDGateway uses a smart wizard style interface to walk the signatory through the application process, ensuring that they have complied with all of the technicalities of the background check in minute detail," Julian Parker, Managing Director, IDGateway, commented. "This in turn ensures that only fully compliant submissions can get through to the ID centre. During a recent trial at East Midlands Airport,

# ENHANCING SECURITY THROUGH ADVANCED ID CENTRE TECHNOLOGY

*IDGateway is an online platform that, in simple terms, replaces the current pen and paper application forms used to apply for airside passes at UK airports. It is an advanced technology designed for airport ID centres and airfield operators, for processing and managing ID passes, vehicle passes and driver permits. Julian Parker, Managing Director, IDGateway, explained the technology to Ross Falconer.*

this resulted in a 96% reduction in submissions failing criteria checks."

Following the tangible success of this trial, IDGateway is currently starting operations with East Midlands Airport, and is about to commence a live trial at London Stansted. An increasing number of airports are clearly showing an appetite for this type of technology.

IDGateway is customised to each airport. "We start with the basic rules template as prescribed by the European Union and Department for Transport," Parker explained. "From this, using our bespoke rules engine we can build incredibly detailed rules and referencing requirements specific to an individual airport or group. From the signatory point of view, they hardly notice as the wizard then steps them through the requirement using a familiar and simple interface."



Meanwhile, IDGateway operates across mobile and tablet devices, speeding up processing times and creating an enhanced experience for airports. Airport staff rarely find themselves working behind a desk and are more often out in vehicles, at check-in or elsewhere in the airport, so leveraging tablet and mobile technologies

to their best effect with simple interfaces ensures that even in winter on a cold dark apron, IDGateway will still be easy to use.

Indeed, the technology works equally well as a standalone product as it does when deployed for drivers, vehicles, and people on a fully integrated basis. In the longer-

term it is an ideal solution to link airport users, ID centres and control authorities to safely share relevant security data and present a cohesive challenge to the security threat. Ultimately, IDGateway drives down costs and speeds up processing times, creating an enhanced experience for airports and their resident employers, while simultaneously ensuring compliance. It provides enhanced security, efficiency and performance.

"The technology to significantly improve the security of UK airports through their ID centres is now here," Parker said. "IDGateway will not only massively enhance your ability to identify threats, but will also do it in a way that improves the customer experience, and indeed streamlines and focuses the entire process to such an extent that significant cost savings can be made. We have lived for a long time with a pen and paper solution, which, while being fit for purpose, can now be enhanced with a solution that improves security and customer service, and reduces cost."

 **IDGateway**  
Advanced ID Centre Technology

## 01

*Julian Parker, Managing Director, IDGateway: "IDGateway will not only massively enhance your ability to identify threats, but will also do it in a way that improves the customer experience, and indeed streamlines and focuses the entire process to such an extent that significant cost savings can be made."*



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# NEW ROUTES PUT UK AIRPORTS ON TRACK TO HANDLE 240 MILLION PASSENGERS IN 2014

In 2013 UK airports handled 231.6 million passengers, up 3.4% on 2012. According to data from the UK Civil Aviation Authority (CAA), in the 12-month period ending September 2014, the number of passengers handled is up 4.1% compared with the same period a year ago, suggesting that some 240 million passengers will pass through our airports in 2014.

There are now 22 airports in the UK handling more than one million passengers annually. London Southend Airport became the latest to join this illustrious group during the last 12 months, thanks to its year-on-year growth of over 22%. However, Glasgow Prestwick Airport is in danger of losing its membership of the 'one

million' club, if its current rate of passenger demand reduction continues. The only other airport among the 22 not seeing demand growth in the last 12 months is Liverpool, where passenger numbers are down 4.3%.

## EDINBURGH AND LONDON LUTON BREAK 10 MILLION

Apart from London Southend's exceptional growth, the next fastest-growing airports are London Stansted (+8.2%) and Aberdeen (+7.8%). Airports across London have all performed well with London Gatwick (+6.9%) and London Luton (+6.6%) both performing above the national average. London Heathrow's growth of 1.8% may seem modest, but given the capacity constraints it operates under it is a decent



easyJet's winter launches at UK airports centred on its designated bases at Glasgow and London Luton. Glasgow will now have a twice-weekly service to Marrakech, while London Luton has four new routes including an impressive 11 weekly frequencies to Copenhagen, as well as new services to Lyon (five/weekly), Munich (4) and Naples (3).

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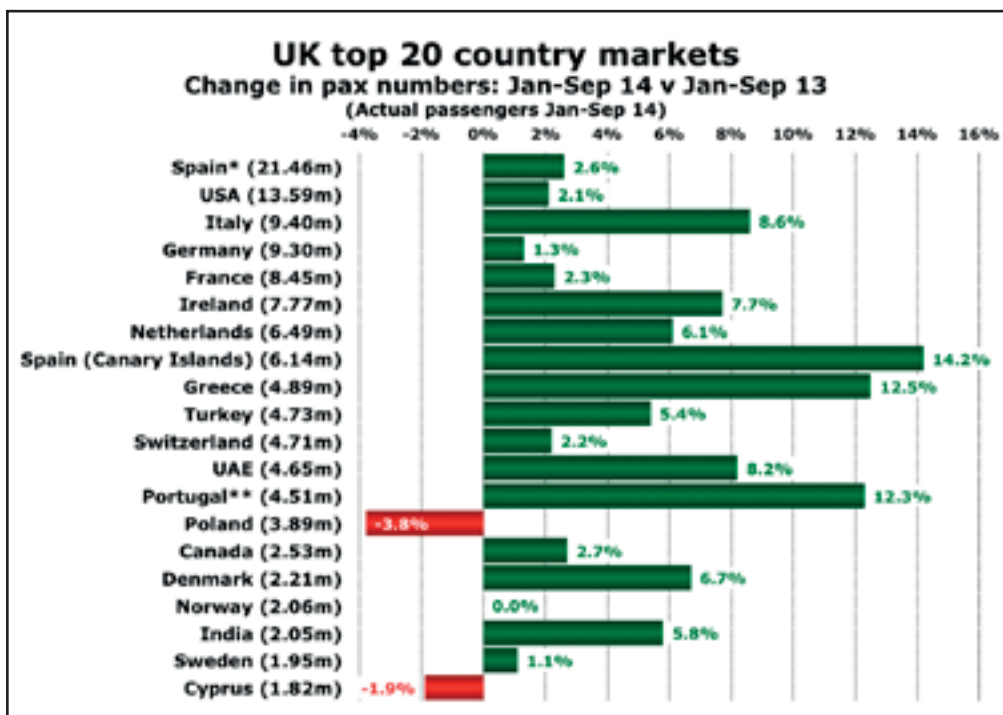
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London Southend Airport became the latest to join the illustrious 'one million club' of airports thanks to year-on-year growth of over 22%. Martin Inabit, CEO, SkyWork Airlines; and Roger Clements, CFO, London Southend Airport, shake hands after SkyWork Airlines helped the airport with this objective by beginning flights from its Bern hub on 26 October after moving its services from London City Airport. The 716km sector, which is not served by any other operator, has 11 weekly flights, using its 31-seat Dornier 328s. Commenting on the route launch, Maren Fides Schmelz, CCO, SkyWork, said: "We are pleased to be connected twice-daily with London's sixth airport, customer friendly London Southend, and we are looking forward to an engaging and exciting collaboration. SkyWork Airlines fly passengers from London Southend directly to Bern, located just 10km from the city centre and easily accessible by train or by car – your ideal starting point for trips in the Swiss mountains."



Source: UK CAA. \*Excludes Canary Islands \*\*Excludes Madeira

performance. Surprisingly maybe, London Heathrow actually grew faster in 2013 than Beijing Airport, which has now also run into capacity issues of its own.

million passenger mark, giving the UK six airports in that category, with Birmingham on target to reach that milestone some time before the end of 2015 as well.

During the last 12 months both Edinburgh and London Luton have broken through the 10

**CANARY ISLANDS, GREECE FASTEST-GROWTH MARKETS**  
Analysis of UK CAA data for

the first nine months of this year shows that international traffic at UK airports is up around 4.6% compared with the same period in 2013. The two largest country markets remain Spain and the US, both of which are reporting growth this year of between 2% and 3%. Italy has overtaken

Germany for third place thanks to impressive growth of 8.6% so far in 2014. Of the top 20 country markets, only two, Poland and Cyprus, have seen a reduction in demand so far this year.

Double-digit growth has been achieved by the popular

summer holiday markets of the Canary Islands (+14.2%), Greece (+12.5%) and Portugal (+12.3%). The United Arab Emirates continues to report solid growth, and is now well established as the second busiest long-haul market from the UK after the US, well ahead of Canada and India.

Glasgow also featured in the winter launches of Ryanair with a weekly service to Riga (starting 1 November) and three-times per week service to Warsaw Modlin (starting 28 October). Continuing the popularity of the Canary Islands (Islands passenger traffic was up +14.2% in the first nine months from UK airports in 2014), Cardiff gained a weekly service to Tenerife South on 30 October.



Aer Lingus Regional used the start of the winter season to resume operations from its Dublin base to Leeds Bradford on 23 October, following a 14-year hiatus. The 307km sector, which is already operated by Ryanair's 13 weekly services, will now also be served by Aer Lingus Regional's 13 weekly flights using Stobart Air's 77-seat ATR 72s. This will enable Yorkshire passengers to connect via Dublin to Aer Lingus' North American destinations, namely Boston, Toronto Pearson, New York JFK, Orlando, San Francisco and Chicago O'Hare. The airline expects to carry 70,000 passengers on the new sector in 2015. Commenting on the return of Aer Lingus Regional to Yorkshire's international gateway, John Parkin, CEO, Leeds Bradford, said: "We are delighted to see the return of Aer Lingus services. Passengers flying onwards to North America will find the connecting flight schedules alongside security preclearance at Dublin provides a very attractive transatlantic flight option."



British Airways used SUN-AIR, the Danish regional airline, which flies under the British Airways banner, to start services between London City and Hamburg on 27 October. Flown by the franchise carrier's 32-seat Dornier 328s on a 10 times weekly basis, the 721km route faces no competition. The day before British Airways also launched London City services to Dublin. The 472km route to the Irish capital will be operated 28 times weekly with a mix of equipment and will face competition from CityJet (42 weekly flights) and Flybe's new service (23 weekly flights).

