



The Chartered
Institute of Logistics
and Transport



CILT Link

THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT - SRI LANKA

SEP 2021



SRI LANKA

Editor's Message



**Shakya
Perera**

Dear Readers,

In a time period of resilience economic and social challenges owing to quarantine curfews and ease of travel restrictions, it is indeed a pleasure to deliver the September 2021 issue of CILT Link Magazine, which is the quarterly published newsletter of the Chartered Institute of Logistics and Transport of Sri Lanka (CILT SL) which will shed supply chain and logistics insights to the journey towards resilience which is the great moral quest of this age of global pandemic. CILT Link Magazine aims at academic rigor and industry knowledge escalation in the field of supply chain and logistics paying attention to its sub-fields in every distinguished publication. This time theme being the Aviation, Link Magazine's editorial committee along with the members of Chartered Institute of Logistics and Transport of Sri Lanka have devoted to enhance readers acumen on most of the aspects of the industry stating from the covid-19 impacts to new developments in the field and then into the players in the industry who have achieved new mileages despite the challenges.

I would like to extend my sincere thanks to assistant editor and all the patrons for their valuable time put forth in making this publication a success. At last but not least my heartfelt appreciation goes to the whole editorial committee, advertising partners, secretariat staff of CILT SL and the talented designer for their commitments around the clock to deliver an output that adds value to the readership.

Hope Link September 2021 publication will be an interesting read for the readership.

Best Regards,
Shakya Perera

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CILT



The Chartered
Institute of Logistics
and Transport

News

“Customs Legal Matters – Common Pitfalls and Solutions”

Events

02nd
JUN
2021

A successful webinar organized by the CILTSL Education Subcommittee was held on 2nd June. Mr. Sudattha Silva, Deputy Director Legal from Sri Lankan Customs contributed to the session as the resource personnel and 51 number of participants representing many sectors attended the session online.



Aviation Webinar

Aviation Sectional Committee of CILT Sri Lanka conduct a free webinar on “Future of Global Aviation in a Shifting Landscape” on 30th June 2021 with over 120 participants joining the session via Zoom.

Mr. Chamara Ranasinghe, Head of Cargo, Sri Lankan Airlines; Ms. Marina Kuznechevskaya (FCILT), Area Manager Kazakastan, Fly Dubai; Mr. Suresh Nair, General Manager India, Sri Lanka, Bangladesh and Nepal, AirAsia Group; and Mr. Karthik Radhakanthan, Head of Sales and Country Lead Sri Lanka, Cathay Pacific shared their experiences and valued knowledge whilst Mr. Rayhan Wannappa, Director Air Transport and Economic Regulations, Civil Aviation Authority Sri Lanka moderated the session.

Education

30th
JUN
2021

Evaluation of new member applications and Viva sessions conducted virtually starting from May, 2020 and accordingly, from 01st May 2021 to 30th September 2021, 52 number of new membership applications, 04 number of Viva sessions have been held virtually and 1 Qualifying examination.

CILTSL – OCU Mentoring program

Membership

30th
JUN
2021

As a part of the monthly webinar series in the Mentoring Program for Ocean University, CILT Sri Lanka organized the third webinar for the CILT student community under the theme of “Calling a Port” conducted by Ms. Dhashma Karunaratne on 07th May 2021. Over 70 student participants representing the CILT student community joined the session virtually.

CILTSL – OCU Mentoring program

Membership
15^h
JULY
2021



CILT Sri Lanka organized the fourth webinar for the student community of Ocean University under the theme of "Freight Forwarding - 101: How and Why" conducted by Mr. Nishan Jayawardena on 15th of July, 2021 via Zoom. Mr. Nishan Jayaawardena - CMILT is the General Manager/ Head of Operations Aitken Spence Freight Sector.



PR and Branding:

CILT Sri Lanka published the May 2021 issue under the theme of "Maritime Transport"/ "Impact of COVID-19 on the Maritime Transport".
<https://ciltsl.com/may-2021/>



The Chartered Institute of Logistics and Transport Sri Lanka celebrated the Inaugural National Logistics Day of Sri Lanka on 16th of August 2021



Press Release for "National Logistics Day" on 16th August 2021

Channaka De Alwis- CMILT, President of The Chartered Institute of Logistics & Transport (CILT) Sri Lanka commemorate the first ever National Logistics Day with an insightful press release on the theme envisioning the future of logistics by understanding the critical role it has played in the past.

**24 th August , 2021 -
John Diandas Memorial Lecture 2021**



**JOHN DIANDAS
MEMORIAL LECTURE
2021**

**“Planning and Procurement
of Electric Buses”**



Dr. Ravi GADEPALLI
Public Transport Consultant
with UITP and World Bank

24th August 2021 

5.30 p.m. onwards 

zoom 



**9th September, 2021 –
Road Safety Webinar Series II**



ROAD SAFETY WEBINAR SERIES II

**“How to Implement
Automated Enforcement
Successfully”**



Mr. Philip Wijers
Director Government Affairs,
Sensys Gatso Group, Haarlem,
The Netherlands

09th SEP 2021 

5.30 p.m. onwards

zoom 



Monthly Webinar Series in the Mentoring Program for Ocean University

24th September 2021 - 05th Webinar of CILTSL - OCU Mentoring program

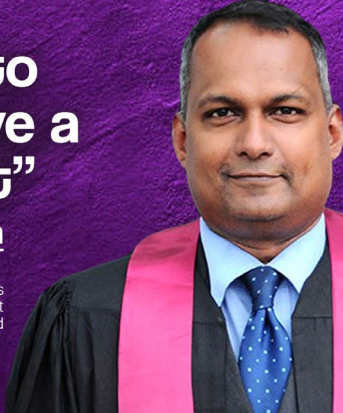
As a part of the monthly webinar series in the Mentoring Program for Ocean University, CILT Sri Lanka organized the fifth webinar for the CILT student community under the theme of “How to Move a Project” conducted by Mr. Ashan Fernando - CMILT on 24th September 2021. Mr. Ashan Fernando is Head of Agency Business, Hayles Advantis Limited

Mentoring Programme of Ocean University



**“How to
Move a
Project”**

**Ashan
Fernando, CMILT**
Head of Agency Business
Development
Hayleys Advantis Limited



CILT Central Chapter has initiated a Road Safety Awareness Program for school children in the Central Province led by Dr. Jayalath Edirisinghe (CMILT) an expert in the domain with the blessings of the Provincial Education Director. The programme will be conducted online for the school children of the central province in grades 6, 7 and 8 to enhance their knowledge on road safety and to prepare them to serve as ambassadors for the society on road safety. The program includes a series of awareness lectures followed by a competition on electronic media to actively engage them on the topic and also to convince them and their parents on advantages of abiding by road traffic regulations.

