

## Airport Leipzig/Halle GmbH



Punctually taken for the start of the summer flight plan 2003 on March 30th the check in and service range of the new central terminal at the airport Leipzig/Halle started operations. The first passengers were welcomed at 1:00 o'clock in the new terminal building by the management of the airport Leipzig/Halle.

Las Palmas was the goal of the first aircraft passengers, who began their journey from the check in range out of the new central terminal. At 4:00 o'clock a Boeing of Air Berlin with 169 passengers on board took off, followed by a machine from Thomas Cook Airlines on 4:05 o'clock with 130 aircraft passengers. Altogether 1090 passengers checked in at the new central terminal on the day of start-up.

An integrative component of the new central terminal is the new luggage-promotes - and sorting equipment of Vanderlande Industries GmbH with binding to the 100% luggage control. This installation is characterised particularly in the new kind of the transport of unwieldy

luggage items by means of transport containers. Thus the luggage is particularly carefully transported.

The PSI Logistics GmbH supplied the master computer level of the partially redundantly developed equipment as subcontractor of Vanderlande Industries.

The equipment is appropriate for the 24-hour operation on seven days a week. In the first stage of development it sorts up to 2.400 luggage items per hour on altogether 4 sort cyclic testings. In the second stage of development the capacity of this plant can be extended optionally on 3600 luggage items/h.

### Setting of tasks and conversion

To guarantee the high availability with 24-hour operation on seven days a week a Ms Windows 2000 with two cluster knots becomes Advanced server system<sup>®</sup> which considers in particular the requirements to software systems with attached conveying engineering technology.

*Assortment of 2.400 luggage items around the clock*

*Transport of the luggage items by means of containers*

*Automatic arrangement of the flight events to the sort goals*

The luggage items at the check in counter are first supplied to the master computer of the 100%-control of the multi-level rice. After this run all "safe" luggage items are supplied automatically in accordance with the automatic planning of the flights by the master computer and the operational defaults of the planning managers by the master computer to the final goals for loading. The necessary information for this receives and/or distributes the sort master computer to the attached systems.

- The master computer receives the data to the luggage items which can be dispatched over a central SI TA interface (Cubes/MDS) of that dispatches airlines.
- The information about flight events are kept current by means of replication to the flight plan management system.
- The results and/or targets of the x-ray control grades will be transferred from the master computer to the system of luggage and passenger consolidation from the Federal Border Guard.
- The current information about the location and the consequential transport instructions are exchanged with 10 stored control systems in the entire plant.
- Transmission of passenger and luggage data to the central server of the Federal Border Police.

The arrangement of the sorting goals by the planning managers is supported by information dialogues by the master computer. Special job functions make the simple handling of special cases possible

for the coworkers of the airport and the Federal Border Police. To it among other things the treatment of check luggage or manual control of luggage items in the presence of the passenger belongs to the Federal Border Police.

## **Configuration**

The high availability system consists of two Windows 2000 Advanced server computers from HEWLETT PACKARD with one external RAID each for the data retention. The redundant computer is configured as Hot Standby system, the change-over in case of failure of the active system is effected automatically without interaction of a system administrator.

The data are held within a central Oracle data base.

On the jobs JAVA based Client-applications are used under Windows 2000.

The flight events are noticeable to the ground personnel at the sort cyclic testings time up-to-date over so-called Outbounddisplays.

Those ten controllings of the conveying engineering are tied up over TCP/IP wire interfaces at present. Additional tying up a SPS is possible at any time.

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