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# CAUGHT IN THE SLIPSTREAM

*A key aspect of Heathrow's commitment to conveying the best of British in its new terminal is the installation of a UK-designed sculpture that communicates the diversity and expertise of the country to which it is the gateway. Inspired by the exhilarating potential of flight and the physical aesthetics of an aircraft, British artist Richard Wilson created Slipstream, depicting the twisting velocity of a stunt plane manoeuvring through the open space of the new Terminal 2: The Queen's Terminal. Amy Hanna reports.*

Heathrow's pioneering new passenger terminal stands out distinct from other airport facilities. The uniqueness of its vast, open, airy spaces has been well broadcast, while its three-wave, light-effusing roof and the world's first fully common use check-in mark it out as one of the best in the world. On entering the terminal though, the attention of travellers is drawn away from any of these aspects,

momentarily captivated by the singular element of design that sets Heathrow Terminal 2 apart from any other.

The breathtaking Slipstream is a seminal work of sculpture created by British artist Richard Wilson. In Slipstream, Wilson has captured an element of air travel that is rarely seen by passengers – his representation of an aircraft's flight path, which "seizes the moment of a movement".



Heathrow's Chief Executive John Holland-Kaye: "What I wanted was the most beautiful piece of sculpture in Europe, and I think that's what we have here in Slipstream."

Slipstream is the size of a Boeing 747-400, and at 78 metres is the longest piece of permanent public art anywhere in the UK. The impact it has is enormous, and with an audience of 20 million passengers every year it will become one of the most viewed artworks in the UK. For passengers arriving at or departing from Terminal 2, Slipstream will form the unforgettable first or last impression of the UK.

Wilson has encapsulated within Slipstream the true excitement of flight and was inspired by the concept of movement, and the effects of movement that the naked eye is not able to see. Specifically it captures the movement of an imagined flight of the Zivko Edge 540 stunt plane – the aircraft flown by British aerobatics pilot and Red Bull Air Race World Champion Paul Bonhomme. "I wanted to actually create the shape of a tumbling fall," Wilson said, "which would be an aeroplane doing as it were, my acrobatics, as a metaphor for travel and a metaphor for people journeying."

The sculpture has been said to depict many things – a flight path, a vapour stream – but in the mind of the artist, he explained, it would best be described as portraying the plane's "trail of activity", the motion that would have been cast could the craft have flown through clay.

"I was looking at ideas about movement and energy, speed

and velocity, and I wanted to somehow describe all of that, while hinting at what takes place at the airport," Wilson said of his creation. "You get on one of those big structures and you get fired off up into the sky, you glide and land the other side, but seldom get to see what happens in between. So I wanted to capture that, and seized the idea of how to make an aeroplane. We looked at that aerotechnology and we incorporated that into a lot of what we were doing, and especially on the engineering side."

Wilson worked with a team of expert engineers, architects, and fabricators to design and engineer over half a million components. The installation of Slipstream was in itself a major engineering and logistical feat.

"Sculpture is about how you challenge people's preconceptions of their world," Wilson said. "And I'm challenging them here with Slipstream, just by playing around with this big form about movement."

## Vanderlande creates HBS Standard 3 team

With the aim of helping UK airports upgrade their baggage screening equipment to fulfil the HBS Standard 3 baggage security requirements that come into force in September 2018, Vanderlande in the UK, the subsidiary of the world's leading baggage system supplier, is creating the UK's leading HBS Standard 3 team.

The new team will assist airports in the design of integrated solutions that meet their needs and fulfil the HBS Standard 3 requirement for UK airports to upgrade their baggage screening equipment, systems and processes. In addition, Vanderlande's team will use its extensive experience to ensure that airports achieve right-first-time installation into live operation.

Gary McWilliam, Head of UK Customer Solutions and Service, commented: "I am delighted to hear from UK regional airports that they value our help with their challenges. This highlights Vanderlande's ability to design and deliver integrated solutions to airports of all sizes. The creation of our UK HBS 3 team is an exciting step to help UK regional airports further. I look forward to continue building partnerships with airports across the UK as we help them proactively plan to maximise their value."



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# AOA 80

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## AOA ANNUAL CONFERENCE & EXHIBITION 2014

10-11 November 2014, The London Hilton Metropole

# SUSTAINABLE AIRPORTS FOR A STRONGER ECONOMY



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## MONDAY 10 NOVEMBER

**09:30**  
Coffee

**10:00**

**Conference opens, Welcome and Introduction**  
Ed Anderson, Airport Operators Association, Chairman

**10:30**

**Keynote Address**  
Robert Goodwill MP, Aviation Minister, Department for Transport

**11:00**

**Session 1 – The Airports Commission Shortlist**  
Stewart Wingate, Gatwick Airport, Chief Executive  
John Holland-Kaye, Heathrow Airport, Chief Executive  
Jock Lowe, Heathrow Hub, Director

**12:15**

Lunch & Networking

**13:15**

**Keynote Address**

**13:45**

**Session 2 – Sustainable Airports: What Next?**  
Jonathon Counsell, Sustainable Aviation, Chairman &  
British Airways, Sustainability Director  
Richard Deakin, NATS, Chief Executive  
Andrew Haines, CAA, Chief Executive  
Cait Hewitt, Aviation Environment Federation, Deputy Director  
Darren Caplan, AOA, Chief Executive

**15:00**

Networking Break

**15:30**

**Keynote Address**  
Greg Lindsay, Author of Aerropolis & The Way We'll Live Next

**16:00**

**Session 3 – Industry Leaders Question Time**  
Gordon Dewar, Edinburgh Airport, Chief Executive  
Paul Kehoe, Birmingham Airport, Chief Executive  
Chris Browne OBE, TUI Aviation, Chief Operating Officer  
Tim Hawkins, Manchester Airports Group,  
Corporate Affairs Director  
Clare Harbord, Heathrow Airport, Corporate Affairs Director  
Sally Balcombe, Visit Britain, Chief Executive

**17:15**

Day one close

**20:00**

**Awards Dinner**

## TUESDAY 11 NOVEMBER

**08:45**

**Keynote Address**  
Sir Howard Davies, Airports Commission, Chairman

**09:30**

**Session 4 – Hard Talk**  
Craig Kreeger, Virgin Atlantic, Chief Executive

**10:10**

Coffee Break

**10:35**

**Session 5 – Hard Talk**  
Paul Griffiths, Chief Executive, Dubai Airports

**11:15**

**Session 6 – Hard Talk**  
Willie Walsh, International Airlines Group, Chief Executive

**12:15**

**Closing Remarks**  
Ed Anderson, Airport Operators Association, Chairman

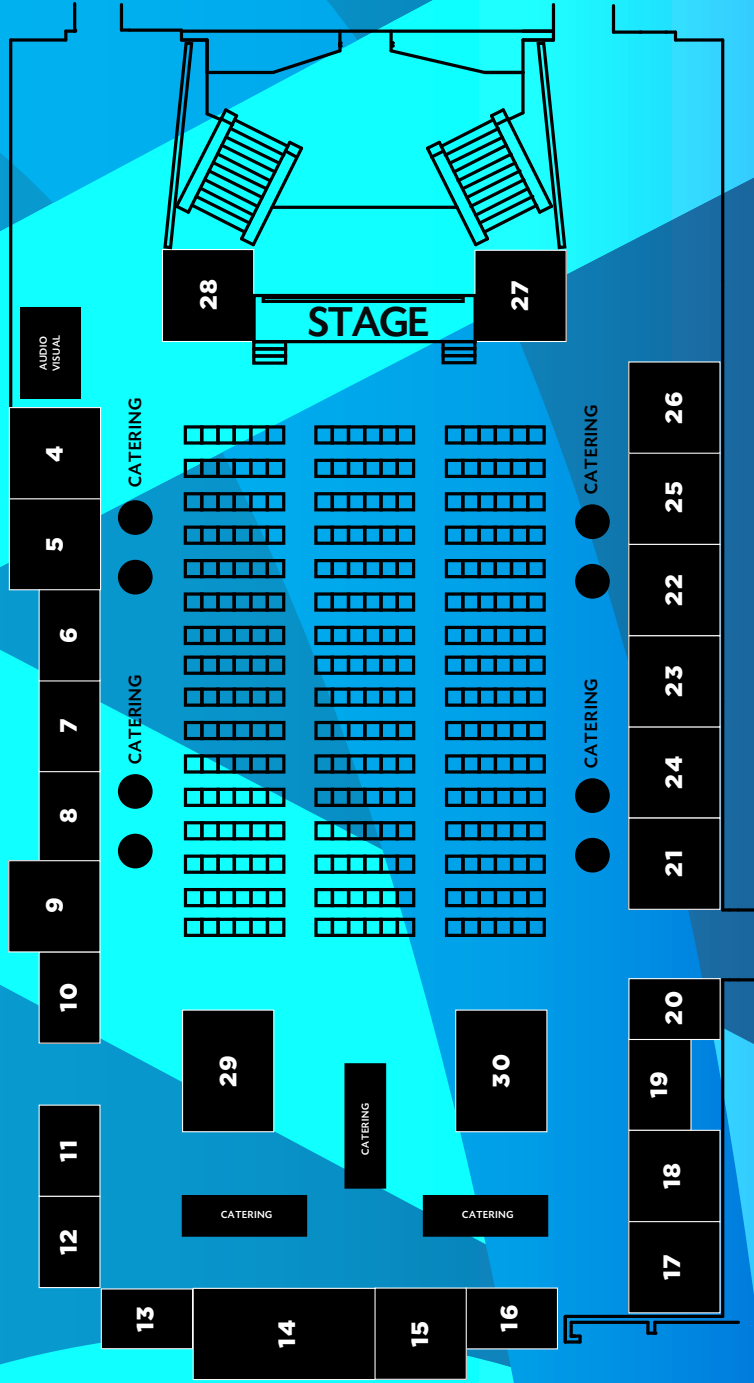
**12:30**

Conference Close

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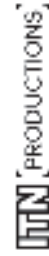
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### Ed Anderson



Ed Anderson has been Chairman of the Airport Operators Association (AOA) since 2008. He is also Chairman of the Yorkshire Building Society. Ed has held a number of senior executive positions in the airports industry including Deputy Managing Director of East Midlands Airport from 1987 to 1990 and Managing Director of Leeds Bradford Airport from 1997 to 2007. He was Chairman of the AOA in 2001-02. He is a former President, and Chairman, of Leeds Chamber of Commerce and is a director of a number of other public and voluntary sector organisations in Yorkshire. Ed is an economics graduate and a qualified accountant. He has a particular interest in regional economic development and transport.

### Robert Goodwill MP



Robert Goodwill MP is the Parliamentary Under-Secretary of State for Transport with specific responsibility for aviation. Robert is the MP for Scarborough and Whitby being elected an MP in 2005. Prior to this he was an MEP for Yorkshire between 1999 and 2004. Robert's parliamentary career has included roles as an assistant Government Whip and Lord Commissioner of HM Treasury.

### Stewart Wingate



Stewart Wingate joined Gatwick Airport as Chief Executive Officer in December 2009.