In parallel to the International Conference on Logistics and Supply Chain Engineering 2021 which will be held

in December 2021, CILT Central Chapter has planned several workshops. The topics include, “Digitalization of container ports to meet global supply chain challenges”, “Reconfiguration of fruit and vegetable supply chains to mitigate post-harvest losses and greenhouse gas emissions” and “Enhancing railway freight transport footprint in Sri Lanka”. These workshops are aimed at discussing some of the timely topics of relevance to Sri Lanka’s Logistics and Transport sector with the participation of leading local and foreign resource personal. More information can be found at the conference website iclse.org/2021. Several pre-conference webinars have also been scheduled for the coming months, with the partition of eminent local and foreign resource persons, starting from mid-August. Watch out for the details in the coming weeks.



The Chartered
Institute of Logistics
and Transport

Introducing the **International Business Forum**

The International Business Forum (IBF) is a new initiative from CILT International for all individual and corporate members around the world to link their activities and country programmes with the rest of the CILT fraternity to increase the value of membership.

The Value Proposition of the IBF

IBF offers members, potential members and entrepreneurs, global access and connectivity to develop and grow their businesses in new markets via strategic partnerships with other like-minded CILT members and government agencies.

The IBF provides an umbrella forum for Members and country organizations to participate in international events to promote the profession.

Benefits for Members

- International Conventions bring members together
- Focus on development in education / academic sector
- Global and regional business connections and networking opportunities for members
- Corporate members to market their businesses and grow outside their territory
- A structured platform for corporate members to actively participate during the International Conference (IC) - provide space and time for face-to-face discussions with potential partners
- Ability to seek advice and contacts through IBF
- Sharing of best practices, ideas and information



WiLAT Sri Lanka 2021 *World Environmental Day*

WiLAT Sri Lanka took the first step towards the pledge of planting 1000 trees that was made on the #WorldEnvironmentDay2021.

The team planted 225 saplings of Mee and Kumbuk along the Circular Road adjacent to Hambanthota new hospital premises off Makumbura. Shakya Perera represented the WiLAT SL community along with Achala Arunalu from Reforest Sri Lanka community.

WiLAT Sri Lanka will be carrying out a year round campaign to meet the pledge and also go beyond just 1000 trees. If you wish to be a part of this initiative and contribute towards the project by contributing a minimum of LKR 350 per sapling WiLAT Sri Lanka welcomes you to join in by sending a mail to wilat@ciltsl.com.

The WiLAT Sri Lanka team can't be happier on our little contribution to the greener world.

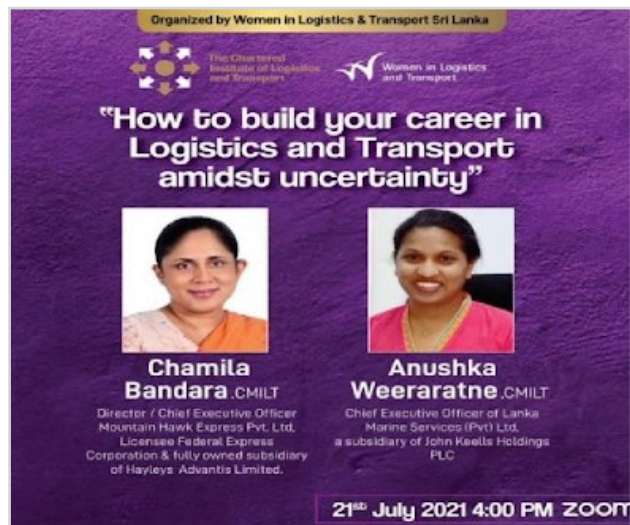


WiLAT Sri Lanka marks the first ever National Logistics Day in Sri Lanka

August 16, 2021 has been declared as the first ever National Logistics Day in Sri Lanka by the Hon. President Gotabaya Rakapaksa. To mark this momentous day, the Executive Committee of WiLAT Sri Lanka put together a simple video explaining Logistics as a function and the important role it plays in businesses and governments today. We are happy to make a special mention that the video script / outline / concept and design was all done by the members of the executive committee. We are certain that this video will gain traction and reach a larger audience creating awareness about the logistics, transport and supply chain industry impacting the younger generation positively to join this challenging industry offering ample opportunities for career growth and progression.



WiLAT Sri Lanka Workshops



Best Practices of Communication

July 27, 2021
4.30 p.m. to 6.30 p.m.

For Registrations click:

Dr. Mahesh Vipula Jayasinghe

Professional Certified Coach | Distinguish Toastmaster
Facilitator

"Communication works for those who work at it"
-John Powell-

CILT NEXT GENERATION



The Chartered
Institute of Logistics
and Transport

NEXT GENERATION

News



Do you have a creative idea for a future business-ready model?

CILTideathon is your stage! CILTideathon is an initiative taken by the Chartered Institute of Logistics and Transport Sri Lanka Next Generation, reaching out to the community to conceptualize a framework for commercially viable ventures or community serving ideas, addressing various gaps and challenges for logistics, supply chain, and transportation sectors. The participants can register and submit their innovative ideas within 300 words. The competition officially opened registrations on the 1st of June 2021 and +100 submissions were received from 12 university teams and 6 corporate teams. Idea submissions in the first round were evaluated and selected the top twenty teams to the second round, after that selected teams are now being coached by KPMG Sri Lanka.

This year, CILT Next Generation ideathon is collaborating with KPMG Sri Lanka as the knowledge partner to guide competitors throughout the competition. Apart from the due recognition in the field, the selected winners of the competition will have the

opportunity of implementing their ideas with the mentorship of industry experts and investors.

The Chartered Institute of Logistics and Transport (CILT), a leading professional body for logistics and transport with a global membership of over 35,000 from

CILT20 Ideathon 21

37 countries, provides a professional identity to those in the logistics and transport sector.

Commenting on the launch of CILTSL ideathon, CILT Sri Lanka Chairperson Channaka De Alwis said, **"ideathon"** is an opportunity for young professionals to bring a business idea into commercial realization. An initiative by CILT SL - Next Generation in partnership with KPMG will be a game-changer in your career path. Mentoring offered to potential

entrepreneurs, and guidance towards the realization of an idea is an opportunity I invite all to take advantage of. In an unpredictable world what is constant is change itself, this is a tremendous entryway for young professionals in Transport and Logistics to discover their innovative and entrepreneurial abilities."

KPMG Sri Lanka, as one of the largest and oldest professional services firms in the country with its local experience, skills, and innovation, while also leveraging on the expertise of the global network of firms, continues to provide services with globally accepted standards and state of the art tools and methodologies to help local businesses steer towards their vision in unprecedented times and dynamic market conditions. As knowledge partners, KPMG professionals led by Kamaya Perera, Partner, Advisory - Management Consulting, KPMG Sri Lanka will provide coaching and guidance to all participants throughout the competition to further advance the ideas and skills of the Ideators.

Ideathon, which is organized for the second consecutive year, will be an opportunity to showcase creativity and innovativeness in addressing various issues in the supply chain and transportation sector.



