

International RAM Debuts Exit-Lane Monitor

International RAM Associates has developed an exit-lane monitoring system tailored to track both people and objects passing the wrong way into a secured area. RAMS, short for Remote Area Monitoring System, made its public debut at AAAE's 79th Annual Conference and Exposition in Washington, D.C., in June.

RAMS uses machine vision to monitor exit lanes and other one-way pedestrian areas for wrong-way traffic, nearby loitering, and objects passing beneath the sensors and into the secure area. The system uses two different types of sensors—one optimized for larger, slower-moving objects, like people, and one for smaller, faster objects, like weapons or packages being tossed into the secured area. The sensors are set in four-foot sections that run across the top of the lane. The four-foot sections are modular, making RAMS scalable to different sizes of exit lanes. A RAMS with an eight-foot sensor area cost about \$50,000, said Peter Davis, the company's director of business strategies and technical planning.

The system can be integrated into existing CCTV installations, or configured with cameras supplied as part of the system. The cameras record and archive intrusions, which can be played back via a touch-screen monitor that also is part of the system. Besides video, the system captures basic information about breaches, such as time and location of the intrusion.

The loitering monitor activates when persons or objects, such as a suspicious package, stay too close to the system barrier for too long.

RAMS came out of International

RAM's Technical Services division. Another product being developed by the group is Skipjack, an all-plastic wheelchair that the company envisions as ideal for airports—no metal means an easy trip through checkpoints—as well as specialized medical applications.

ARINC Unit Debuts New IT Support Service

ARINC Managed Services (AMS) has developed an airport-specific IT service module for its AMS Service Desk product line. The new module, Business Process Management (BPM), allows ARINC to monitor Service Desk customer airport IT systems in real-time. Customers also have access to the data, so information such as progress on trouble tickets is visible, and can be used for everything from planning to monitoring how well ARINC is living up to its service commitments.

"While Business Process Management is not a new concept, this is the first time it has been applied to the airports industry," said AMS Senior Director Jim Martin. "This means that airport IT system performance levels can be actively tracked—in real time—so that managers can use data, rather than intuition, to analyze and change processes."

Adding the BPM module is part of a three-phased enhancement to AMS, Martin explained. The second phase will beef up AMS's automated call distribution capabilities, which will ensure that service calls are being routed to the correct subject-matter expert within AMS. The third phase will introduce device-level monitoring, which will be especially useful for airports with off-airport services

that use hardware like remote check-in kiosks.

Using AMS, each business process can be tailored for each airport and/or system, enabling complete flexibility and accountability, ARINC said. The system also monitors established business rules and allows airports to view customizable reports tracking trouble tickets, trend analyses, operational time and more. Additionally, all dispatch information is entered into a database and analyzed for predictive maintenance purposes.

BPM was piloted at Dallas/Fort Worth International Airport, and is up and running at the facility. ARINC is rolling it out to its other 20-odd AMS customers, which includes Edmonton, Halifax, and Portland (Oregon). BPM is integrated into AMS, and does not cost subscribing airports any additional money, Martin noted.

Two Firsts For AvTurf's Artificial Grass

AvTurf is installing the first-ever glue-down application of an artificial grass at an airport, company CEO Joe Dobson reports.

Working through prime contractor McCourt Construction, AvTurf is supplying Boston Logan International Airport with about 135,000 square feet of artificial turf. The material is going over asphalt "islands" that are painted green to set them apart from surrounding taxiway areas. Besides cutting down on maintenance—the islands must be painted yearly—the turf is expected to enhance safety by providing a more striking contrast for pilots.

The glue-down application is the latest in a series of firsts for the new company. San Francisco International (SFO) is poised to

become the first airport to test artificial turf with a logo. AvTurf will create an installation with SFO's logo on it. The project is meant to trial the concept of developing a revenue stream by offering revenue-generation opportunities in combination with artificial turf installations, Dobson explained. The color is embedded in the fibers. The Boston and San Francisco projects add to AvTurf's list of firsts.

The company also has the first artificial turf runway to its credit, at Colorado's Calhan Airport.

Siemens Bags Two Deals

Siemens Industrial Solutions and Services Group (I&S) won two recent orders to supply baggage handling systems to airports.

I&S received an order from the International Civil Aviation Organization (ICAO) on behalf of Guatemala Dirección General de Aeronáutica Civil (DGAC) to install an automated turnkey baggage handling system and hold baggage screening with five security levels at La Aurora International Airport in Guatemala City.

I&S also landed a deal to supply its recently introduced modular Sibag Smart baggage handling system to Sibiu Airport in Romania. The client is the German Lindner AG, Arnstorf. Sibiu is scheduled to come online this October. 

tech briefs

Reveal's CT-80 checked-baggage scanner is on track to see its throughput boosted from the currently certified rate of 127 bags per hour to 200 by the fall, company officials report.

ARINC Inc. has received a contract from Oakland International to install the latest version of the company's iMUSE common-use technology for passenger check-in and boarding. The company also will install its JADE boarding pass technology. JADE allows airlines to use bar-code boarding passes in place of special magnetic passes, without any need for costly host computer changes. **US Airways** has signed agreements with NCR Corp. to deploy self-service check-in solutions from Kinetics, an NCR subsidiary, at all 107 US Airways locations in the U.S. and the Caribbean. The initial agreement includes software platform, 600 replacement kiosks, installation services and a three-year maintenance agreement. The replacement of the 600 kiosks will begin in mid-June and continue through September. 



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