Stewart joined Gatwick Airport from BAA Airports Limited where he spent five years in senior management roles at several airports. He was Managing Director of London's Stansted Airport (2007-2009), Chief Executive Officer of Budapest Airport (2005-2007) and Customer Services Director of Glasgow Airport (2004-2005).

Previously, Stewart spent more than 15 years at Black & Decker where he had responsibility for a wide range of functions. He was General Manager of a start-up manufacturing plant in the Czech Republic, Operations Director at the company's manufacturing facility at Spennymoor, County Durham, and European Marketing Manager based in Germany.

Stewart holds a masters degree in Business

Administration with distinction and a first-class honours degree in electrical and electronic engineering. He is a Chartered Engineer and a Fellow of the Institute of Engineering and Technology.

### John Holland-Kaye



John became Chief Executive Officer of Heathrow Airport Holdings Ltd in July 2014. Prior to that, he was responsible for the delivery of the £1 billion annual capital investment programme, including the new Terminal 2, which opened successfully on June 4th 2014. He joined the company as Commercial Director in May 2009, when he was responsible for all revenue at Heathrow, including airline income, retail, train, parking and property as well as passenger experience; over 3 years, retail income per passenger grew by 10% per annum and passenger satisfaction increased significantly to over 70%.

### Captain William "Jock" Lowe



Jock has a Degree in Engineering, PhD in Applied Science and Honorary Doctorates from the University of Birmingham and London City for services to aviation. Jock Concorde's longest serving pilot (25 years), Jock was also Commercial Manager responsible for Concorde, Director of Flight Operations for British Airways (5 years) and Chairman of the UK Flight Operations Director Group.

Appointed General Manager Operations Control in 1986, Jock assumed responsibility for the day to day operation of the entire British Airways fleet of 300 aircraft worldwide, as well as the operational integration of British Airways and British Caledonian at Gatwick following the 1988 merger. From 1992, he was also Chief Pilot of British Airways.

Following retirement from British Airways, Jock's roles include non-executive director of AAA Ltd, director of Regional Airports Ltd, Trustee of the UK Confidential Human Factors Reporting System (CHIRP), sponsored by the Civil Aviation Authority and Chairman of Greener by Design. On becoming a Fellow of the Royal Aeronautical Society, Jock served as President in 1998/9.

Liveryman of the Guild of Air Pilots and Air Navigators, and awarded the Guild's Brackley Memorial Trophy in 1997 for services to aviation, Jock is also the first person since Sir Sefton Brancker in 1929 to have held both position of President of the RAeS and the Master of GAPAN.

### Jonathon Counsell



Jonathon was appointed BA's Head of Environment in December 2007 with responsibility for developing and implementing BA's strategy on all issues relating to the Environment including Climate Change, Air Quality, Noise and Waste. In 2013 Jonathon took over the Chair of Sustainable Aviation, the leading UK aviation industry consortium of airlines, airports, manufacturers and UK Air Traffic Control authority driving improvements in the sustainability performance of the sector.

Previously Jonathon was Head of T5 Development where he was responsible for ensuring that the BA investment of £330m in T5 was built on-time, on-budget and on-specification. This infrastructure was successfully completed and handed to the Heathrow Operation in November 2007. He joined the airline in October 1999 where he was appointed General Manager of Procurement Strategy with responsibility for developing and implementing the strategy to deliver BA's Procurement function to best practice performance. Prior to British Airways he worked in a number of positions in the airline industry most recently as General Manager, Strategy at Air New Zealand which included responsibilities for developing the airline's network and alliance strategy.

Jonathon is a graduate in Mechanical Engineering from Imperial College and has an MBA from INSEAD

### Richard Deakin



Richard Deakin was appointed as Chief Executive Officer of NATS, the UK's leading provider of Air Traffic Management services, on March 1, 2010.

Richard is responsible for the 24/7 service operation employing c.5000 staff and providing an air navigation service in UK and North Atlantic airspace for 2.2m flights per year.

Previously, he was Senior Vice President of the Air Systems Division for Thales and a member of the company's Executive Committee. Based in Paris, his division recorded a turnover of €1.8bn and employed 7,000 staff across the world.

Richard has over 30 years' experience of major programmes in the aerospace and defence industry sector. Richard's career started as an engineering apprentice at BAE Systems, where he spent 17 years in a number of roles, latterly as Vice-President Commercial Aerospace, based at Farnborough. Moving to TRW Aeronautical Systems as European Operations Director, Richard ran nine factories in the UK, France and Germany producing high precision aerospace systems. Before joining Thales in 2004, Richard spent several years as Group Director

Programmes with GKN Aerospace Services. A Chartered Engineer, Richard holds a first class honours degree in Aeronautical Engineering from Kingston University and an MBA from Cranfield School of Management. He is also a Fellow of the Royal Aeronautical Society, and was awarded an Honorary Doctorate in Engineering from Kingston University in January 2008.

### Andrew Haines



Appointed as a Chief Executive of in August 2009 and for a further 5 years in August 2012, Andrew joined the CAA after a wide-ranging career in the rail industry.

### Cait Hewitt



Cait (short for Catrina) joined AEF as Policy and Communications Officer in October 2007 and became Deputy Director in 2009. She has a First Class degree in sociology and an M.A. with Distinction in environmental philosophy, in which her dissertation focussed on the social justice implications of climate change. She now leads AEF's UK policy work including the Airports Commission's work and its compatibility with national climate change strategy and with EU noise and air quality commitments. Cait is a regular conference speaker and has presented at events organised by the Institute for Air Quality Management, the Institute of Civil Engineering, ENDS Europe, and the Westminster Energy Environment and Transport Forum. She has given oral evidence to the Airports Commission, the Civil Aviation Bill Committee and the London Assembly Transport Committee.

### Darren Caplan



Darren Caplan has been Chief Executive of the Airport Operators Association (AOA) since January 2011. Before the AOA, Darren worked for 14 years in communications, public affairs and politics in a number of sectors, including infrastructure, planning and technology; and for the four years prior to joining the AOA in 2011, he was Director of Public Affairs for full-service comms agency Brands2Life. Darren's political experience includes working for the Conservative party and standing (unsuccessfully) as a parliamentary candidate in the 2010 general election. He is incredibly passionate about aviation and the benefits the sector brings, be they global trade benefits to UK plc, boosting regional and local growth, or enabling

millions of people to holiday and visit friends and family in the UK and around the world.

### Greg Lindsay



Author of *Aerotropolis & The Way We Live Next*. Greg Lindsay is a journalist, urbanist, and speaker. He is a contributing writer for Fast Company, author of the forthcoming book *Engineering Serendipity*, and co-author of *Aerotropolis: The Way We'll Live Next*. He is also a senior fellow of the World Policy Institute — where he is director of the Emergent Cities Project — a visiting scholar at New York University's Rudin Center for Transportation Policy & Management, and a research affiliate of the New England Complex Systems Institute (NECSI).

### Gordon Dewar



Gordon Dewar took up the post of Chief Executive in July 2012. Under his stewardship, Edinburgh Airport has consolidated itself as one of Europe's leading airports with being named Best European Airport of its size by the ACI for an unprecedented third time. Rebranding the airport as the place where 'Scotland meets the world', Gordon has overseen airlines including Virgin Atlantic, Air Canada and Turkish Airlines commence services at Edinburgh, driving passenger numbers over 1 million for an individual month in July and August 2013. In 2014 Edinburgh will welcome Qatar and US Airways as well as a new destination of Chicago from United as the airport reach extends further into the long-haul market. The airport has announced a £25m security expansion as part of a 5 year, £150m investment which Gordon will lead ensuring that customer service will remain at the core of delivery as the airport expands its capacity. Gordon spent 4 years with BAA running Glasgow and Edinburgh airports through periods of extensive investments in terminal capacity and passenger growth from 2007 to 2010. He then spent 2 years as Chief Executive at Bahrain International Airport overhauling the facilities and operations there and creating a profitable business for the first time. He has held a number of senior positions with leading transport operators, including commercial, general management and business development roles. Prior to this he spent 10 years in Transport Consultancy.

### Paul Kehoe



Paul Kehoe joined Birmingham Airport as Chief Executive Officer in October 2008. He started his career in aviation as an Air Traffic Controller in the Royal Air Force and has worked for a variety of companies in the industry including British Aerospace plc, Serco Aviation and TBI plc.

Paul has been CEO/MD of a number of UK airports (inc. Belfast International, London Luton and Bristol) and has been a non-executive Director of a number of other UK and overseas airports during his 35 year career in aviation. Throughout his career, Paul has been an active member of the Airport Operators Association where he is a Director and was Chair of that organisation 2004-05. Paul is also Chairman of Marketing Birmingham, a member of the Warwick Business School Strategy Board, a Board Member on the Coventry & Warwickshire Local Enterprise Partnership and most recently became Chairman of the Skills for Birmingham Advisory Board. Paul holds a BSc (Hons) in Geography, an MBA, a diploma in Marketing and was awarded an Honorary Degree of Doctor of the Birmingham City University in September 2011. He is also Honorary President of the RAF 2030 Elmton Air Training Corps squadron, a Fellow of the Chartered Institute of Marketing, the Royal Society of Arts, the Institution of Civil Engineering and the RAeS (Royal Aeronautical Society). Paul is married with two children.

### Chris Browne



Recognised as a pioneer in the aviation travel industry, Chris Browne has over 25 years experience in the travel sector. Chris joined First Choice, which now forms part of TUI UK & Ireland, in 1999. Since then, she has been promoted to a number of senior positions and today she holds the post of Chief Operating Officer for TUI Aviation following 10 years as Managing Director for Thomson Airways, the UK's third largest airline, where she is responsible for a fleet of 57 aircraft and a team of 5,000 people. Chris has achieved a number of significant 'firsts' throughout her career, for example, she was previously the youngest and first female general manager for Iberia Airways. In 1999 Chris joined First Choice to establish Travel Choice Direct, before becoming Managing Director of Retail & Direct -Travel Choice. Chris went on to head up the group's airline, Air2000, with the brief to turn the airline around. Itself a massive task, Chris's role was made more challenging in the wake of the 9/11 atrocities in the USA. However, she completely re-shaped the fleet around the needs of the tour operation and its customers, ultimately re-branding the airline to First Choice Airways

and returning the business to profit despite the turbulent backdrop.

As part of TUI UK & Ireland, Chris has led the merge of Thomsonfly and First Choice Airways into one airline - something she achieved in the space of just nine months. In another first, Thomson Airways became the first UK carrier to sign-up for the new Boeing 787 Dreamliner aircraft, which is set to transform air travel by offering a significantly smoother, quieter and greener flying experience. Thomson Airways received the first of its eight Dreamliners in May 2013, and became the first UK carrier to fly the new aircraft commercially. In July 2011, Chris was honoured by the University of Ulster and received the degree of Doctor of Science (DSc) for management leadership. In her spare time Chris, who is married, is a keen amateur sailor and has a passion for fashion, especially shoes. Chris was awarded an OBE in the 2013 New Year's Honour's list and in April 2014 accepted Membership into the British Travel Industry Hall of Fame. In June 2014 Chris became Chief Operating Officer for TUI Aviation.