LOCAL INDUSTRY

News

The Opening of the Newly Established Emigration Hall at Bandaranaike International Airport

The recently established 'Emigration Hall' at the flight traveler terminal of Bandaranaike International Airport (BIA) was announced open on the 15th of July 2021 by Hon. Prasanna Ranatunga, Minister of Tourism with the presence of Hon. Namal Rajapaksa, Minister of Youth & Sports/State Minister of Digital Technology and Enterprise Development, Hon. D.V Chanaka, State Minister of Aviation and Export Zones Development, Major General (Retired) G.A Chandarasiri, Chairman AASL, Mr. Rajiv Sooriyaarachchi, Vice Chairman of AASL and the associates of the Board of Directors of Airport Aviation Services



Sri Lanka (Pvt) Ltd (AASL) and other renowned guests.

This Emigration Hall has been fully funded by the Airport and Aviation Services Sri Lanka (Private) Limited as a part of the BIA Terminal 1 expansion

project and 23 new improved and expanded emigration counters have been added under the new emigration lobby. It is stated that these counters are equipped with the latest technologies to reduce the overcrowding, promote quick clearance and easy exit process at BIA.

Srilankan Airlines Commences and Reinstates New Flights from BIA.

Sri Lankan Airlines has begun flights to its second destination in East Africa, Nairobi - Kenya, and also reinstated flights to Moscow, the capital of Russia after a 6-year break.

It has been stated that the flights will be from the Bandaranaike International Airport to Jomo Kenyatta International Airport and Moscow's Domodedovo Airport, which are two of the largest Airports in the world. It is believed that these new flights will boost the tourism industry despite the Covid 19 restrictions and also would be highly beneficial to the students flying between the two countries as the two flights are connected to few of the major destinations in the world.



EU- South Asia Aviation Partnership Project II kicked off

The EU- South Asia Aviation Partnership Project II (EU-SA APP II) aims at strengthening institutional relations and cooperation between the EU and the aviation authorities of all the 8 South Asian Countries, while supporting the

Procedures to digitalize all Airports in Sri Lanka – Tourism Minister

Minister of Tourism, Hon. Prasanna Ranatunga recently announced that measures are being taken to digitalize all airports in Sri Lanka jointly by the Ministry of Tourism, the State Ministry of Civil Aviation and Export Zone Development and the Ministry of Digital Infrastructure. A special discussion regarding this matter was held at the Bandaranaike International Airport with the presence of Hon. Namal Rajapaksa - Minister of Youth & Sports/State Minister of Digital Technology and Enterprise Development and many other experts, to analyze and investigate the digitalization processes of Airport and Aviation Services Sri Lanka (AASL) and new projects to be launched under the BIA project 2.

The pilot projects of "Smart Check-in", "e-Gates" and "All-in-One App" and "Web-based passenger assistance/information services" are planned to be launched by January 2022 under the digitalization program.

Mattala Rajapaksa International Airport Accomplishes ACI Health Accreditation

The Airport Health Accreditation program is intended to assist with consoling the passengers that air terminal offices stay protected and that safety measures are being taken to decrease any danger to their wellbeing.

After a comprehensive audit process and looking into the proof introduced to the Airports Council International (ACI) Airport Health Accreditation Assessment Measure, Mattala Rajapaksa International Airport (MRIA) has been licensed by the Airports Council International (ACI) Airport Health Accreditation Program. This program which was launched in 2020, supports ports in applying new processes, procedures and health measures during the Covid-19 pandemic. The specialty of this accreditation program is, Mattala Airport being one of the 600 airports out of the 17,600 to being registered and also awarded an all-important ACI Health Accreditation Certificate.

implementation of aviation agreements and the sharing of best practices to promote EU standards.

EU-SA APP II launched its Kick-Off meeting on 24th September 2021 with the participation of the heads of Aviation Authorities of all seven States in the South Asian Region. Mahmood Raze represented European Union Aviation Safety Agency (EASA) in Sri Lanka for the meeting.

Meeting was attended by Upul Dharmadasa - Chairman Civil Aviation Authority (CAA), Capt. Themiya Abeywickrema-DGCA, Amitha weerasuriya -Vice Chairman, P A Jayakantha-Additional Director General, Rayhan Wannappa-Director Air Transport Regulations & Ms. Romany Lawrence- Hewa, Project Office Coordinator.



INTERNATIONAL
INDUSTRY
News

EU, ASEAN agreed to liberalize 'bloc-to-bloc' air rights

The Association of Southeast Asian Nations (ASEAN) and the European Union (EU) signed the ASEAN-EU Comprehensive Air Transport Agreement (AE-CATA), the world's first bloc-to-bloc air transport agreement, on June 2, 2021. Once established, the AE CATA will improve the connection between the EU and ASEAN, which has been wrecked by the epidemic. The agreement permits

ASEAN and EU airlines to operate as many nonstop passenger and cargo flights between the two areas.

Furthermore, airlines will be authorized to fly up to 14 weekly passenger flights with a one-stop within the other region to pick up passengers on the return leg. There are no restrictions on cargo flights. ASEAN and the EU hope that the (AE-CATA) will make their own airlines more competitive.

Source: <https://www.aseanbriefing.com/news/asean-eu-agree-to-worlds-first-bloc-to-bloc-air-transport-agreement/>

Korean Air won the Air Transport World Airline Award of the Year

Korean Air has been awarded as the winner of the industry's most prestigious award, Air Transport World's (ATW) 2021. The airline also responded immediately to the pandemic with its Care First program, which was developed to provide passengers with the highest level of protection throughout their whole passenger trip through enhanced cleanliness and safety measures. Also,

Skytrax awarded the carrier a 5-star safety certification in appreciation of its stringent safety and hygiene standards, making it one of only a few global airlines to achieve such recognition.

Korean Air plans to continue to strengthen & enhance its position in the global aviation industry and aims to become one of the world's top 10 airlines after successfully acquiring and integrating Asian Airlines.

Source: <https://destinationthailandnews.com/tourism/accolades/korean-air-wins-air-transport-world-airline-of-the-year-award.html>

Air Europa Extends Worldwide Flight Services Cargo Contracts in Spain

Air Europa has expanded its cargo handling relationship with Worldwide Flight Services (WFS) in Madrid and Barcelona. In 2018, Air Europa became the first WFS customer in Madrid. The

companies then collaborated in January of this year in Barcelona. Managing director of cargo Spain stated that WFS continues to make significant investments in its cargo and ground handling services in Spain, with a primary emphasis on safety, security, dependability, and sustainability. This enables them to win key contracts and strengthen their existing ties with premier airline clients such as Air Europa. Date: 14/07/2021



Tap Air Cargo joins CargoAi, a booking platform.

The Lisbon-based airline will begin offering CargoAi capacity in France, followed by the United States. By the end of August, its capability will be available globally. Lately, Tap Air Cargo, based in Portugal, is the latest airline to offer capacity on the online booking portal CargoAi, as the airline continues its digital push.

Tap cargo has implemented modern digital solutions to allow its clients to manage the process of transporting their freight in an independent manner. So this CargoAi platform facilitates Tap's forwarder customers to get e-quotes and make e-bookings to the airline's 90 destinations.

