

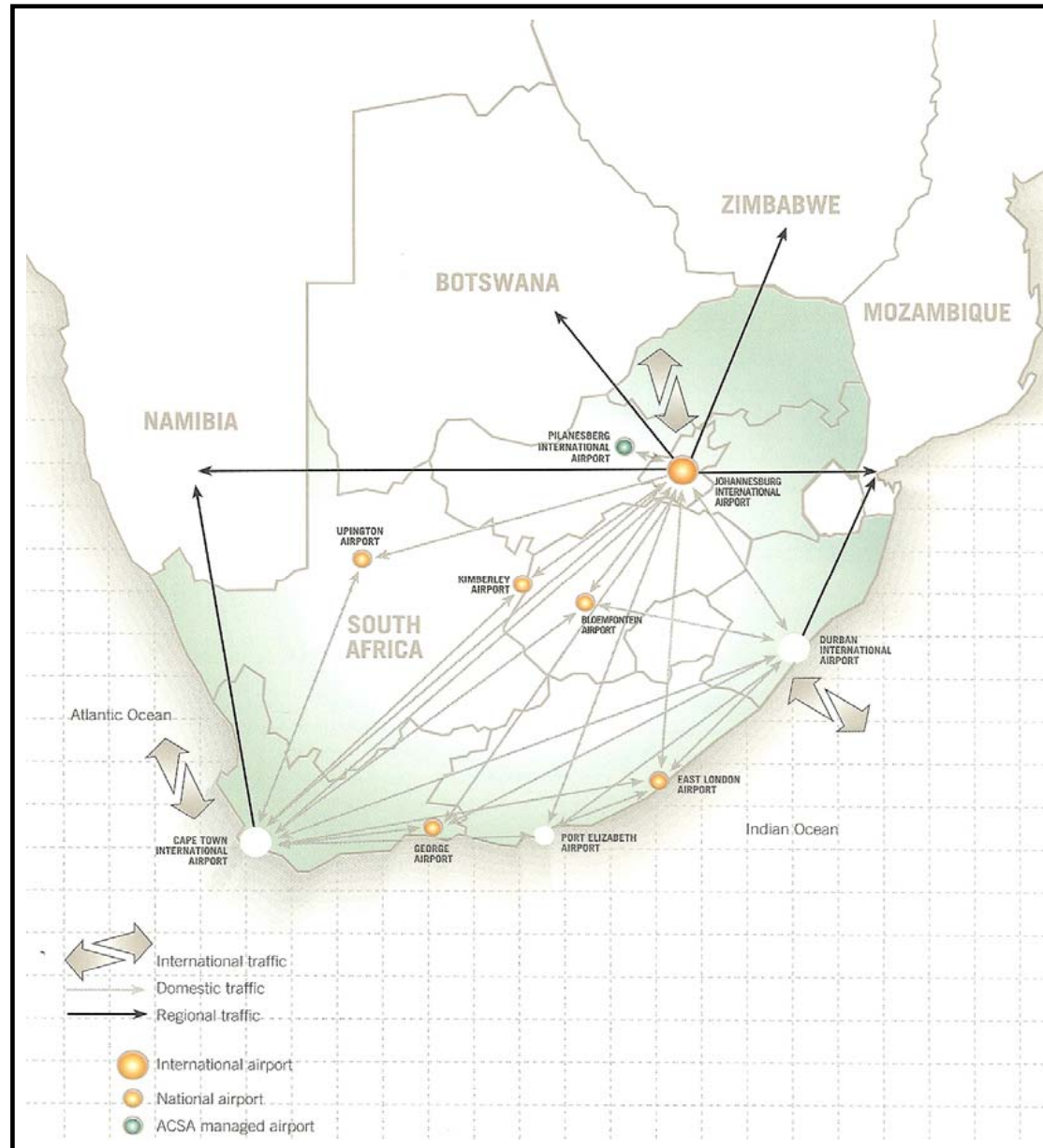
PROSPECTIVE VISION FOR O.R. TAMBO INTERNATIONAL AIRPORT SOUTH AFRICA



ACSA
AIRPORTS COMPANY SOUTH AFRICA



Who is ACSA (Airports Company South Africa)



OR Tambo International Airport

Johannesburg International Airport was renamed OR Tambo International Airport on the 27th of October 2006.