### Tim Hawkins



Tim was part of Stansted's leadership team from March 2011, holding the position of Director of Regulation and Planning. Tim has had responsibility for regulation for Stansted, overseeing delivery of a £200m capital investment programme and engaging with the Airports Commission to promote the strategic importance of Stansted. Before this he held a number of senior positions with BAA, giving him a wealth of experience in regulation and competition issues, as well as experience in shaping aviation capacity policy. Tim has recently been appointed as MAG's new Corporate Affairs Director, and will lead the Group's participation in the Airports Commission, as well as engagement with key stakeholders including local and central government, key aviation and regulatory bodies and the media.

### Clare Harbord



Clare Harbord joined Heathrow from the Ministry of Justice in July 2011 as Director, Corporate Affairs. Previously she has held senior communications roles in international energy and financial services companies and as a consultant in global communication agencies. After graduating from Southampton University, Clare trained as a journalist with IPC Magazines and is a fellow of the Chartered Institute of Public Relations

### Sally Balcombe



Sally joined the VisitBritain team as CEO in September 2014. Before that she was part of the VisitBritain board from 2013. From 2008 to 2011 Sally was Chief Marketing Officer for Travelport GDS, and previously she held a number of senior international roles in the travel industry, most recently as Commercial and Product Director at Opodo, the pan-European on-line travel agency set up by the major European airlines (2004-2006). Prior to that, she held the roles of Managing Director of the TUI-owned Specialist Sun Holiday Group (2001-2003), and Managing Director of British Airways Holidays, which operated in 75 markets worldwide (1990-2001). Sally is currently advising a number of sectors, primarily focusing on travel, on their multi-channel and digital strategies. She also sits as a Non-Executive Director of two online travel businesses.

## TUESDAY 11 NOVEMBER

### Sir Howard Davies



Sir Howard Davies is Chairman of the Airports Commission established by the UK government to identify and recommend options for maintaining the UK's status as an international hub for aviation. He is a former Deputy Governor of the Bank of England and a former Director-General of the CBI. He is also Chairman of the Phoenix Group as well as Professor of Practice at the Paris Institute of Political Science (Sciences Po) and Chairman of the International Advisory Council of the China Securities Regulatory Commission.

### Craig Kreeger



Craig was appointed Chief Executive Officer of Virgin Atlantic Airways on 1 February 2013 which has a fleet of 40 long haul aircraft, flying six million passengers a year all over the world. He joins from American Airlines (AA), where he had a 27-year career spanning commercial, financial and strategic roles in the US and around the globe. Craig joined AA in 1985 as an analyst and was appointed Senior Vice President, Customer in 2012. He spent six years in London as Senior Vice President, International and was responsible for AA operations and sales throughout Europe, the Middle East, Africa and the Pacific. He has worked on AA joint ventures with British Airways and Iberia across

the Atlantic, as well as its partnership with Japan Airlines in the Pacific.

Craig holds a Bachelor of Arts degree in Economics from the University of California at San Diego, and a Master of Business Administration degree from the University of California at Los Angeles.

### Paul Griffiths



Paul Griffiths is Chief Executive Officer of Dubai Airports, with the responsibility for the operation and development of Dubai International as well as Al Maktoum International at Dubai World Central, which will eventually be the world's largest airport with capacity to handle 160 million passengers and 12 million tonnes of freight annually.

### Willie Walsh



Willie Walsh became Chief Executive of International Airlines Group (IAG) in January 2011, joining from British Airways where he was Chief Executive from October 2005. At British Airways, Willie guided the company to its first-ever 10 per cent operating margin in 2007 and introduced permanent changes across the airline to bring it through the worst recession in aviation history in 2008/9. He secured the airline's long-term strategic objective to establish a transatlantic joint business with American Airlines and Iberia and set up the merger with Iberia that led to the formation of IAG.

## NAME

## JOB TITLE

## ORGANISATION

Susan Parsons	Manager, Trade Relations	ABTA
Danielle Michel	Director Membership Services & Events	ACI Europe
Andy van Heiden		Adecis Airinfra BV
Wilbert Haverdings		Adecis Airinfra BV
Alison Conroy	UK Sales and Marketing Manager	Aebi Schmidt UK Ltd
Mike Moore	Key Account Manager	Airport Operator Magazine
Amy Hannah	Assistant Editor	Airport Operator Magazine
Ross Falconer	Editor	Airport Operator Magazine
Darren Caplan	Chief Executive	Airport Operators Association
Ed Anderson	Chairman	Airport Operators Association
John Haney	Operations, Safety & Events Director	Airport Operators Association
Leonie Martin	Accounts Director	Airport Operators Association
Patricia Page	Executive Assistant	Airport Operators Association
Rebecca Roberts-Hughes	Policy Director	Airport Operators Association
Tim Alderslade	Senior Public Affairs & PR Manager	Airport Operators Association
Dean Dyer	Delivery & South East Airports Manager	Airports Commission
Sir Howard Davies	Chairman	Airports Commission
George Done	Chairman	AOPA
Daniel Hultin	International Sales	ASFT
Chris Jackson	Account Manager	ATEC Security
Simon Adcock	Managing Director	ATEC Security
Carl Flaxman	Consultant	Atkins Global
Daniel Jones	Principal Consultant	Atkins Global
Magnus Parker	Business Unit Manager	Atkins Global
Miranda Reeves	Director	Atkins Global
Nick Boud	Associate	Atkins Global
Chris Gibbs	Sector Account Manager	Atkins Ltd
Karolina Tafaj	Consultant	Atkins Ltd
Rob Jenner	Associate Director	Atkins Ltd
Alistair Welch	Director	AV8 Advisory Ltd
David Crisp	CEO	Aveillant Ltd
Robert Abbott	Aviation Director	Aveillant Ltd
Cait Hewitt	Deputy Director	Aviation Environment Federation
Amanda Fallbrown	Marketing	Babcock International
Levi Sims	Alside Manager	Babcock International
Mike Westman	Head of Business Development	Babcock International
Simon Diggins	Bids Manager	Babcock International
Stephen Knight	Projects Manager	Babcock International
Steve Hutchinson	Operations Development	Babcock International
Steve Westwood	Director Projects	Babcock International
Suminder Amin	Marketing	Babcock International
Tom Newman	Managing Director	Babcock International
David Arrehn	Operations Director	Bagport UK Ltd
Stefan Sifver	Managing Director Sweden	Bagport UK Ltd
Peter Gilks	Director UK Airports - BEUMER Group UK Limited	BEUMER Group UK Limited
Paul Kehoe	Chief Executive Officer	Birmingham Airport
Jo Lloyd	Commercial Director	Birmingham Airport Ltd
Matt Knowles	Communications Director, UK & Ireland	Boeing
James Gore	Head of Government and Stakeholder Relations	Bristol Airport Limited
Jim McAuliffe	Financial Director	Bristol Airport Limited
Paul Davies	Operations Director	Bristol Airport Limited
Robert Sinclair	Chief Executive	Bristol Airport Limited
Malcolm Ginsberg	Editor in Chief	Business Travel News
Andrew Haines	Chief Executive	CAA
Cerl Mashlan	Head of Terminal Services & Security Operations	Cardiff Airport
Debra Barber	Managing Director	Cardiff Airport
Spencer Bins	Aviation & Business Development Director	Cardiff Airport
Chris Maxwell	Director	CHS Engineering Services Ltd
Giles Price	COO	CHS Engineering Services Ltd
Phil Roberts	Head of AAA	Civil Aviation Authority
Dave Hewer	Sales Executive	Cobham Flight Inspection Limited

Dave Sloan	Sales Manager	Cobham Flight Inspection Limited
Mal Hammans	Director ISR	Cobham Flight Inspection Limited
Duncan Milne	UK Business Development Director	Cobham Flight Inspection Ltd
Carl Fergusson	Executive Director	Colas Limited
Murray Van Der Pojl	Divisional Development Manager	Colas Limited
Peter Bamfield	Associate Director	Colas Limited
Alex Philipott	Private Secretary to Robert Goodwill MP	Department for Transport
Robert Goodwill MP	Aviation Minister	Department for Transport
Ian Lovelock	Vice President - BA Account	DHL
Martin Willmor	Vice President - Passenger Gateway	DHL
Paul Griffiths	Chief Executive	Dubai Airports
Arthur Peake	Director	Eagle Airfield Equipment
Stein Erik Pettersen	Sales Manager	Eagle Airfield Equipment
Gordon Dewar	Chief Executive Edinburgh Airport Limited	Edinburgh Airport Limited
Michael Cannon	Executive Chairman	Fibresand International
Alice Cookson	Public Affairs Manager	Gatwick Airport
Mark Lever	Senior Public Affairs Manager	Gatwick Airport
Stewart Wingate	Chief Executive	Gatwick Airport
Alastair McDermid	Airports Commission Director	Gatwick Airport Limited
Raymond Hoole	Alside Manager	George Best Belfast City Airport
Roger Littlewood	Partner	Gerald Eve LLP
Sally Gethin		Gethin's Inflight News
Terence Iopez	Air Terminal Director	Gibraltair Airport
Amanda McMillan	Managing Director	Glasgow Airport
Campbell MacKinnon	Operations Director	Glasgow Airport
Francois Bourienne	Commercial Director	Glasgow Airport
Darren Lewington	Operations Director	Gloucestershire Airport Ltd
Darren Duquemin	Board Member	Guernsey Airport
Kate Lawson	Commercial Manager	Guernsey Airport
Clare Harbord	Corporate Affairs Director	Heathrow Airport
John Holland-Kaye	Chief Executive	Heathrow Airport
Francis Morgan	Security Director	Heathrow Airport Limited
Graeme Elliott	Head of Government Relations	Heathrow Airport Limited
Nigel Milton	Director of Policy & Political Relations	Heathrow Airport Limited
Jack Lowe	Director	Heathrow Airport Hub
Steve Leighton	Director	Helios
Matthew Paxton	COO	Holiday Extras Limited
Sean Hagger	Commercial Director	Holiday Extras Limited
Keshab Poudel	Account Director	Hotel Connections
Peter Mills	Director of EMEA	Hotel Connections
Lorena Monsalves	Communications Manager	Hotel Connections
Julian Parker	Managing Director	IDGateway Ltd
Nick Trollope	Finance Director	IDGateway Ltd
Sandy McIver	CEO	Integrated Project Management Ltd
Willie Walsh	Chief Executive	International Airlines Group
Paul Clarkson	Isle of Man Airport Ops Manager	Isle of Man Airport
Mark Oliver	Divisional Director	Jacobs
Steve Swain	National Business Development Manager	Lafarge Tarmac
Tony Hallwood	Aviation Development Director	Leeds Bradford International Airport
Adam Brownson	Associate Director	LeighFisher
Jane Thompson	Business Development Consultant	LeighFisher
Rob Rushmer	Director	LeighFisher
Andrew Cornish	CEO	Liverpool John Lennon Airport
Chris Kelly	Director of Air Traffic Services	Liverpool John Lennon Airport
Colin Swaine	Airport Operations Director	Liverpool John Lennon Airport
Danielle McEvoy	Finance Director	Liverpool John Lennon Airport
Bernard Lavelle	Sales Director	London City Airport
Declan Collier	Chief Executive Officer	London City Airport
Matthew Hall	Chief Commercial Officer	London City Airport
Clive Condie	Executive Chairman	London Luton Airport Operations Limited
Neil Thompson	Operations Director	London Luton Airport Operations Limited
Jason Ivey	Operations Director	London Southend Airport Company Limited
Chris Wiggan	Head of Public Affairs and Sustainable Development	London Stansted Airport
Jonathan Oates	External Communications Director	London Stansted Airport