Virgin Atlantic Announces Codeshare Agreement with Air Liban

Virgin Atlantic has announced a new unilateral codeshare agreement with Middle East Airlines-Air Liban (MEA), which will provide nonstop connectivity between the United States and Beirut through London Heathrow. Virgin Atlantic believe recover that partnerships are more important than ever during the resilience period of pandemic. And they are looking forward to building on the incredibly successful this new partnership which aims to respond to the large, fast-growing demand.

Source: <https://www.aviationnews-online.com/finance/virgin-atlantic-announces-codeshare-agreement-with-middle-east-airlines-air-liban/>

Quarantine in England will be waived for fully vaccinated travelers.

The government has announced that fully vaccinated travelers from the European Union and the United States will be allowed to bypass quarantine when arriving in England. Travellers will still need to do a pre-departure Covid-19 test before arriving in England, as well as a PCR test on two days prior to arrival. The travel sector had been pressing for a modification in the laws so that individuals living overseas could come to the UK more readily for vacations or to visit loved ones.

Member Achievements

◆ **Ms. Gayani De Alwis - FCILT**, was appointed to the Council of Trustees (COT) of CILT. Also She was upgraded as a fellow member at CILT Sri Lanka.

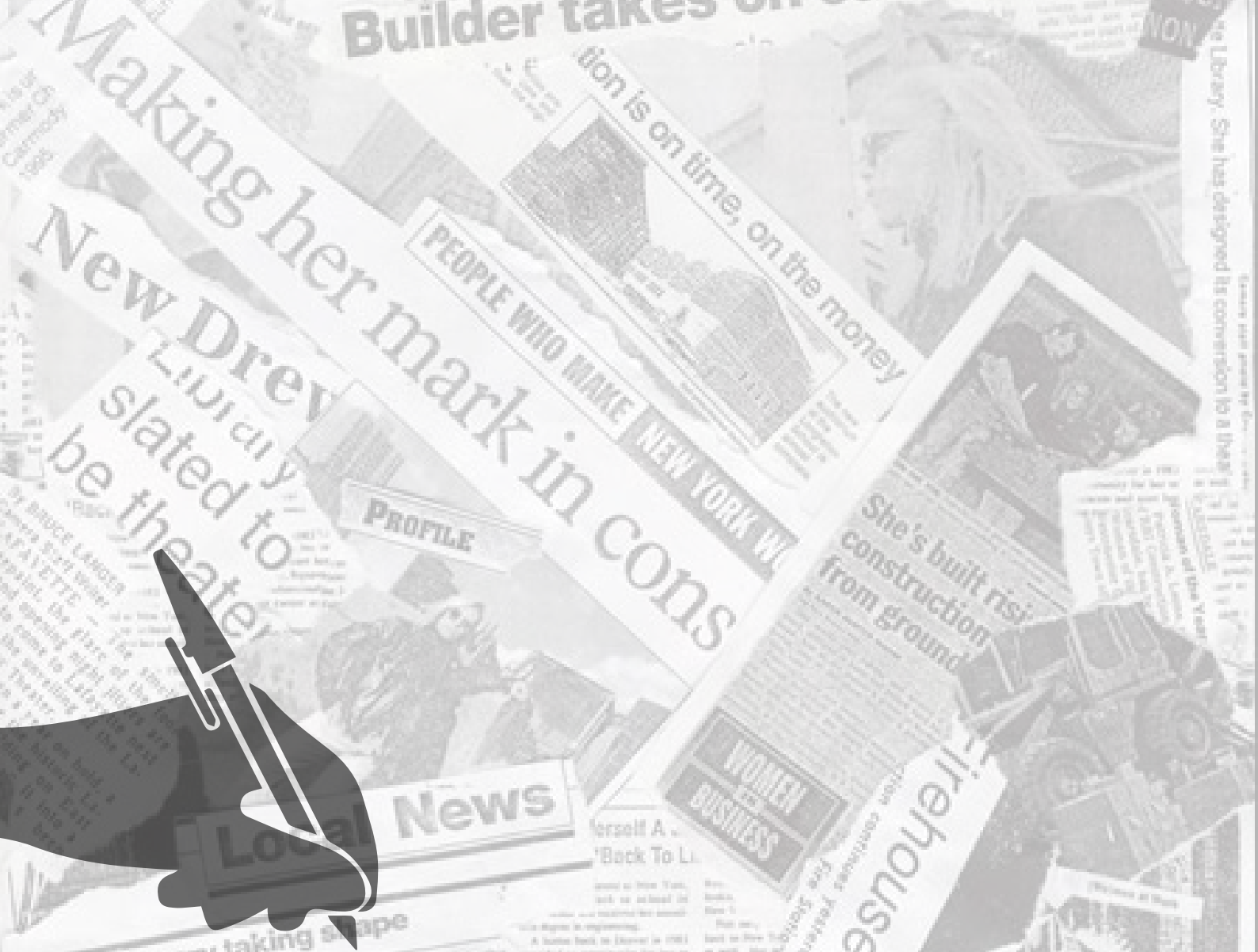
◆ **Mr. Dhammika Jayasundara - CMILT**, was appointed as the General Manager in Sri Lankan Railway Department.

◆ **Prof. Renuka Herath - CMILT**, was promoted to the post of Professor at the Department of Marketing Management, University of Kelaniya.

◆ **Ms. Dilmini Weragama - CMILT**, was promoted as the Director Supply Chain and Operations at Atlas Axillia.

◆ **Mr. Mahesh Delgahapitiya - CMILT**, was appointed as a General Manager at Inter Ocean Containers Pvt Ltd.

◆ **Mr. Suneth Andradi - CMILT**, was appointed as an Assistant Manager-Imports from May 2021 onwards.



MEMBER
ARTICLES

Combination of IOT and GIS in implementing “Smart Airport” platform

Aviation digitalization trend

With the rapid revolutions of the supply chain and logistics industry, the aviation sector is also going through with the new trends in the air transportation aspects. When the top 10 trends in the aviation are considered, digital transformation has taken the priority because digitalization is the main goal in many industries which is to be achieved within next few years. Airport digitalization is one of the current trends in the aviation sector and automation is the key concept when talking about the digitalization and that will lead to monitor the performances of the airport operations against the key performance indicators (KPIs). When it comes to digitalization of the airport, IOT and GIS technologies are used frequently with the service providers of each technology.