ACSA
AIRPORTS COMPANY SOUTH AFRICA

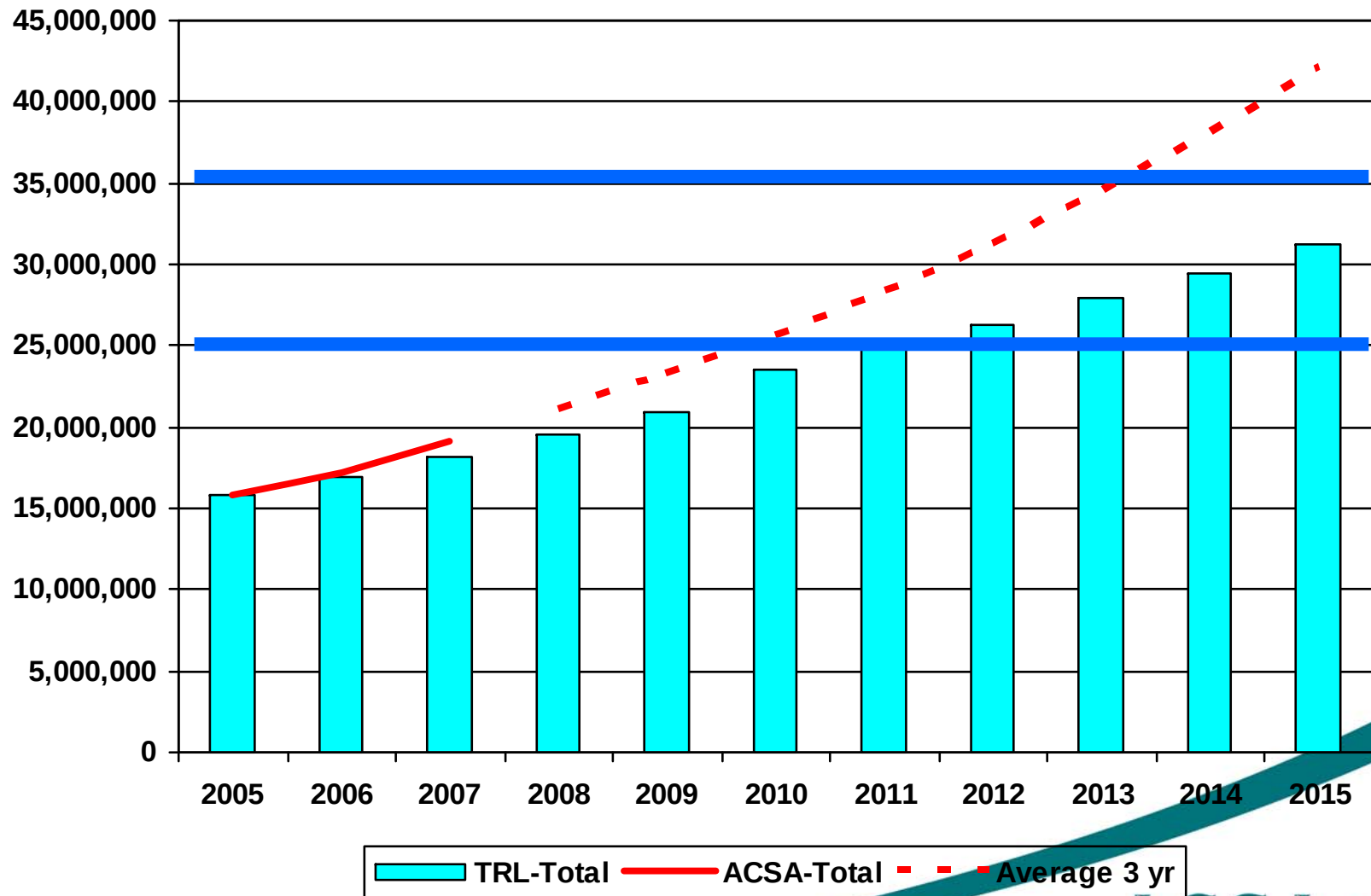


Major Western Precinct Developments

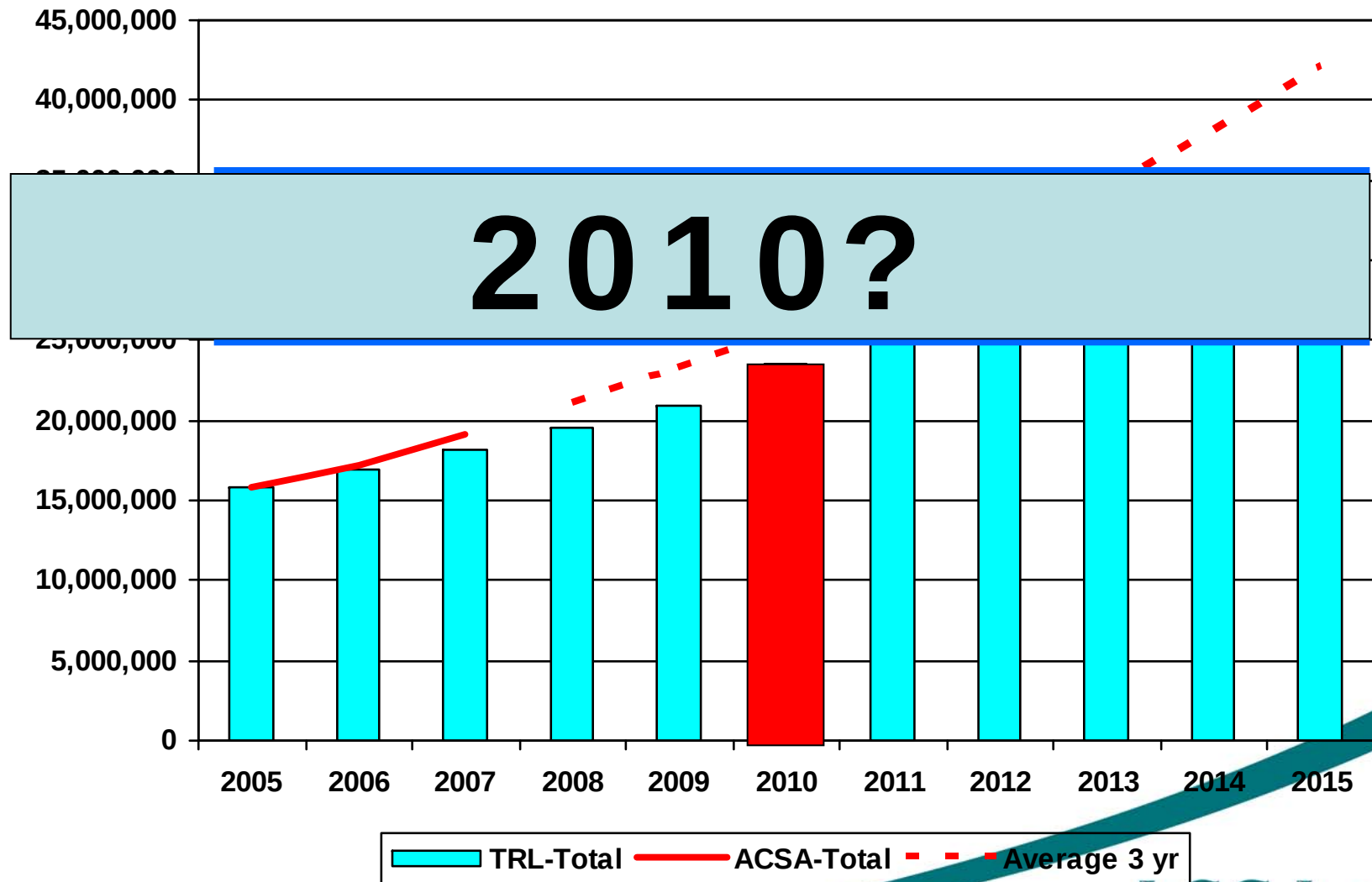
Target 2010 : World Cup Soccer



ORTIA Traffic Volume



ORTIA Traffic Volume



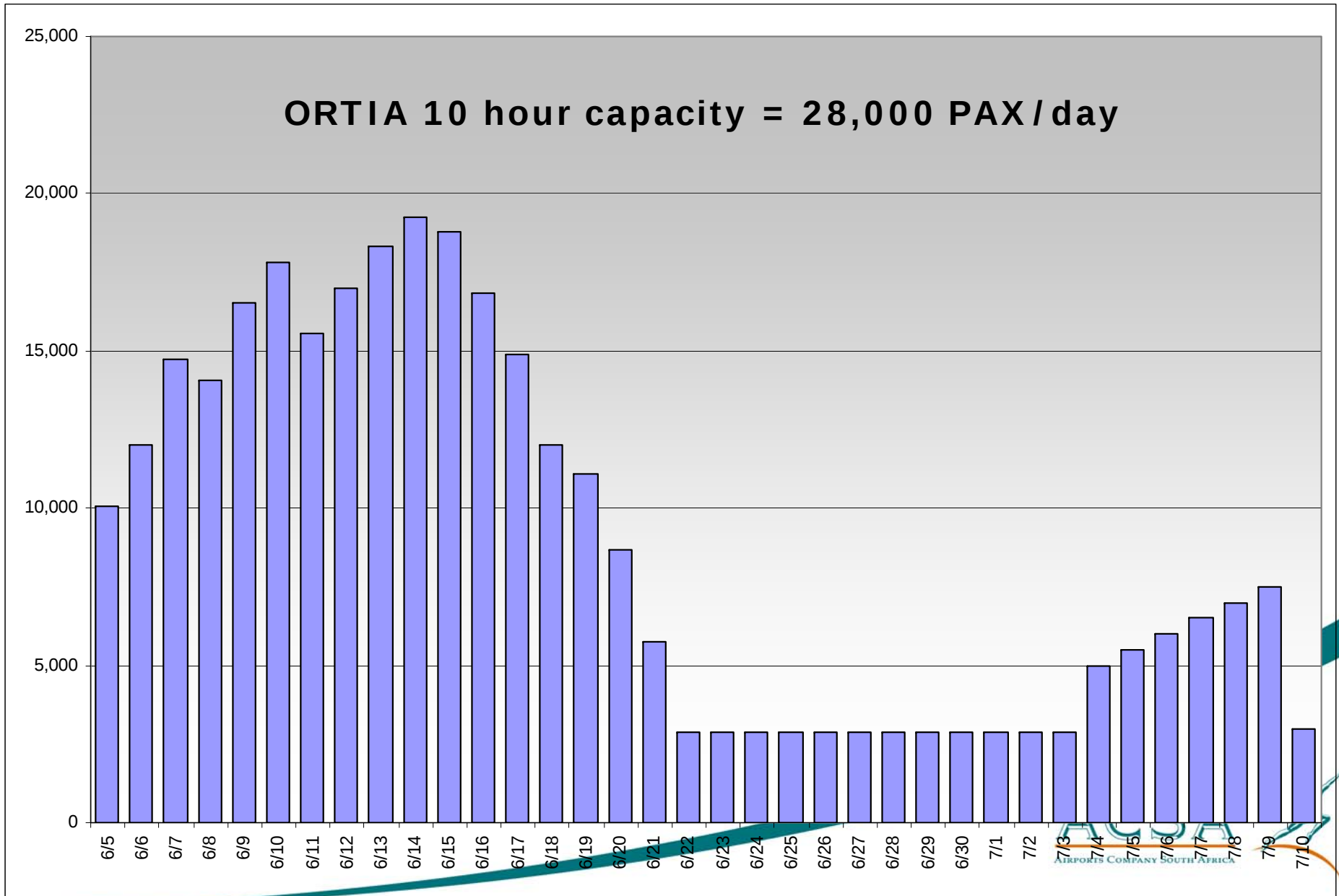


NACO SSI
Airport Consultants

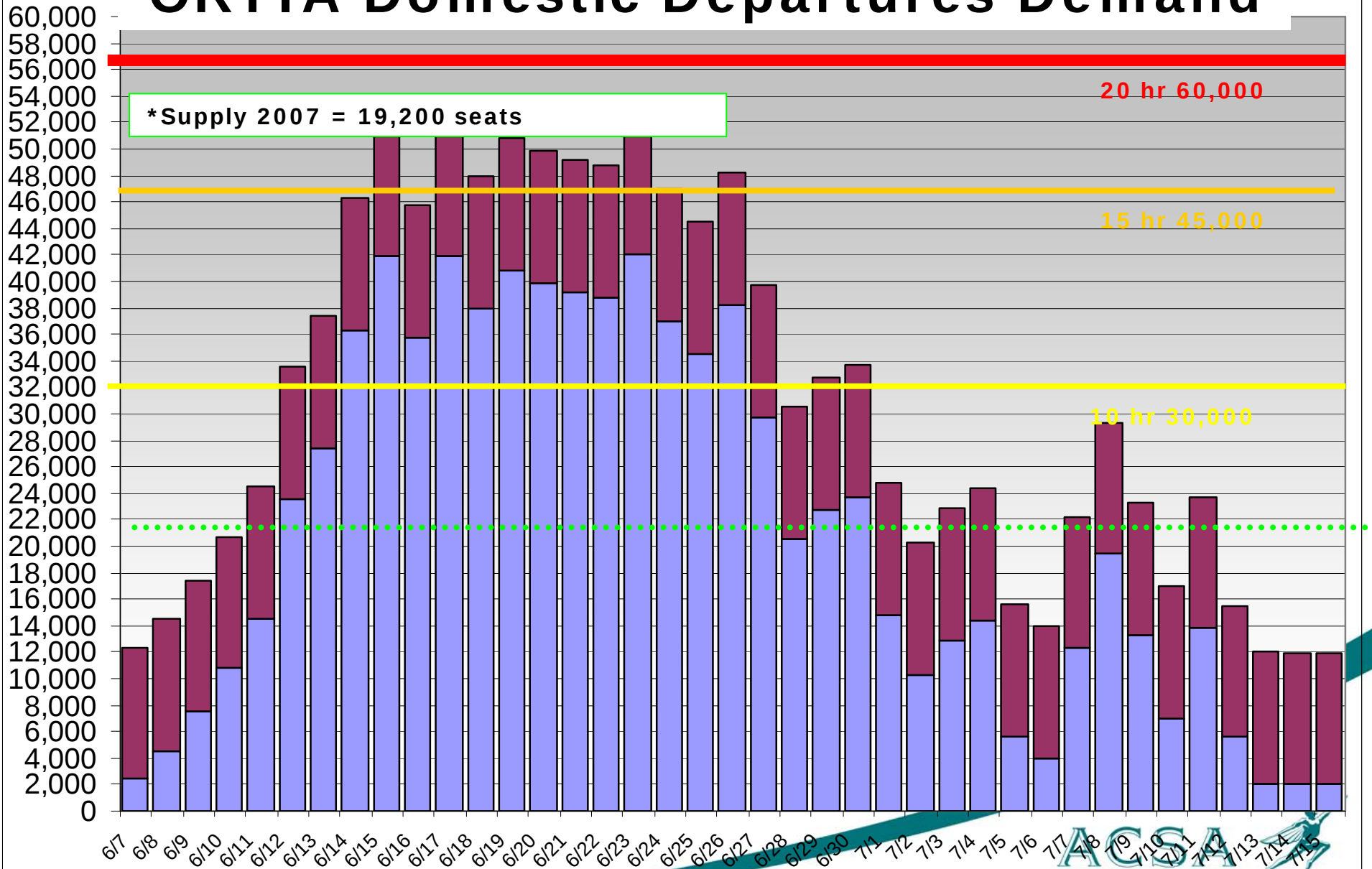
Africon



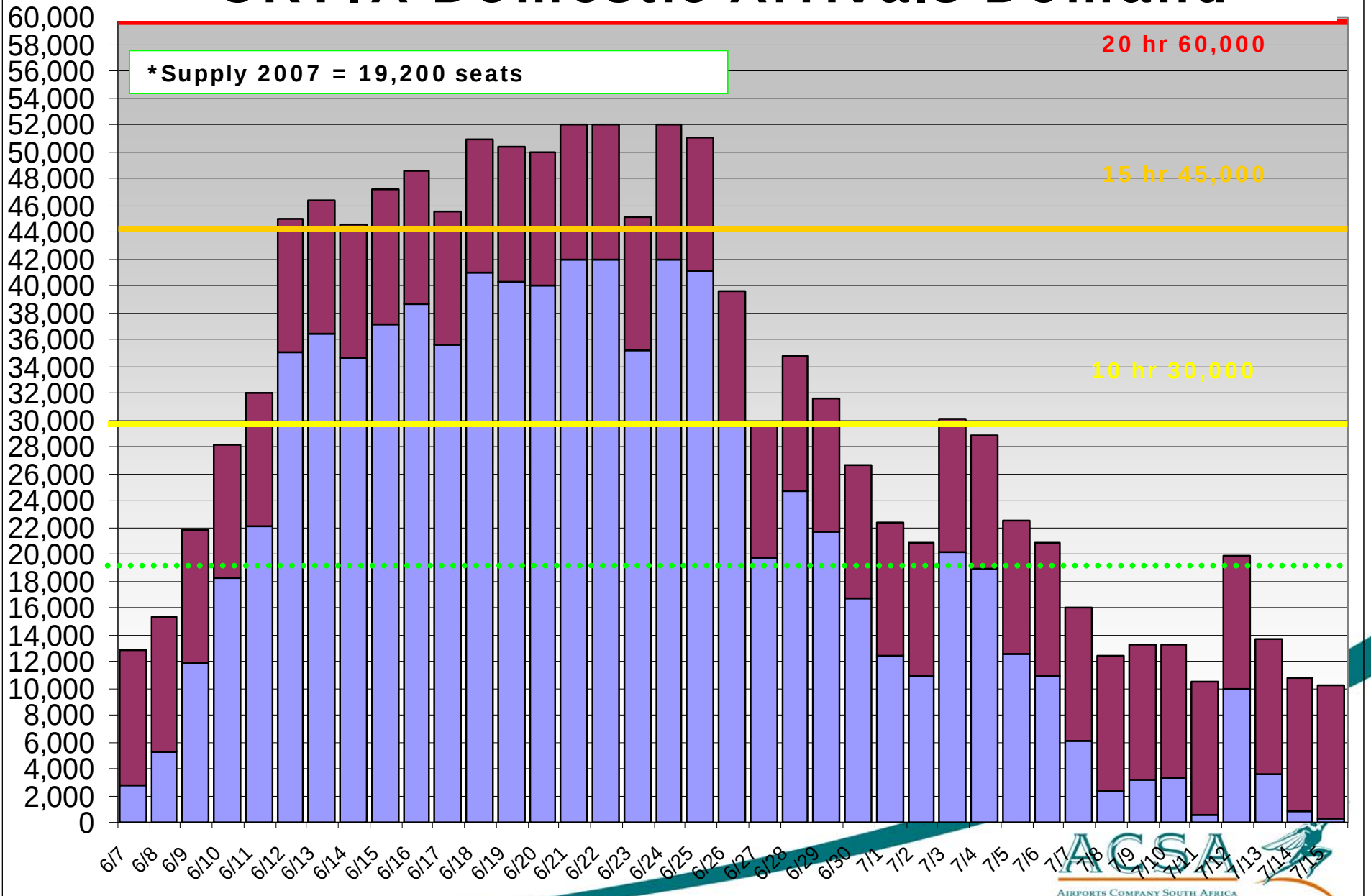
ORTIA International Arrivals Demand



ORTIA Domestic Departures Demand



ORTIA Domestic Arrivals Demand