Neil Garwood ..... Head of Customer Services ..... Southampton International Airport Ltd  
 Matthew Garner ..... Head of Passenger Services ..... Stansted Airport  
 Dr Andy Jefferson ..... Programme Director ..... Sustainable Aviation  
 Michael Bletsoe-Brown ..... Managing Director ..... Sywell Aerodrome Ltd  
 Roger Walker ..... Director Airport Operations ..... TAG Farnborough Airport Ltd  
 John Smith ..... Account Director - Surveillance & Airport Solutions ..... Thales UK  
 Peter McSweeney ..... Sales Director ATM UK ..... Thales UK  
 Daniel Coleman ..... Founder ..... The Future Travel Experience  
 Ryan Ghee ..... Editor ..... The Future Travel Experience  
 Simon Calder ..... Broadcaster & Senior Travel Editor ..... The Independent  
 Dave Wells ..... Commercial Manager ..... The Restaurant Group  
 Nick Ayerst ..... Managing Director ..... The Restaurant Group  
 Gerry Prickett ..... Head of Aviation Planning ..... TPS  
 Richard Moore ..... Head of Aviation Engineering ..... TPS  
 Ian Taylor ..... Executive Editor ..... Travel Weekly Group  
 Chris Browne OBE ..... Chief Operating Officer ..... TUI Aviation  
 Eddie Redfern ..... Head of Regulatory Affairs (Aviation) ..... TUI Travel  
 Alistair Eaglesham ..... Marketing Executive ..... UK Power Networks Services  
 Ian Luckett ..... Interim Head of Airports ..... UK Power Networks Services  
 Tony Latienda ..... Marketing & Business Development Manager ..... UK Power Networks Services  
 Adrian Turner ..... University of Westminster  
 John Daly ..... Head of Aviation ..... URS Infrastructure & Environment UK Limited  
 Kevin Harman ..... Business Development Director - Aviation ..... Environment UK Limited  
 Alec Gilbert ..... Customer Solutions ..... URS Infrastructure & Environment UK Limited  
 Gary McWilliam ..... Head of UK Customer Solutions ..... Vanderlande  
 James Cotton ..... Head of LHR Customer Solutions ..... Vanderlande  
 Mark Gilbert ..... HLC and Integration Leader ..... Vanderlande  
 Martijn Koujds ..... Business Development Manager ..... Vanderlande  
 Nick Porter ..... Director/ General Manager ..... Vanderlande  
 Pete Barnfield ..... System Group Leader ..... Vanderlande  
 Pete Collins ..... Engineering Manager ..... Vanderlande  
 Steve Imrie ..... Mobile Support Controls Manager ..... Vanderlande  
 Zuzana Farska ..... Customer Solutions Support ..... Vanderlande  
 Craig Kresger ..... Chief Executive ..... Virgin Atlantic  
 David Hodges ..... Manager, Parliamentary & External Liaison ..... Virgin Atlantic Airways  
 Jo Foster ..... Communications Manager ..... Virgin Atlantic Airways  
 Meigan Terry ..... Director of Communications and External Affairs ..... Virgin Atlantic Airways  
 Sally Balcombe ..... Chief Executive ..... Visit Britain  
 Alistair Thompson ..... Pre Construction Director ..... VolkerFitzpatrick  
 Derek Lock ..... Business Development Director ..... VolkerFitzpatrick  
 Amy Cleave ..... Marketing Executive ..... Wilson James Limited  
 Dee Thomas ..... Specialist Services Manager ..... Wilson James Limited  
 Emma Russell ..... Aviation Security Specialist ..... Wilson James Limited  
 John Spottiswood ..... Director - HLI ..... Wilson James Limited  
 Lee Noble ..... Marketing Manager ..... Wilson James Limited  
 Mamps Dhami ..... Senior Scheme Manager ..... Wilson James Limited  
 Mark Dobson ..... Chief Executive ..... Wilson James Limited  
 Sean Kelly ..... Operations Director ..... Wilson James Limited  
 Ruxandra Radulescu ..... Business Development Manager ..... Within Design  
 Will Hambling ..... Director ..... Within Design  
 Chris Reason ..... Account Manager ..... WS Atkins  
 Matthew Wickham ..... Managing Director ..... WS Atkins  
 Eamonn Beirne ..... Airports Commission Sponsorship ..... WS Atkins  
 Greg Lindsay ..... Author of Aeropolis & The Way We'll Live Next ..... WS Atkins  
 Ian Cran ..... AOA Honorary Member ..... WS Atkins  
 Ian Elston ..... Head of Regional Airports and Contingencies Branch ..... WS Atkins  
 Jonathon Counsell ..... Chairman, Sustainable Aviation; & Sustainability Director, British Airways ..... WS Atkins  
 Kim Davenport ..... ..... WS Atkins  
 Mary Creagh MP ..... Shadow Secretary of State for Transport ..... WS Atkins  
 Richard Gooding OBE ..... AOA Honorary Member ..... WS Atkins  
 Siem Moore ..... ..... WS Atkins

Matt Randall ..... Construction Director ..... Mace  
 Nigel Cole ..... Director ..... Mace  
 Rev. George Lane ..... Chaplain ..... Manchester Airport  
 Sam Atherton ..... Government Affairs Advisor ..... Manchester Airports Group  
 Sarah Brookes ..... Head of Public Affairs ..... Manchester Airports Group  
 Tim Hawkins ..... Corporate Affairs Director ..... Manchester Airports Group  
 Abigail Barbour ..... Account Manager ..... Met Office  
 Ian Cameron ..... Exec Head Aviation ..... Met Office  
 Jon Dutton ..... Business Manager Aviation ..... Met Office  
 Linda Jennings ..... Aviation Marketing Manager ..... Met Office  
 George McBride ..... Sector Director - Transportation ..... Morgan Sindall Professional Services Limited  
 Martin Parker ..... Regional Sales Manager ..... Morpho Detection International LLC  
 Robert Green ..... Regional Sales Manager - Trace ..... Morpho Detection International LLC  
 Michael Stoller ..... Director of Operations (Airports) ..... NATS  
 Richard Deakin ..... Chief Executive ..... NATS  
 Charlotte Osborn ..... Chaplain ..... Newcastle International Airport  
 Chris Sanders ..... Aviation Development Director ..... Newcastle International Airport  
 David Laws ..... Chief Executive ..... Newcastle International Airport  
 Graeme Mason ..... Planning & Corporate Affairs Director ..... Newcastle International Airport  
 Al Titterton ..... Managing Director ..... Newquay Cornwall Airport  
 Kevin Faulkner ..... Managing Director ..... Northrop Grumman  
 Susan Thompson ..... Airport Sales Manager ..... Northrop Grumman  
 Anthony Marke ..... Partner & Head of Aviation Practice ..... Odgers Berndtson  
 Martin Benfield ..... Director of Aviation Services ..... Omniserv  
 Rob Stefanovic ..... Commercial Operations Manager ..... Omniserv Ltd  
 Sally Allington ..... Director of Retail Services ..... Omniserv Ltd  
 Alan Lamond ..... Director ..... Pascalk-Watson  
 Steve West ..... Director ..... Pascalk-Watson  
 Jonathan Riley ..... Partner ..... Pinsent Masons LLP  
 Richard Ford ..... Partner ..... Pinsent Masons LLP  
 Ben Whibley ..... Head of Exhibitions & Sponsorship ..... PPS Publications  
 James Howson ..... Publisher and Exhibitions Manager ..... PPS Publications  
 Paul Hogan ..... Publisher & Owner ..... PPS Publications  
 Paul Sweeney ..... General Manager Association Business ..... PPS Publications  
 Anthony Parker ..... Security Technology Specialist ..... Rapiscan Systems  
 Robert Chandler ..... Aviation Sales Manager ..... Rapiscan Systems  
 Steve Revell ..... Aviation Director ..... Rapiscan Systems  
 Joanna Hunt ..... Senior Consultant ..... RDC Aviation / Aviation Economics  
 Craig Harrison ..... Training Director ..... Redline Aviation Security Ltd  
 Ed Termini ..... Managing Director ..... Redline Aviation Security Ltd  
 Mark Rutherford ..... Operations Director ..... Redline Aviation Security Ltd  
 Andrew Walters ..... Chief Executive ..... Regional Airports  
 Richard Powell ..... Commercial Director ..... Roadgrip  
 Nathan Day ..... Director of Transport ..... Rockshore Ltd  
 Simon Levy ..... Corporate Partner Manager ..... Royal Aeronautical Society  
 Wg Cdr Nick Robson ..... OC Airfield Wing ..... Royal Air Force Brize Norton  
 Jonathan Green ..... Senior Director ..... RPS Group PLC  
 David Thomson ..... Senior Director ..... RPS Planning and Development  
 Geoff Dewick ..... Associate Director ..... RPS Planning and Development  
 Liz Sian ..... Head of Sales & Marketing ..... SafeSkys Ltd  
 Mike Baker ..... Head of AVTMS ..... Selex ES  
 Mike Bradshaw ..... EVP Business UK & Customer Relationships ..... Selex ES  
 Rod Kennedy ..... Sales Manager ..... Selex ES  
 Steve Brook ..... Project Manager - Airport Solutions ..... Selex ES  
 Trevor Barnes ..... Project Manager ..... Shannon Airport Authority  
 David McGarry ..... Chief Financial Officer ..... Siemens  
 Dr Thomas Bayer ..... Managing Director ..... Siemens  
 Fred Garbett ..... Head of Sales ..... Siemens  
 Mark Avers ..... Client Manager ..... SITA  
 Andrew Lee ..... Commercial Director ..... Smiths Detection  
 Colin Pugh ..... Sales Director ..... Smiths Detection  
 Tracey Cole ..... Sales Director ..... Smiths Detection  
 Dave Lees ..... Managing Director ..... Southampton International Airport Ltd





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With the growing popularity of mobile working and the increasing need to communicate and collaborate more efficiently, affini Real-Time Connect provides organisations like yours with a broad range of voice, video, data and M2M communication solutions and service support, allowing your people to share mission, business and process critical information on any device in real-time.