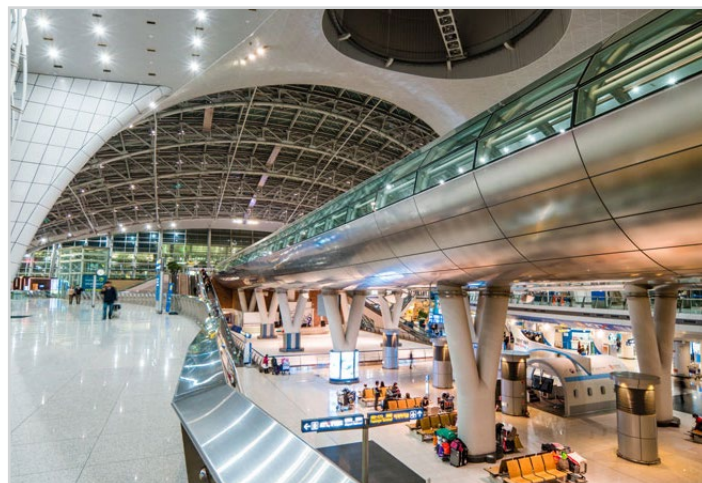
Current business cases in “Smart Airport” concept

With the combination of the GIS and IOT technologies, there is a trend in airport digitalization with the concept of “Smart Airports”. As the very popular example, Hartsfield-Jackson Atlanta International Airport (H-JAIA) can be identified because that is one of the busiest and smartest airports in the world with enabling the GIS

and IOT technologies for the operational business cases in the airport. When it comes to new digitalization trend with IOT and GIS technologies, there are few key areas that airport operational teams are required such as maps & search, routing & navigation, positioning, and analytics. As an example, to satisfy those requirements, H-JAIA incorporated with main two partners such as ATRIUS as their IOT infrastructure providing partner and Esri as the GIS service provider. The combination of that technologies made that airport in a smart manner.

What is IOT & GIS

IOT which is Internet of Things in simple terms emphasizes the network of the physical objects through embedding the sensors, software, or any other technologies for connecting and exchanging data with other devices over the internet. And the GIS means Geographical Information System that is based on the conceptual framework, and it helps to capture and analyse the spatial and geographic data in an understandable manner to make the decisions which are according to the business cases.

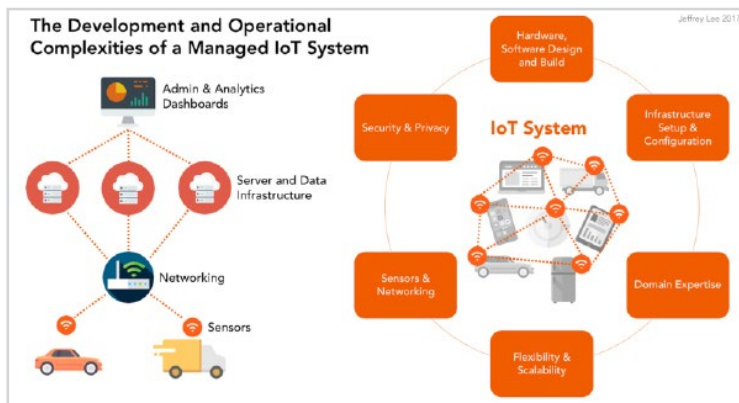


IOT Infrastructure set up

When considering the IOT technology service it is vivid that this is mainly based on providing the technical support for lighting signals, sensory networks and IOT platform development. As the LED lighting is the source of signal of this platform, there are key points which are considered when implementing the sensory network. Such as right location, which means the correct placement to build up the sensory network and then right connection, that means luminaires

enabled with constant power and connectivity to people in the selected space. Also, right time is considered, which means luminaires enabled with delivering scalable and future-proof value for the business case in present and future also. In implementing IOT based solution for airports or any other usage, there are some concepts which should be connected such as sensory network with the LED light, sensors, radio, controllers to get the signals and data from the sources and then software services which are running in the cloud and edge with navigator, insights, assets, space, administrative tools, API (Application Programming Interface)

& SDKs (Software Development Kit). And then IOT software development environment is needed to connect everything, stream data, transform data, visualize, and generate insight results to take decisions on security and scale. By adding those three parts, integrated solution can be used for the airports and even for the offices and retails also. When process of IOT platform is considered, there are some steps like BLE (Bluetooth Low Energy) tags sends signals with their locations and then BLE beacons in lights receive the location data. After that wireless network transmits the positions data to a central gateway and through that real time and historical data, APIs are stored in Microsoft Azure cloud. Then that data and APIs are available to integrate into customer enterprise applications and then locations and analytics visualization can be shown in any browser. And in briefly, when user activates sensor, data is sent to the nECYTM controller (nLight ECLYPSE System Controller) and that manages that data with sending them to the visualization platform. With that, users can visualize and analyse data to solve business problems quickly and wisely.

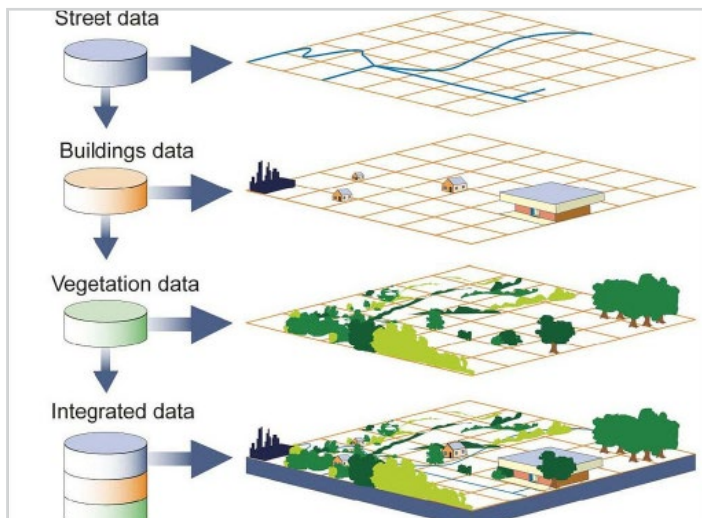


GIS infrastructure set up

In addition to that, when considering the GIS technology, It can be identified as the other main service partner on this technology combination platform.

people who are using wheelchairs and efficient customer service with route optimizing of the passengers and space optimizing on parking and baggage. Also, operational efficiency is in the top priority, because with the speed of operations, right decisions can be made quickly. In the solution of the Hartsfield-Jackson Atlanta International

or Postgres), ArcGIS online (desktop & mobile), ArcGIS pro, AutoCAD Civil 3D, Autodesk Revit, Pictometry CONNECT Explorer, Blue Marble Geographics and FME (Feature Manipulation Engine) by safe software. In here, ArcGIS is doing an important task because it addressed four critical needs such as fast and easy web map development, mobile map development, field data collection using common consumer devices and robust performances. When considering the main usages of the GIS based technologies in the airports, there are some special cases such as concession applications, high accurate indoor positioning, and navigation. In concession applications which are dynamically fully integrated applications and provide communication tools for inspectors in the airport. Also, it provides quality user experience with the real time updates. The main benefit is monitoring the inspection status and monthly progress through dashboards and using mobile devices also. This is very beneficial when it comes to retail and food & beverage related concessions.