Looking Beyond 2010...

- Western Precinct will most likely reach saturation before 2015
- This implies some Midfield developments to commence even before 2010
- Update of the Master Plan has commenced
 - Updated traffic forecast (2010 as well as beyond)
 - Saturation of West Precinct
 - Trigger points of midfield developments
 - Cargo



Developmental Path and Implications

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
CTB/A											
International Pier & Echo Apron											
MSP2 & 3											
NAR											
Remote staff parking											
Further AB aprons on the West											
Midfield aprons (cargo)											
Taxiway Charlie											
Airside ring road											
Midfield cargo tunnel											
Midfield cargo complex phase 1 (landside) & phase 2 (landside + aprons)											
Midfield passenger complex (Terminal, Aprons, Parking, Access roads for 5 mppa)											

World Cup development cycle: target 2010

Some midfield developments will have to precede 2010



Optimal Scope of Midfield Phase 1

Targets: 5 year capacity spans in the MF & Utilisation in West **17-22** mppa

YEAR	TOTAL TRAFFIC	CAPACITY PROVIDED IN THE MIDFIELD	TRAFFIC ASSIGNED TO THE MIDFIELD			TRAFFIC REMAINING IN THE WEST		
2012	26.0	13.0	0			26.0		
2013	27.5	13.0	9.5	to	10.6	16.9	to	18.0
2014	29.0	13.0	10.0	to	11.2	17.8	to	18.9
2015	30.5	13.0	10.6	to	11.7	18.8	to	19.9
2016	32.5	13.0	11.3	to	12.5	20.0	to	21.2
2017	34.5	13.0	12.0	to	13.3	21.2	to	22.6
2018	36.5	22.0	18.0	to	19.0	17.5	to	18.5
2019	38.6	22.0	19.0	to	20.0	18.5	to	19.6
2020	40.6	22.0	20.0	to	21.1	19.5	to	20.6
2021	41.3	22.0	20.3	to	21.5	19.8	to	21.0
2022	43.0	22.0	21.2	to	22.3	20.6	to	21.8

Technology Enabler for Infrastructure Utilization

- **Bay Detection System:**
 - Increase utilization of bays of 20%
 - Improved customer service (mean time to bay improved by 45%)
- **Queuing Management system**
 - Improve infrastructure utilization by 15% in the first year

QSentinel Modules

Client GUI

Ability to access the live status of the system.

- Historical and live graphing.
- Reporting engine.
- Live alert display.
- Live area graphics (MIMIC) with video overlays.



ORTIA Implementation Approach

- Current Deployment at Security Checkpoints in Domestic and International Terminals in Progress
- Immigration planned for Q2 of current Financial Year
- Airline Check-in and Boarding planned for Q3 of current Financial Year



QSentinel Modules

Alerting Engine

- End-user to specify alert conditions, to match exacting requirements.
- Ability to create alerts and deliver them via e-mail, SMS, instant messaging and via client GUI.

