



Toulouse, a global reference in aviation thanks to IDtech

Toulouse-Blagnac is the 4th largest airport in France, welcoming over 5 million passengers a year. According to forecasts, this figure will rise to more than 11 million by 2009. The airport is managed by the Toulouse Chamber of Commerce and Industry under a government concession agreement due to expire in 2008.

After this period, profound changes are planned. The intention is to transfer control of the 12 largest French airports (outside Paris) to regional authorities.

This operation should be completed in 2009, and will lead to many changes, particularly in terms of employee status. Far from simple.

In addition to this situation, the airport benefits from international visibility due to its wide reach, its important role in the region, the spectacular increase in passenger numbers, the large number of training flights (5% of air traffic!) and the manufacture of Airbus aircraft, including the giant A380 which has recently hit the headlines.

Security at Toulouse airport is an important element of the budget: it represents 77% of the tax paid by each passenger (i.e. 77% of 5.50 euros). The security function employs 250 people.

SECURITY IS STATE BUSINESS. NO ONE CROSSES THE LEGENDARY BOUNDARY.



The purpose of the airport's Security services is to implement the security measures defined by the government and to control access authorisation, which corresponds to permission to enter

reserved areas.

The airport is divided schematically into two large distinct zones, an enclosed "reserved" zone dedicated to the operation of the airport and a public zone used mainly by passengers. Between the two zones is a physical boundary consisting of partitions and barriers, which can only be crossed by authorised staff under certain conditions after inspection at clearly-defined filtering points.

The airport operator is responsible for implementing an efficient and secure access control system, making it possible to verify the validity of authorisations to cross this legendary frontier.

FROM ACCESS CONTROL TO IDENTIFICATION

In 1994, the State developed an initial auto-

mated access control system, which granted access to anyone with an access card. Nowadays, a computerised access card management system, SGITA, administers the access cards allocated at French airports. Information from SGITA is sent to each local access control system, covering authorisations for a number of predefined zones corresponding to subzones of the reserved area: the passenger embarkation zone, the aircraft, luggage, freight and maintenance zones and the aircraft manoeuvring zone - all highly sensitive areas.

The design of the system and the refinement of the specifications were carried out in collaboration with government departments. In preparation for the implementation of an access control system on this scale, a study was launched in 2000 which included consultations with the market. Of the six bids received, that submitted by the French installer FORCLUM on the basis of IDtech technology was the one chosen...

The implementation phase began in 2001. Since 2002, the

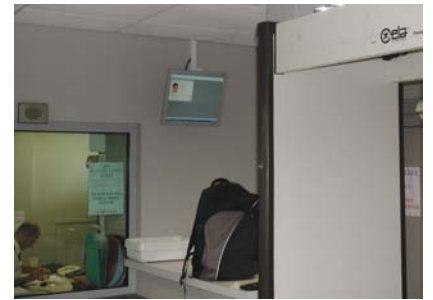


Checking a plan that shows all the crossing points and access control points in an airport.

system has been running without the slightest hitch. Its reliability is remarkable (said the managers we spoke to).

The IDtech system is well designed. For each cardholder, national rules require checks that the holder corresponds to the card and that the card is valid. It is thus not possible to lend a card to someone else.

To satisfy this requirement, people wishing to cross between the two zones must present their access card to a card reader, and the security agent checks the card and compares the cardholder's face with an on-screen image. Access is then granted or refused.



Viewing the identify of the cardholder on a control screen.

IDtech's strength in surveillance and access control is to add new functions to existing systems to ensure the permanent integrity of the boundary between the public and private areas.

Over 5,000 cards are currently in circulation.

AIRPORT SECURITY MEANS RESPECTING SECURITY RULES. THE RULES ARE STRINGENT.

The rules are stringent. It can be tempting to bend them, but there can be no preferential treatment. There are lots of prohibitions, and some people complain of wasted time. This is a sensitive subject. Old habits, from a time when the rules were more flexible, need to be confronted. The staff need to be continuously remotivated and reminded of what is at stake.