When using these kinds of technologies for airports, there are some top priorities which are given to the safety of customers like special consideration on disabled

Airport (H-JAIA), they incorporated with the Esri, to gain the GIS services. In that geospatial toolbox, many components are included such as server (cloud), SDE or Spatial Database Engine (Oracle

Indoor and navigation-based values

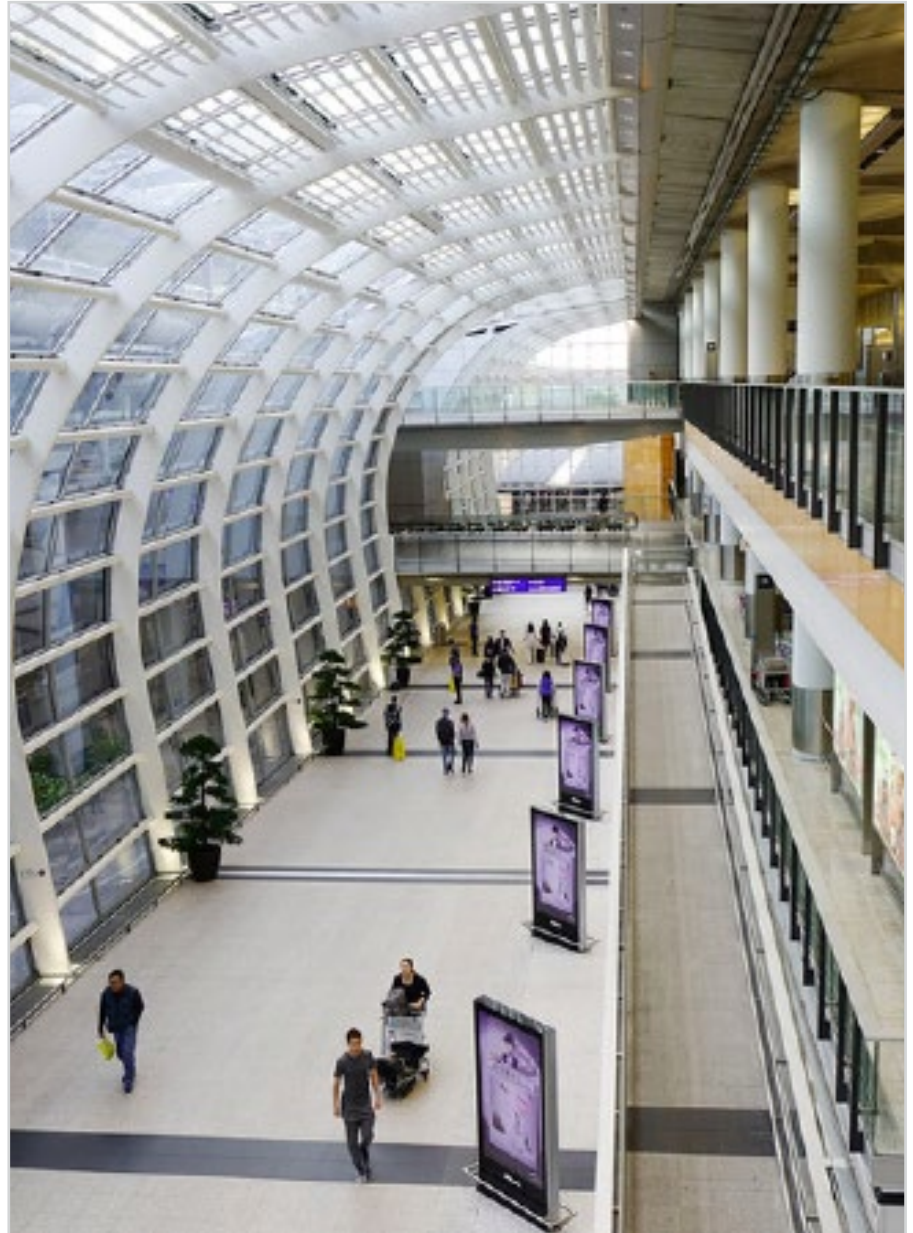
In terms of the indoor and navigation-based benefits due to GIS solution which can be identified through the H-JAIA (Hartsfield-Jackson Atlanta International Airport) digitalization could be listed as delivering a quality indoor positioning and navigation experience to the travelling passengers and providing sophisticated wayfinding experience on their hand-held device.

Indoor benefits – For passengers/ customers

The indoor solutions which are directly affected for the passengers or customers can be summarized as avoiding the long wait times and navigate to right gate quickly, easy finding of available parking slots quickly, easy finding of nearby shopping and dining places, quick reporting facility conditions on suspicious activities and requesting wheelchair assistance to the exact location.

Indoor benefits – For airport operations/ retails

Also when considering the indoor solutions which are directly affected with the airport operations or retails can be implied like adjusting lighting, HVAC (Heating, Ventilation and Air Conditioning) and other building systems based upon occupancy, increasing the security with an interactive common operational picture, predicting maintenance and reducing operating costs, reducing TSA (Transport Security Agency) wait times with real time traffic reporting, tracking assets like passengers or equipment, increasing average passenger’s retail spending through reducing security time, increasing consumer spending with personalized notifications and maximizing the tenant rent per square foot.



Conclusion

As the conclusion of the IOT and GIS based platform implementation process in the airports following can be summarised. First build up the connection with devices and assets by using the LED lighting technologies through the mobile apps or physical assets like chairs or wheelchairs etc. Then set up the location-based technologies like VLC (Visible Light Communication), BLE (Bluetooth Low Energy), WIFI (Wireless Fidelity) or

RFID (Radio Frequency Identification). After that getting and connecting the GIS based services like real time GIS, indoor navigation, insights & analytics. Then as the final step IOT services are connected and implement the fully integrated platform with indoor positioning, sensory networks, and blue dot analytics. Through that the operational decisions can be executed quickly, and the transportation and logistics operations are also can be done in efficiently with that “Smart Airport” concept.

*J P D Tenisha Rathnasekara is a final year undergraduate in University of Kelaniya following the Management and Information Technology Degree and specialized in the Operations and Supply Chain Management.
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Incursion **RISK** In Airports

Airport safety is one of the top priorities in air transport. Aircraft accident is a key challenge that worldwide airports experience for decades. Among the airport related aircraft accidents, excursions and incursions are main two types of aircraft accidents. Incursions take place especially at runways and taxiways. Runway incursions have been identified as a high-risk accident category. Runway incursion is defined as any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft. Similar incidents when they occur in taxiways, they are taxiway incursions. Among the all kind of incursion accidents, runway incursions are common and result severe consequences such as catastrophic

consequences. Historically, collisions between aircraft, and collisions between aircraft and vehicles are the incursions that frequently occur in airport airside facilities. Worldwide statistics are considered; the number of runway incursions remain at a rate of 1 per day. In 2016, about 6830 runway incursions occurred in worldwide airports and it was a 36 percent increase compared to 2011.

Risk related to the occurrence of an airport incursion accident, is estimated as the product of the likelihood (probability) and magnitude (severity) of the incursion. Hence, incursion risk can increase by means of improved likelihood of events or related severe consequences. As incursions occur due to simultaneous accommodations of two moving airplanes in the same facility,

airplane crashes take place. When similar events occur frequently at the same facility, the corresponding incursion risk increase due to improved likelihood. Accident severity increases at higher aircraft speeds. Airplane kinetic energy and dimensional characteristics are key determinant factors on incursions. Thus, the respective likelihoods and severities are important to be controlled in terms of incursion risk reduction. The current incursion rates may further increase with growing air traffic demands in future. Congested airside facilities exponentially increase the respective incursions. In airport planning perspectives for airside expansions, the relevant design considerations should adhere to the intended minimum incursion risk.

