

inter  
TERMINAL

inter  
DESIGN

inter  
RAMP

inter  
DATA



19<sup>th</sup> International Exhibition for Airport Equipment, Technology, Design & Services  
19. Internationale Fachmesse für Flughafen-Ausrüstung, Technologie, Design & Service

# PREVIEW

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- Messeplan mit Ausstellerliste zum Herausnehmen
- Exhibitor Profiles
- Kurzporträts der Aussteller
- and much more ...
- und vieles mehr ...

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europe**   
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8 – 11 October 2013 • Munich Trade Fair, Germany



Photo: Martin Lamprecht

high-tech products as well as in relatively simple low-tech offerings. Winning designs ranged from integrated robot baggage loading systems to space-saving, stackable wheel chairs. Top ranked solutions included the Airport Realtime Collaboration (ARC) system, solar powered passenger stairs and high-end IT systems for Equipment Fleet Management.

The pace of innovation needs to be maintained or accelerated to meet demands for improved passenger service, operational efficiency and environmental sustainability. These demands are driven by the expectations of the travelling public and cargo shippers, an increasingly competitive business environment and government regulations. Many products of the most recent developments will fill the exhibit halls and outdoor space of *inter airport Europe 2013* to be presented to a keen audience of buyers from airports, service providers, government aviation organizations and airport developers.

Modern airport terminal design reflects the many new demands for airports to become more efficient, user-friendly and sustainable. The industry's 'green' efforts have led from zero emission ground support vehicles a few years ago, to entire airports that have become emission-neutral. Leadership in Energy and Environmental Design (LEED) ratings have become the 'bragging rights' of an increasing number of modern airports with new terminal buildings that have been able to meet these stringent building guidelines. Global, regional and national organizations are working together to shape best practices in airport design and operations, from ICAO on the global scale to national organizations like the Clean Airport Partnership (CAP), which was established in 1998 and is the only not-for-profit corporation in the U.S. devoted exclusively to improving environmental quality and energy efficiency at airports.

Back in June 2008, the annual assembly of ACI EUROPE adopted a landmark resolution on climate change when its member airports committed to reduce carbon emissions from their operations, with the ultimate goal of becoming carbon neutral. One year later, at the 2009 annual assembly, ACI EUROPE launched Airport Carbon Accreditation, allowing the assessment and recognition of participating airports' efforts to manage and reduce their CO<sub>2</sub> emissions. In November 2011, Airport Carbon Accreditation was extended to Asia-Pacific, in cooperation with ACI Asia-Pacific.

Aviation and airports account for around 6 percent of the world oil demand. Over the period 1980 – 2008, oil demand in this sector more than doubled. The number of passengers carried by airlines increased by close to twice that rate and led to the construction of extensive airport infrastructure with very high demand in energy. The power needed by such infrastructure sometimes exceeds the typical power needs of more than 140,000 homes.

The 'green' trends in airports are not only good for the environment, but energy efficient airports and airport equipment also saves operating costs. The latest trend is called Zero Energy Airports that aims to make airports self-sufficient in term of energy needs, while also resulting in a very low level of carbon emission. The Montreal-based firm Airports Kinesis has been working with the Qatar Civil Aviation authority on the first airport able to be energy self-sufficient, combining more than nine sources of primary energy. This project was initially developed and implemented for experimental purposes in Doha, Qatar, however, the company points out that this concept is totally flexible and can easily be implemented anywhere in the world. The Zero Energy Airport is based entirely on renewable energy and autonomous infrastructure,

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without any connection from the conventional fossil fuel, coal or nuclear grid network, and uses the electrical grid only to backup very important facilities and air navigation systems.

Visitors of the 19<sup>th</sup> *inter airport Europe* can look forward to the latest 'green' airport equipment that will be on display or available for hands-on demonstrations, from battery-powered zero emission cargo loaders and tow tractors to aircraft taxi solutions that enable airlines to hold engine start-up until they approach take-off positions.

The efforts to optimize efficiency of airports and to prepare the industry for the trend of an ever decreasing airport noise and carbon emission footprint requires the brightest minds and depends on government bodies that become more cooperative in their thinking on a global scale. The air transport industry is global by nature and depends on international cooperation to function efficiently. This includes government regulations that provide a more seamless system across borders, not just for environmental and operating safety compliance, but also with regard to security standards and regulations. As long as matters like airport security are not standardized globally, forcing travellers and shippers to deal with different sets of rules, regulations and levels of technology at each airport across borders, we will not arrive at a seamless air transport system that its users expect. The bright minds that meet in Munich are tackling the targets for airport safety, efficiency and sustainability. The seamlessness of the entire global air transport system, on the ground and in the air, depends on stronger political will by leading bureaucrats, the courage to convert that into action and to commit to deeper international cooperation. The need for strong industry organizations that lobby in that direction will not diminish anytime soon.