The security service responsible for this task

is part of an integrated risk management unit which covers four activities: quality, safety, security and the environment, in full compliance with European and French regulations. It should be noted that this integrated approach to quality, security and the environment has been awarded triple ISO 9001, ISO 1 4001 and OHSAS 18 001 certification. An enviable degree of recognition.



Given the evolution in the levels of threat from around the world, the rules have had to be updated. In France, the choice has been to give greater responsibility to the private sector. A certain number of tasks, such as inspections of passengers, baggage holds, vehicles, staff and the access control system, have been transferred to private companies.

Not long ago, the system simply verified the validity of an access card. Full stop. Now, all access control points are equipped with a filtering system, which in the future will be complemented by a biometric recognition system.



Over 100 cameras are connected to the access control system.

The staff manning these points are security agents who have been approved by the local Prefect and the state prosecutor, have undergone a morality investigation, undertake continuous training and carry out tests in operational situations. A regular audit carried out by two separate organisations, one at European level and the other at national level, evaluates the security services (including the IDtech access system).

OPERATION

The intelligent controllers linked to the card readers store the list of cards and authorisations, thus securing all access points, where the doors are always controlled locally.

The IDtech solution includes video control. As soon as an alarm is triggered at a door, a video camera is activated, displaying on-screen an image of the door concerned, and the footage is recorded. Alarms are passed to the PCS (central security point), which handles all alarms centrally. If the PCS considers that airport security is affected, it alerts the local or national police. Alarms can have several causes (a door failing to open, a technical fault, a door remaining open too long).

IDtech has added extra functionality to the management system to solve the problem of sorting alarms into technical alarms and security alarms. The operator is delighted with this solution.

Thanks to the skills of the systems integrator, FORCLUM, the quality of the IDtech products, their reliability and their flexible extension potential, the software, the layout, the programming, the installation and - in short - the combination of all these separate elements, the service providers have been able to adapt to new requirements and the specific needs of the client.

Due to evolutions in the system, it recently became necessary to extend the applications. The airport once again asked the market for offers for these new applications, and received a number of bids. However, the final decision was to continue with the same integrator, FORCLUM, and IDtech's products, in order to obtain the best level of productivity. A significant advantage: as the product does not belong to the integrator, the project owner remains in control and retains the option of working with the integrator of his choice.



L. Bousquet (left), a technical executive at the airport, and Guy Patrick of Forclum, in front of the cabinet containing the intelligent controllers.

IDtech's products can be integrated into any system by any integrator.

Another detail: the readers are equipped with intercoms linked to the PCS. This enables any panic situation to be resolved or interventions to be made in the event of an alarm.

AND MAINTENANCE? WE MET SOME HAPPY TECHNICIANS.

Maintenance is carried out at two levels: firstly the controllers and card readers, the door contacts and the transmission of information, and then the video system and the on-the-ground computer network.

There are over 100 cameras in the protected areas.

Maintenance is carried out in different stages, from frequent visual testing through regular testing and camera switching tests in the event of an alarm to full tests twice a year. Conclusions: no disconnections, no errors, no problems...

In this context, vigilance is essential. This is why the training given to maintenance technicians is so important.

Airport security, a primary necessity, has also become a necessity for economic development. A serious business involving a reliable, efficient access control system.

Let's talk about IDtech



IDtech develops and markets high-tech solutions in the fields of access control, time recording, centralised alarm management and personalised badges. 72% of IDtech's staff concentrates on customer service. IDtech also has a considerable sales network made up of approved installers throughout Belgium. In addition, the company has a large network of international distributors, based in Thailand, Malaysia, Malta, Morocco, Luxembourg, Canada, the Netherlands and the United Arab Emirates. Its customer portfolio now boasts more than 5,000 companies. We estimate that 1,500,000 people worldwide make daily use of IDtech identification equipment.

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