Runway incursions are categorized under four main categories A - D. This is based on the potential consequences due to loss of separation between moving objects in airfields. Events that could cause severe consequences are categorized under Category A and the events that have no risk of collision are categorized as Category D. According to Federal Aviation Administration (FAA), there are three main causes such as pilot deviations, operational incidents and vehicle/pedestrian deviations for runway incursions. Here, violations of regulations or standard operating practices (SOPs) in airfields are pilot deviations. Circumstances that air traffic controller mistakes that leading to violate minimum separation between aircraft, or separation between aircraft and vehicles are operational deviations.

Among the various causal factors, aircraft unable to stop before crossing the hold-short lines of runways is one major reason for runway incursions. Relatively higher speeds at stop-bars, unclear markings and signs, unfamiliar airfield characteristics are identified as prevalent risk factors. Human factors significantly contribute for runway incursions. Common causal factors such as memory lapses, impaired judgements, negligence, violating procedures, miscommunications and non-synchronized mental models belong to the human factors. Additionally, poor visibility levels, hours of darkness and lack of situational awareness are dangerous especially at visual approaches.

Airfield layouts are significant considering the potential incursions at airports. Research findings have shown that almost 55 percent out of the category A and B incursions at 35 airports during 1997 to 2003, were due to runway-taxiway crossings. In order to minimize

potential catastrophic consequences, runway crossings are recommended to be placed in the last two third from the arrival threshold. Presence of intersecting runways compared to non-intersecting runways is a key contributory factor for runway incursions.

Crossings with wide throats, multiple intersections, taxiway intersections exceeding three nodes (intersections that pilots have option to go left, right or straight) are confusing taxiway designs to both pilots and controllers. These designs are important to be avoided as much as possible in airfield planning. Runway-taxiway angled intersections lead to severe consequences than the 90-degree intersections. These right-angle intersections provide the best visual perspective on both left and right directions. However, high speed exit taxiways have some inherent design characteristics such as the acute angle intersections for the intended purpose of runway occupancy time reductions. Collocated exit taxiways, high speed exits that cross another taxiway, exit leading directly into or across another runway, taxiway connections to V-shaped runways, are undesirable exit taxiway configurations in terms of incursion risk. As aviation regulatory bodies recommends, standards taxiway configurations such as 30-degree acute angle are important to be avoided pilot confusions at distinct airports.

Prevention of incursions is one of the key deliveries of the involvement of planning and designing of airports. Prevention of incursions and ground collisions was in the National Transport Safety Board's (NTSB) list of most wanted safety improvements since 1990. FAA recently reviewed airport design standards for taxiway layouts. FAA recommends

Airport Surface Detection Equipment (ASDE)-X for airports to prevent runway incursions and provide warnings to pilots. Runway Status Lights (RWSL) and Runway Awareness and Advisory System (RAAS) are some incursion mitigation tools available for airports.

Yet, with all these mitigation measures, incursions still occur in worldwide airports. This implies that a new approach is important to be eliminated potential incursion risks at airports. Indeed, these design elements should have necessary capability to bear the respective stochastic nature of the operational parameters such as aircraft speed, and human factors such as the violations of loss of separations as well. Certainly, risk based approach for airside designs are important in airport planning to minimize the associated incursion risks at various airside operations.

Following the same approach, the author has developed a methodology to evaluate risk based design for high speed exit taxiways. Considering loss of separations that leading to conflicts at high speed exit taxiway taxi-outs into parallel taxiways, an analytical methodology has been developed. Considering high speed exit taxiways design elements such as acute angle and aircraft operational parameters such as exit speed, the respective methodology can find the best suited exit taxiway configuration with regard to minimum incursion risk. The advantage of the study that the same methodology can be adopted in any other airport as well. Further, similar analytical methods can be developed to evaluate other airside designs in airport planning for minimum incursion risk.

Author Biography:

Sameera Galagedera is a Mechanical Engineer attached to the Ceylon Electricity Board. Sameera is currently following his PhD in Civil Engineering at the University of Moratuwa. He has a MSc in Transportation and BSc(Hons) in Mechanical Engineering from the University of Moratuwa obtained in 2013 and 2009 respectively. His research interests are in the area of air transportation and airport planning and design. Currently, Sameera is engaged in his research project related to risk-based evaluation of runway high speed exit design. He is a Chartered Engineer in the Institution of Engineers Sri Lanka and a Graduate Member in the Chartered Institute of Logistics and Transport, Sri Lanka.



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Vaccine Logistics: Can Aviation Industry Face This New Challenge?

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What is vaccine logistics? What is the connection between Vaccine logistics and Aviation industry? Can Aviation industry face this challenge? The World is in a hurry to defeat the Covid-19 virus. On that journey, when no treatment could be found, the vaccine was the only solution to stop this pandemic and come back to normal life. Vaccines which were initially introduced in countries like USA, China, UK and Russia, have now been tested and approved. World Health Organization (WHO) launched the COVAX platform in order to ensure the equitable accessibility of Covid-19 vaccines. This ensures that every participating countries have an access to vaccines regardless of their income levels. The main target of WHO is to deliver approximately 2 billion of vaccine doses by the end of 2021.

Vaccine logistics have now created the biggest challenge of how to get vaccines to end users or the global population. So, the global Covid-19 Vaccine delivery operation plays a major role in the aviation industry, with air cargo claiming to be the fastest, safest, most reliable and transparent mode for this. Aviation industry faced worst losses

with this pandemic. A spotlight has been appearing with the successful introduction of the Covid-19 vaccine because air cargo is becoming the main mode for delivering those vaccines. Dennis Lister, vice president of cargo at Emirates, once told Bloomberg: "What we have to do is very quickly help the world get up on its feet. Further, he has said that "Part of that is making sure we get vaccines on planes to people that need it, so we get people flying again" At the beginning, air cargo industry was not ready for the vaccines logistics, but over the time they felt more prepared with covid-19 vaccine handling and the transportation.

Normally, air cargo industry has the strength to meet this challenge. But with this pandemic, there are some challenges faced by air cargo industry in delivering vaccines. According to the International Air Transport Association (IATA), it will take the equivalent of 8000 Boeing 747 flights to carry a single dose of vaccines to the global population of 7.8 Billion. So, Limited capacity is the main challenge that must be focused.

Only 2000 committed Freighters are used to move the 40% of goods moved by air while the rest are moved by bellies of 20,000 passenger aircrafts. So with the sudden drop in passenger travel due to pandemic most of the airlines move forward with air cargo transportation using their freighters and placed passenger aircrafts for long term storage. So this resulting 57% decrease in belly capacity compared with last year. With the restrictions, flight schedules have also been changed in response to demand. So it creates a question whether aviation industry can achieve full utilization using the limited number of freighters available or not. Primarily, capacity and the networks are slowly recovering in the overall air cargo industry, but there are still some questionable points. The number of doses per vaccine for each type has not yet been clearly identified and this will heavily impact the planning of weight, size and volume of shipments. Also, it is need to understand exact places where manufacturing is taking place in order to transport vaccines efficiently and effectively.