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# WHEN THE INDUSTRY'S BIGGEST NAMES RELY ON YOU, IT'S EASY TO PULL AHEAD.



With the ability to detect aircraft and targets at all levels while avoiding wind turbine clutter, innovative LightWave Radar from C Speed is taking radar to places it has never been before. The technology is the first to provide air traffic controllers with a clear picture over wind farms – making it a big breakthrough for the industry from one powerful little company. For more information, visit [www.lightwaveradar.com](http://www.lightwaveradar.com)

**LIGHTWAVE**  
**RADAR**

**C SPEED**

## Lagan Construction Group commended for Guernsey Airport project

Lagan Construction Group is delighted to have been highly commended at the 2014 British Construction Industry (BCI) Awards for its works on the Guernsey Airport Pavements Rehabilitation Project. The project was shortlisted in the category 'International Project of the Year', along with four other developments, comprising the Etihad Airways Training Extension in Abu Dhabi; the Perez Art Museum in Miami; the Siemens

Middle East HQ; and a Water Improvement Project in Pakistan.

"The fact that the project was shortlisted for an international award is something the project team and the island can be justifiably proud of," Colin Le Ray, Airports Director at Guernsey Airport, commented. "Ours was a complex, high profile project and has been delivered to the very best of our ability. The team we have worked with, from designer to contractor,

have worked very hard to make this project a success and we are certain this is one of the reasons why we were shortlisted for this prestigious award. Aside from the obvious improvements that the reconstruction of the airport has provided for the island, the fact that we were highly commended in this national awards ceremony has reflected the significance of what we have achieved."

Steve Turner, Director of In-



ternational Operations at Lagan Construction Group, added: "We at Lagan Construction Group are thrilled to be highly commended in the 'International Project of the Year' category. Our Airports

Team worked extremely hard to deliver a world-class project at Guernsey Airport to the satisfaction of our client."

**Stand 28**

## Falck taking Rio to new heights

In July 2014, Falck Airport Services won a 10-year contract to deliver fire-fighting services for Rio de Janeiro International Airport in Brazil. Rio International Airport is the second busiest airport in the country with more than 17 million passengers annually, two runways and a vast operational area. Through this contract, Falck now employs 180 people who operate the largest airport fire service in Brazil, delivering fire response, protection and prevention services to the airfield and the surrounding area, the marine environment, the terminals and dangerous goods cargo facilities.

"We expect this important

contract to contribute to our success on the global market for fire and emergency services to airports," said Hans Jensen, Falck Airport Services' EVP.

The primary transition goal has been to upgrade the service to support the airport's move from Category 9 to Category 10, whilst improving operational efficiency. Rio International Airport has already benefitted from Falck's supply chain relationships, including the delivery of two new Rosenbauer Panthers on an eight-week lead-time.

Transition has run smoothly, with employee transfer, training, new attack fleet and organisation delivered on track

to rapidly bring operations in line with ANAC and ICAO standards. Falck's focus is now turning towards continuous improvement and the delivery of a development plan that will see fire stations rationalised and upgraded, productivity gains and emergency planning that ensures an operational Category 10 runway even in the event of a major incident.

In September, Falck showcased its achievements to date with a fire drill and the baptism of the new Rosenbauer Panthers in the presence of the world's media.

**Stand 16**



Having won the prestigious 10-year fire-fighting contract at Brazil's Rio de Janeiro Airport, Falck now employs 180 people who operate the largest airport fire service in the country, delivering fire response, protection and prevention services to the airfield and the surrounding area, the marine environment, the terminals and dangerous goods cargo facilities.

## Meeting the requirements of our international sector



Atkins has dedicated aviation offices and teams across the UK, and in Amsterdam, Seattle and Bangalore, India, and seeks to provide its clients with the technical solutions they need to keep their products and services at the forefront of aviation.

Since the first manned flight more than 100 years ago, the pace of aviation innovation has been rapid. Today, that pace shows no sign of abating. Air traffic grows in proportion to GDP, and our ability to travel increasingly underpins the global economy. Yet, simultaneously, oil reserves are diminishing, and our understanding of environmental sustainability is growing. Today's aviation engineers are designing safer, lighter and more fuel efficient aircraft and more efficient, passenger friendly airports.

Atkins has the breadth and depth

of capability to support activity across airport environments, as well as the aircraft that use them. Whether that is developing master plans that support sustainable future growth, delivering airfield infrastructure that makes business sense, providing communications systems, baggage handling solutions, customer information and security systems – including identity assurance systems – or delivering minor ICT works, its experts help to deliver outcomes that support some of the most renowned airports in the world.

Effective delivery in this arena

requires an in-depth understanding of technical integration issues, agility (such as the ability to mobilise skilled teams quickly), effective integrated working processes, and a commitment to developing strong client partnerships.

Atkins seeks to provide its clients with the technical solutions they need to keep their products and services at the forefront of aviation, coupled with a delivery model designed to respond to the requirements of a truly international sector.

**Stand 14**

## Flexible, tailored wastewater solutions

ARM Ltd, a Staffordshire-based privately owned company, is the leading designer and constructor of natural wastewater treatment systems and associated technologies for the industrial and municipal wastewater treatment market. For the past 25 years, ARM Ltd has specialised in reed bed and wetland systems, and has designed and installed over 500 treatment systems during this period.

Based on its experience, ARM Ltd can offer consultancy, design and construction services, providing a high level of continuity from process conception to process performance. More recently,

ARM Ltd has broadened its offering in response to demand from customers. Committed to research and development, it is continually establishing new ways of treating wastewater naturally by investing in trials of new wetland configurations to improve contaminant removal.

ARM Ltd has introduced new technologies to the UK, including groundbreaking Forced Bed Aeration – a wetland technology that increases treatment capacity in a smaller footprint, which can also be retrofitted into existing treatment wetlands. Using this technology, ARM Ltd has been working with airport

operators to help minimise the impact of de-icing fluids and fire training foams on the environment, and the inherent costs of storing and treating the resulting wastewater. This cost-effective facility can be designed for use both off-site or airside.

ARM Ltd continues to pioneer new ideas to help improve performance in contaminant removal, and, working across a range of sectors, the strength and depth of its consultants enables ARM Ltd to deliver a flexible, tailored solution to meet individual requirements.

### Stand 12



*In its 25-year history, ARM Ltd has installed more than 500 wastewater treatment systems across a diverse range of applications, specialising in natural solutions for the industrial and municipal wastewater treatment market.*

*From its headquarters in the UK, atg airports has provided AGL control systems and airfield lighting equipment to over 600 international civil CAT I, II, III and military airfield clients in almost 110 countries.*



## Lighting the way

Established in 1992, atg airports is a leading Airfield Ground Lighting (AGL) and control systems manufacturer, trainer and installer. It supplies to global airfield markets, providing:

- High quality, reliable AGL products manufactured to ISO: 9001:2008 Quality Procedures and Systems
- AGL systems fully compliant & tested to International Standards, including ICAO, FAA, IEC & STNA.

From its UK head office, atg airports has provided AGL control systems and airfield lighting equipment to over 600 indi-

vidual international civil CAT I, II, III and military airfield clients in almost 110 separate countries. atg airports' global distribution and agency support network provides AGL solutions to aviation consultants, airside engineers, aviation authorities and civil contractors for all types of domestic and international CAT I, II, III civil and military airfields. Its USA office in Florida manages all USA, North and South American market enquiries.

[www.atgairports.com](http://www.atgairports.com)

### Stand 26

## World-class systems integration

Finmeccanica-Selex ES is an international leader in electronic and information technologies for defence systems, aerospace, data, infrastructures, land security and protection, and sustainable 'smart' solutions.

From the design, development and production of state-of-the-art equipment, software and systems to through life support, we partner with airport operators to provide – both in air and landside – integrated, intelligence-led solutions that improve efficiency and sustainability, and enhance the passenger experience.


Finmeccanica-Selex ES is a world-class systems integrator, working in a collaborative manner with both the end user and the supply chain to provide turnkey solutions in the domains of air traffic control, wind farm mitigation, voice and data communications, airport and cyber security, baggage handling and parcel management automation.

With 17,000 employees and revenues in excess of €3.2 billion, Finmeccanica-Selex ES has main operations in Italy and the UK, and a strong industrial and commercial footprint at international level.

### Stand 25





*Finmeccanica-Selex ES is a world-class systems integrator, working in a collaborative manner with both the end user and the supply chain to provide turnkey solutions.*





Is your  
airport  
safe?

**Avian Safe will piece together your Wildlife Hazard Management and Bird Control Services to comply with 2014 European Aviation Safety Agency (EASA) regulations**

-  UK Civil Aviation Authority (CAA) recognised Wildlife Hazard Management Training
-  Wildlife Hazard Management Proficiency Checks
-  Wildlife Strike Hazard Reduction Surveys
-  ICAO 13 km Wildlife Hazard Surveys

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Our staff have over 30 years' experience of practical Airport Wildlife Hazard Management.



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FS 73188



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OHS 571607

*Avian Safe was invited to give two presentations at the 2014 **World Bird Strike Association Conference** which was attended by 35 countries with representatives from Africa, Asia, Middle East, South America and Europe.*

## Spain and Norway lead the European uptake of EMASMAX®

Madrid Barajas International, Spain and Kjevik, Kristiansand, Norway have each installed two systems of **the world's leading commercial aircraft arresting system**. There are also four systems under consideration in the UK.

They join the rapidly growing numbers of commercial airports recognising the benefits of EMASMAX®.

Other existing installations include 49 USA airports, Jiuzhai-Huanglong, Sichuan Province, PRC and Taipei Songshan, Taiwan.

## Declare additional distance on your runway!

The latest ICAO Update means that EMASMAX® can be installed within the runway strip and can also free up additional runway length. One or two EMASMAX® beds (each equivalent to a full 240 metre RESA), could allow the declaration of several hundred feet of additional distance.

**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.**

### EMASMAX®

versus

### Standard Runway End Safety Area (RESA)

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".

## The ultimate safety system for commercial airports

Accredited by CAA, FAA and ICAO



### Superb Safety

- Consistently proven abilities to stop overrunning aircraft whilst avoiding significant personal injury or damage to aircraft.
- Easy access for safety vehicles and equipment.
- Safe and easy egress for crew and passengers.
- Incident containment within the EMAS.
- Limited local collateral damage.