Reporting Engine

- Automatically dispatches reports via e-mail on a daily, weekly and monthly basis

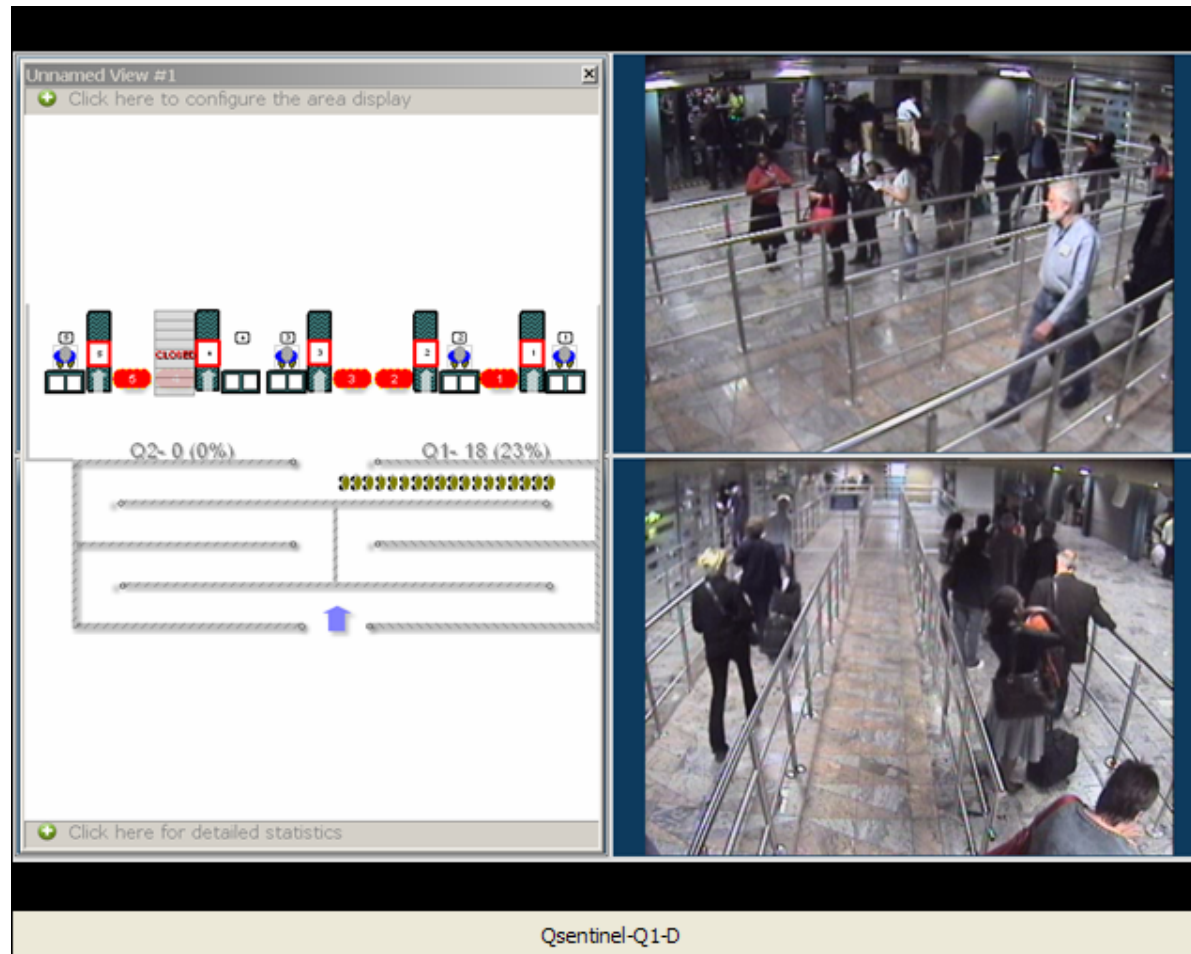
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Camera 1

Camera 2

Queue Management System (QMS)

Camera 1 @ Entrance

Camera 2 @ Midpoint on RHS of Queue Barrier

THANK YOU