In addition to the limited capacity, the

significant challenge of transporting Covid-19 vaccine is the extreme cold temperature conditions needed for the transportation and the storage of the vaccines, because each type of vaccine has demanded different form of transport, packaging and storage. Both the Moderna and Astra Zeneca vaccines are able to stay stable between 2 to 8 while the Pfizer's vaccine want negative 70 for the storage. So the new storage and transportation facilities are needed to be developed in a way to meet proper conditions. IATA guidelines for vaccines transportation clearly show that the airlines and airports would need to take necessary precautionary measures in regarding dry ice storage and employees' protection in case of harmful effects.

Also, the necessity for a well-trained staff to handle the transportation and storage of vaccines is a main factor in this process. On the other hand it is a very challenging task because employment across all the airlines have been declining since 2020 due to the pandemic and there is a labour shortage in the airline industry. IATA highlighted that the airline industry has to consider labour as a main factor, because they play a major role in distribution of vaccines. It is needed to have enough staff for managing the facilities and staff needs to understand the sensitivity of the product that they are handling. Also IATA shows about the building of robust monitoring capabilities to ensure the integrity of the vaccines is maintained in transporting. So the need for a temperature control and monitoring area is a must for Covind-9 vaccine transportations.

International regulations sometimes make barriers in transporting Covid-19 vaccines. Different countries have different rules and regulations in air transport. Mainly Bi-lateral and Multi-lateral agreements between countries for the air transportation cause restrictions in emergency supply of Covid-19 vaccines. So it is needed to run a proper risk assessment by assessing where the origins and destinations take place and what regulations are placed in those countries by ensuring there's no any hiccups or any problems.

Although they have limited time to adopt for the current situation in the air cargo industry, they are doing their best to overcome the challenges by making the most of resources efficiently and effectively. In the future air cargo industry will definitely be able to overcome challenges and move forward with vaccines logistics very successfully.



Figure 1 : Handling of Covid-19 Vaccine Transportation

Source: <https://www.unicef.org/press-releases/covax-update-unicef-working-global-airlines-and-freight-providers-plan-delivery>

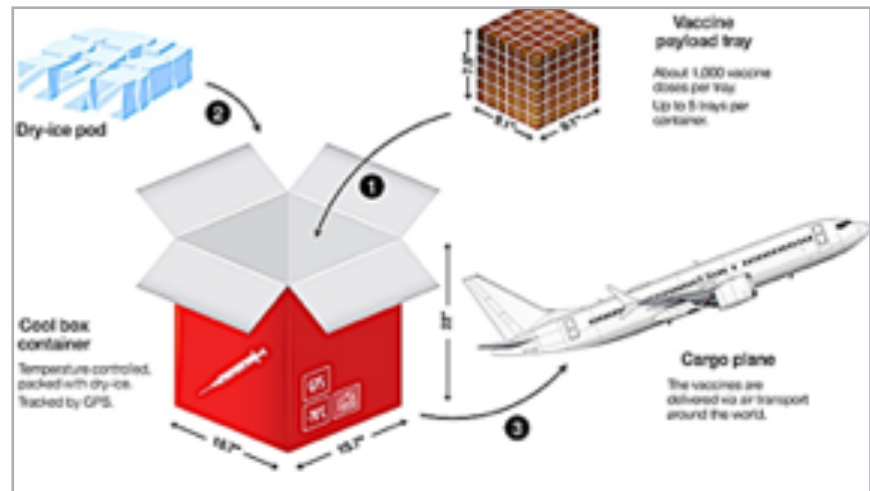


Figure 2: Process of storing Covid-19 Vaccine

Source: https://www.contractpharma.com/contents/view_experts-opinion/2020-12-15/covid-19-vaccine-distribution-the-air-cargo-industrys-greatest-challenge/

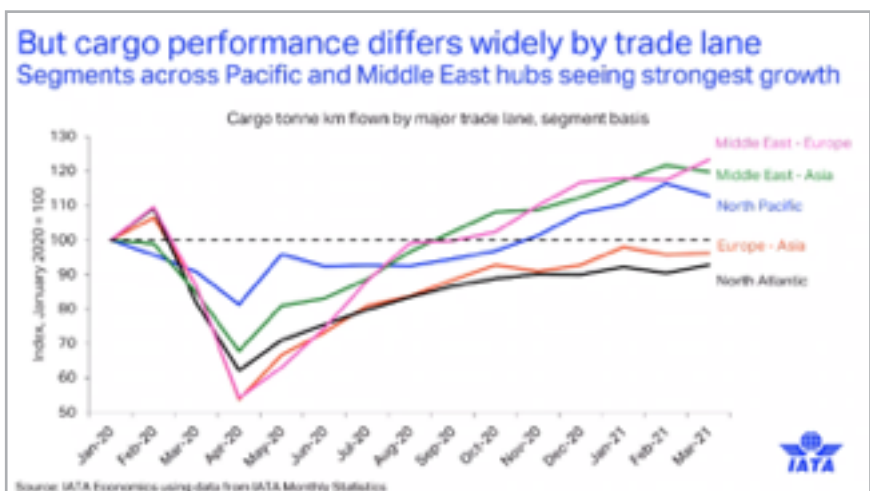


Figure 3: Air Cargo Growth

Source: <https://www.aircargonews.net/airlines/iata/iata-strong-post-pandemic-air-cargo-market-expected/>

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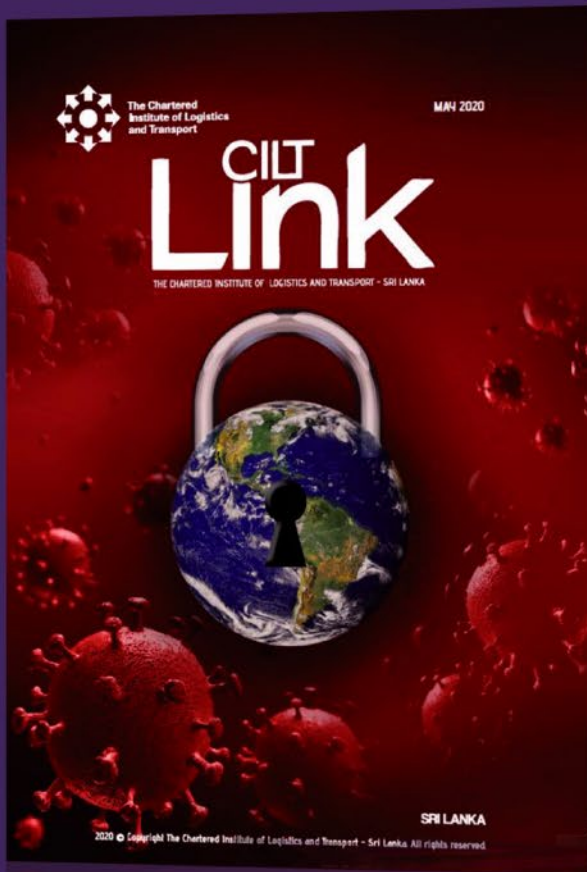
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