### Operationally and cost effective

- Makes shorter runways possible.
- Speed of recovery of aircraft from the EMAS means reduced downtime for runway.
- Continued use of runway once aircraft pulled out of the EMAS.
- Speed of repair of the EMAS only in area affected by arrest.

### Other significant benefits

- Lack of damage to aircraft means less likely claims by airlines.
- Greatly reduced likelihood of passenger claims.
- Operator of arrested aircraft pays for repair to the EMAS.
- Reduced need for major projects such as moving roads or bridges, building out into the sea or encroaching upon environmentally sensitive sites.

**Stop overrunning aircraft  
safely  
with controlled deceleration.**

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## The situation at your airport at one glance

Adecs Airinfra is presenting the latest version of its airport visualisation platform AirMap. AirMap displays all relevant information on an interactive airport map, providing an instant overview of the situation. Information can easily be added, updated or deleted by any user. All information is instantly

shared with other AirMap users, providing stakeholders with instant access to information from the moment it is entered.

The platform can be used not only as a standalone system, but integrated with AODB, tracking, CCTV or other legacy systems, which brings unprecedented opportunities to improve situ-

ational awareness. The resulting 'Common Operating Picture' will help airport staff to improve their situational awareness, resulting in better decision making – improving safety and saving airports money by enhancing the overall efficiency.

### Stand 8



Unlike conventional cameras, which have a single focal lens, multifocal sensor technology is based on a multi-sensor platform with several lenses, each with different focal lengths. This innovative system provides surveillance of large areas with extremely high resolution, all from a single installation site.

## Panomera from Dallmeier ensures enhanced security at Naples Airport

Napoli Capodichino Airport, the international airport of Naples, is used by six million travellers every year, and with the introduction of the Panomera multifocal sensor system from Dallmeier, security in both the apron and airport forecourt areas of the region's primary gateway has been enhanced by the very latest in camera technology.

Unlike conventional cameras which have a single focal lens, multifocal sensor technology is based on a multi-sensor platform with several lenses, each with different focal lengths. This innovative system provides surveillance of large areas with extremely high resolution, all

from a single installation site.

For the managing company GESAC, two major zones of the airport site were of paramount importance – the area in front of the airport buildings (the 'Panomera Forecourt' project), and the apron and runways (the 'Panomera Airfield' project). In the airport forecourt and concourse, Panomera monitors traffic and pedestrian flows between the multi-storey car park, Terminal 1 and the network of feeder roads and paths by which people arrive at and leave the airport, either in motor vehicles or on foot.

The customer also wanted to obtain complete coverage of the movements of all vehicles

and aircraft anywhere on the entire airfield. The cameras of the Panomera system for this airfield project were installed at a considerable height, close to the roof of the APRON tower at about 13m; three Panomera systems installed in a semicircle provide a panoramic view through 228°. The Panomera Viewer workstation was located inside the APRON Tower to provide security staff with a unique and full panoramic view of the entire airfield.

[www.dallmeier.com](http://www.dallmeier.com)

[www.panomera.com](http://www.panomera.com)

### Stand 15

## Providing operational fire fighting services

Fire can be a devastating occurrence, often causing irreparable damage to an organisation, and potentially endangering countless lives.

At an airport, a fire can call a halt to all operations, causing significant setbacks and delaying production and trading for extended periods of time.

Securitas Transport and Aviation Services specialises in the provision of operational fire fighting services, helping to ensure the protection of your business, employees and customers, should a crisis occur.

As well as working alongside local authority fire services for the provision of 999 cover, Securitas also delivers bespoke Fire Warden

training to staff, equipping them with the crucial safety knowledge that can prevent a fire from becoming uncontrollable. This is particularly important within the airport environment, in which retail outlets and offices are aplenty.

Training typically consists of courses in basic fire escape strategies, key principles of evacuation and scene safety, as well as giving staff the opportunity to use portable fire extinguishers in 'live' fire scenarios.

Securitas also manages the running of the Airport Rescue and Fire Fighting Service (RFSS), each of who are accredited with mandatory rescue certificates and qualifications.

RFSS enables existing manage-

ment to focus on core activities in the provision of airport services and income-generating activities.

Angus Wilson, Director of Specialist Services, commented: "In the event of a major incident or industrial action, Securitas will guarantee continuity of service through the deployment of our RFFS crew and crew managers, ensuring that safety is always the ultimate priority."

### Stand 19

As well as working alongside local authority fire services for the provision of 999 cover, Securitas also delivers bespoke Fire Warden training to staff, equipping them with the crucial safety knowledge that can prevent a fire from becoming uncontrollable.





## Total airfield management

Altadona is launching its IntelliGate concept, which fully integrates all aspects of the aircraft turnaround at the gate – such as A-VDGS, boarding bridges, and 400Hz supply – reducing enplanements and deplanements costs. IntelliGate provides the ‘glue’ to connect the multiple disparate gate systems and manage the data in real time.

Would your airport like

to gain further use out of its existing infrastructure to improve operational efficiency? Need a single platform to report back the entire operational status of your airport and to manage all your operational/security sub-systems? Or do you simply need to aggregate real-time data from multiple disparate systems (A-SMGCS, ADS-B, AODB/RMS, access control etc)? Would you like to

leverage existing systems to implement new solutions at a lower cost (QMS, passenger tracking tools etc)?

IntelliGate's Common Operating Environment integrates all existing technology and operational systems geolocated within a single virtual and manageable scene for total airfield management.

**Stand 18**

## A first class experience

At Babcock's inaugural stand at the AOA Conference & Exhibition, its experienced team will be on hand to explain how they can help you improve your passengers' experience at a reduced cost. "Keeping bags travelling with passengers and aircraft on the move", Babcock delivers support to some of the world's busiest airport operators and airlines:

- Driving airport performance and cost improvements in the operation and management of baggage handling systems
- Baggage installations and replacements that make the most of your existing capacity
- Optimised fleets of ground support equipment that keep aircraft turnarounds on time
- Maintaining resilient airport IT systems

Babcock's track record has seen it deliver significant long-term benefits to Heathrow Airport, Amsterdam Airport Schiphol and British Airways, developing innovative ways to deliver services that meet current and future demands.

Visit or email [airports@babcockinternational.com](mailto:airports@babcockinternational.com)

[www.babcockairports.com](http://www.babcockairports.com)

**Stand 30**



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**APL**



## Rapiscan launches Metor 6E walk through metal detector

Rapiscan Systems, Inc., a leading global supplier of security inspection systems, has launched the Metor 6E walk through metal detector. Developed for critical infrastructure protection in demanding environments, such as airport checkpoints, the Metor 6E offers a high throughput rate

combined with superior threat detection. Featuring a two-dimensional location display function, the Metor 6E has an industry-leading 60-segment location display, enabling operators to locate alarmed items quickly and accurately. With advanced immunity in the presence of electri-

cal instruments or other walk-through metal detectors, the Metor 6E mitigates the impact of possible external interference. "Rapiscan's Metor line of metal detectors has been screening people for over 40 years and is known for its durability, reliability and ease-of-

use," said Brad Buswell, President, Aviation Programs, Rapiscan Systems. "Expanding on these basic principles, the Metor 6E has been updated to include new capabilities to meet the ever-changing threat environment."

**Stand 5**



*Developed for critical infrastructure protection in demanding environments, such as airport checkpoints, the Metor 6E offers a high throughput rate combined with superior threat detection.*

## Managing processes for a better airport experience

ATEC creates value by assisting airports in reducing their operating costs, managing out risks, driving revenue and improving the customer experience.

### SOLUTIONS PORTFOLIO

ATEC's engagement with airports has resulted in a growing portfolio of solutions based on advanced security technology such as biometrics or video analytics. Often having more to do with process management than security, they help to move passengers efficiently through the airport, measure the arrival and departure of

aircraft, protect the integrity of the critical parts, improve health and safety performance and mitigate the security risks associated with transit passengers.

### PEOPLE, PROCESS, TECHNOLOGY

Customers value ATEC's ability to stand in their shoes – saving their time and protecting their interests. Its solutions are often fully integrated into a customer's business, recognising that technology adds value when it underpins business processes and supports airport staff in their roles.

### ACCESS SERIOUS EXPERTISE WITHOUT COMMITMENT

Before a solution is designed, ATEC's engagement starts with helping customers to define and document their problem, a service undertaken by experts without commitment or charge, so why not contact Simon Adcock today at [simon.adcock@atec-security.co.uk](mailto:simon.adcock@atec-security.co.uk) or visit ATEC at the AOA Conference & Exhibition 2014 to discuss how you can improve your airport.

**Stand 23**



**atec**<sup>TM</sup>  
SECURITY

## Preparing for the big chill

Eagle Airfield Equipment Ltd has, over the past 44 years, established itself as a leading company within the aviation industry for the supply and aftersales of winter maintenance equipment, specialising in sweepers, ploughs, blowers and de-icers.

Be it new, second hand or refurbished, Eagle Airfield Equipment Ltd supplies to airports of all size, which it treats with equal status. We are now in an evolving and rapidly developing market, and amid this ongoing change, Eagle Airfield Equipment will continue to offer new products to meet any airport's requirements.



**Stand 7**

RPS

# Aviation

Combining market leading planning and environmental expertise with innovative designs to meet the complex demands of the Aviation sector.

Our Aviation team support clients across the globe, providing a multi-disciplinary service including:

- Planning
- Engineering
- Architecture
- Due Diligence
- Environmental
- Masterplanning

**For more information contact**

Kate Wwendth  
T: +44 (0) 1636 605 700  
E: [kate.wwendth@rpsgroup.com](mailto:kate.wwendth@rpsgroup.com)

Vanderlande's new HBS Standard 3 team will assist airports in the design of integrated solutions that meet their needs and fulfil the HBS Standard 3 requirement for UK airports to upgrade their baggage screening equipment, systems and processes.



## Vanderlande launches HBS Standard 3 team and partnership approach

With the aim of helping UK airports upgrade their baggage screening equipment to fulfil the HBS Standard 3 baggage security requirements that come into force in September 2018, Vanderlande in the UK, the subsidiary of the world's leading baggage system supplier, is creating the UK's leading HBS Standard 3 team.

The new team will assist airports in the design of integrated solutions that meet their needs and fulfil the HBS Standard 3 requirement for UK airports to upgrade their baggage screening equipment, systems and processes. In addition, Vanderlande's team will use its extensive experience to ensure that airports

achieve right-first-time installation into live operation.

With customer focused commercial solutions as part of Vanderlande's 'Partnership for Maximum Value' philosophy, this approach will lower the total cost of ownership of baggage assets by efficient planning of investments over time to match airports' growth needs. Proactive asset management will also maximise the life of existing assets and minimise the cost of their maintenance.

'Partnership for Maximum Value' will deliver improved service at a lower cost through expert technical support across a range of disciplines. This is available as

a flexible shared service, which airports can use as they need.

Gary McWilliam, Head of UK Customer Solutions and Service, commented: "I am delighted to hear from UK regional airports that they value our help with their challenges. This highlights Vanderlande's ability to design and deliver integrated solutions to airports of all sizes. The creation of our UK HBS 3 team is an exciting step to help UK regional airports further. I look forward to continue building partnerships with airports across the UK as we help them proactively plan to maximise their value."

**Stand 29**

## Groundbreaking LED-based light technology

Variable Message Signs Limited (VMS) has been a market leader for a quarter of a century and supplied thousands of messaging signs and traffic management systems. It specialises in the design, manufacture and installation of a comprehensive range of LED-based light technology solutions for road and rail applications. The company's strength is its in-house capability, depth of industry and technical knowledge, and experience established since 1988.

At the core of all of the com-

pany's products is groundbreaking and unique LED technology, supported by advanced electronics, powerful software and flexible communication techniques. In addition to tried-and-tested designs, it offers bespoke solutions, responding to the exact requirements of a worldwide spectrum of customers.

VMS' depth of expertise enables it to deliver complete solutions, from design and development, through manufacture, test and installation, commissioning and

after-sales service – all to a level worthy of a world-class company.

VMS products fall into two main categories: Highways – with a product range covering applications in the strategic, urban, and traffic management equipment sectors; and Rail, where its new super lightweight range of rail LED trackside signals and LED long-distance signals are breaking the mould in this sector.

**Stand 13**



At the core of all Variable Message Signs Limited's products is groundbreaking and unique LED technology, supported by advanced electronics, powerful software and flexible communication techniques.

## Wilson James helps move the Heathrow Rapid Goods Screening Centre



Wilson James closed the old Heathrow Rapid Goods Screening Centre on 29 August, moved all the screening machinery over a single weekend, and opened the new facility at Colnbrook on 1 September.

Wilson James designed, built and opened the Heathrow Rapid Goods Screening Centre (RGSC) in February 2008.

In June 2014, after successfully operating the facility for six years, the decision was taken to move it from its existing location near Terminal 4. Working with Heathrow, Wilson James designed a replacement centre incorporating a number of enhancements, as well as a purpose-built Secured Passenger Screening Facility. The build was completed in three months with the designers, builders, operators

and client all working together as a single collaborative team.

Wilson James closed the old centre on 29 August, moved all the screening machinery over a single weekend, and opened the new facility at Colnbrook on 1 September. The new centre has cut queue times by around 20%.

Wilson James' client commented that the process was an example of what teams can deliver under pressure through good collaboration and working well together.

**Stand 10**

# High flying integrated solutions



Wilson James delivers integrated logistics; security and specialist services tailored to the aviation environment and have earned a reputation for outstanding quality.

We offer integrated packages and a range of individual and value added services that deliver sustainable benefits at every step of the supply chain.

- Security & screening
- Logistics & support services
- Welfare & waste management
- Car park & bussing
- VIP services

Find out more at [www.wilsonjames.co.uk](http://www.wilsonjames.co.uk)



## International airfield lighting specialists

Developing innovative new products that meet the changing operational needs of airports across the world.

- LED Runway Taxiway Lighting
- AGL Control Systems
- Constant Current Regulators
- Isolating Transformers & AGL Cables
- Airfield Signs
- Turnkey Installation Team
- Professional Service & Support



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The clear approach to airports

## RPS helping airports meet their aspirations

RPS has been assisting a number of airports to meet their business and environmental aspirations over the last six months. At Manchester Airport, RPS has continued working with Manchester Airports Group (MAG) at the Airport City Logistic Hub. Initial work included master planning the 91-acre site and providing a world-class Logistic Park with a range of air-to-road transfer units, designed to industry standards, creating bespoke logistics and warehousing locations. RPS is now working closely with MAG to ensure that businesses that choose to situate themselves within the high quality logistic space at Airport City can benefit from the advantages of this Enterprise Zone and the world-class connectivity provided at the airport. This has resulted

in securing the first tenant, DHL, to whom RPS has been providing architectural, civil and structural engineering and building services for a 37,308sq ft Logistics Centre.

RPS has been appointed to design and project manage a new taxiway link at Stansted Airport for Inflight. The taxiway will provide improved access to and from the Jet Centre's busy Fixed Base Operation (FBO) for aircraft up to the B787. This will improve operational efficiency by enabling aircraft to self-manoeuvre up to and away from the FBO, thus eliminating a current airport 'hot spot'.

Finally, RPS has been appointed to provide engineering design improvements for the apron, taxiway and runway at Cambridge International Airport.



At Manchester Airport, RPS has continued working with Manchester Airports Group (MAG) at the Airport City Logistic Hub.



Babcock provides vital capacity and performance to its airport customers with its delivery of a wide range of baggage services, system improvements and Ground Support Equipment services. At Heathrow Airport, Babcock used its projects' expertise and proven capability to significantly upgrade the Terminal 1 system at London Heathrow in readiness for T2A. Its team will be demonstrating its capabilities at Stand 30 at the AOA Conference & Exhibition 2014. [www.babcockairports.com](http://www.babcockairports.com)

## Innovative solutions for airport operators

Babcock has supported the growth of UK airport operators for over 20 years by providing innovative solutions that help improve the passenger experience. In delivering a wide range of baggage services, system improvements and Ground Support Equipment services to UK airports, Babcock provides vital capacity and performance to its customers without impacting on their existing daily operation.

Delivering that which is important to UK airport operators is key. At London Heathrow Airport, Babcock used its projects' expertise and proven capability to significantly upgrade the Terminal 1 system at London Heathrow in readiness for T2A. This included implementing major changes to its BagNav Sort Allocation Computer (SAC), along with the extra capacity required to cope with additional business, without whole-scale replacement. This key project included

designing, manufacturing, installing and testing mechanical, electrical and control systems.

"We take pride in delivering resilient and high performing services to our customers, which enable them to fully focus on their operations," Mike Westman, Babcock's Business Development Director for Airports, said. "Helping to keep bags travelling with passengers and aircraft on the move with serviceable GSE is vital to delivering performance that matters to airport operators."

"As a trusted partner, we continually look to introduce best practice and innovative solutions in collaboration with our customers, especially around maximising performance and capacities without adding huge costs," Westman continued. "Our approach focuses on delivering continuous success to airport operators at cost that demonstrates value".



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DOOR SYSTEMS

## Aretai expands its consulting solutions

Aretai Consulting has announced the formation of its new Risk Management Consulting subsidiary – expanding the range of consulting services that it offers to its clients. This development complements Aretai's desire to expand its consulting offerings specifically, and support clients to manage risk that impacts on the achievement of their strategic objectives.

Grant Organ and Brett Dorney have joined Aretai to lead and

# Aretai

develop the risk management solutions, bringing with them over four decades' risk management experience and a collaborative partnership over many years,

most recently managing a similar business for The Parabis Group.

"We are delighted that Brett and Grant have joined us to lead Aretai Risk Management Consult-

ing (ARMC)," Andrew Pawley, Managing Director of Aretai Consulting, commented. "While Brett and Grant will initially capitalise on their expertise and contacts in the aviation sector, ARMC has the capability to deliver bespoke risk management consulting and coaching solutions to a wide range of clients."

Organ spent more than 23 years with British Airways followed by a highly successful career in management consulting. An internationally recognised risk management specialist, he is

skilled at delivering risk and crisis management solutions to a range of global organisations, with particular emphasis in the aviation sector. Dorney meanwhile is an organisational risk specialist and business psychologist with 20 years' experience in people development and applied management consulting. Whilst Dorney's highly valued client engagements span all industry sectors, recently he has specialised in the delivery of aviation operational and organisational risk consulting solutions.

## Bringing outdated methods into the digital age

The CAA was handed the baton for regulatory inspection in April 2014 and has, during its inspections, identified a number of concerns around regulatory standards regarding the vehicle validation process for access to the Critical Part (CP). One key concern relates to the granting and ongoing maintenance of airside Vehicle Passes, which up until now has lacked any viable 'live' solution.

Airports must limit airside access only to vehicles which satisfy certain 'here-and-now' criteria. Most airports issue their vehicle passes for a fixed period of time (usually 12 months), meaning that vehicles that should not be in use could still find their way through the Control Post some months after pass-issue. Equally airports must recover

or disable passes that are no longer required or have expired.

Being alert to this problem, the team at East Midlands Airport, part of Manchester Airports Group, will become the first in the UK to implement a real-time vehicle access solution, using IDGateway's pioneering software platform. IDGateway allows airport operators to manage online the application and compliance-monitoring processes for airside IDs, vehicle passes and driver permits, bringing previously outdated methods into the digital age to enhance security through the elimination of human error while reducing costs and administration. "The benefit of online technology," said Gary Simons, East Midlands Airport's Security Compliance Officer, "is that airside ap-



*With compliance-monitoring remaining high on the CAA's agenda, ID centres and airfield operations teams across the UK are following East Midlands Airport's lead and moving towards the online advantages that IDGateway can offer.*

plications are processed much quicker, meeting our business partners' needs in a timely manner." When it comes to vehicles,

Simons explained, "IDGateway meets all of the CAA's requirements, since it ensures that only vehicles with current certification

and a genuine need are allowed through the Control Post, and allows us to spot check vehicles, while out on the apron."

## Declare extra distance on your runway with EMASMAX

The latest ICAO update means that EMASMAX, the world's most advanced arrestor system for commercial airports by Zodiac Arresting Systems, can be installed within the runway strip and, under CAA guidelines, be placed as close as 35ft from the end of the threshold. Provided that there is at least

600ft (or less at smaller airports) between the threshold and the ILS, then installing one or two EMASMAX beds (each equivalent to a full 240m RESA), could allow the declaration of several hundred feet of additional runway distance.

Where the airport meets the ICAO recommendation of

1,000ft for the runway strip and RESA, it may be possible to use an EMASMAX bed at both ends of the runway. This could allow for the declaration of as much as 600ft in increased distance, and can be achieved whilst staying within the existing boundaries of the airport.

The outstanding safety benefits of EMASMAX have been tested extensively, and have been repeatedly proven in action. EMASMAX stops overrunning aircraft through controlled deceleration whilst avoiding significant personal injury or damage to aircraft.

# ZODIAC AEROSPACE



*For additional information please contact Ian Barnicoat, UK representative for Zodiac Arresting Systems, at [Ian@drbassociatesuk.co.uk](mailto:Ian@drbassociatesuk.co.uk)*

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