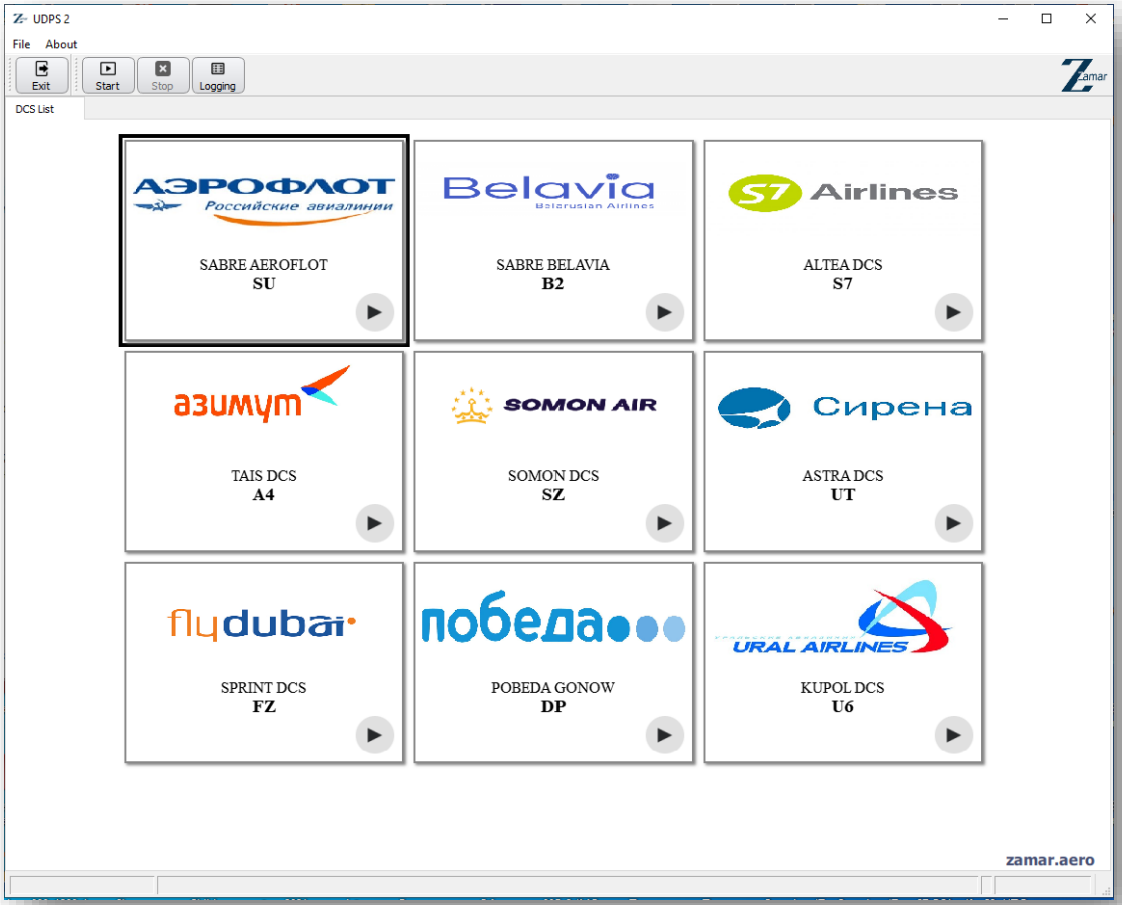

AERO PLATFORM
Passenger's & Baggage
handling systems
Zamar

UDPS

UDPS - a general access platform similar to CUTE (Common Use Terminal Equipment) system which allows you to create a Multi-DCS work environment and easily switch between DCS applications on a workstation with one set of peripheral equipment.



Versions and Requirements

Version:

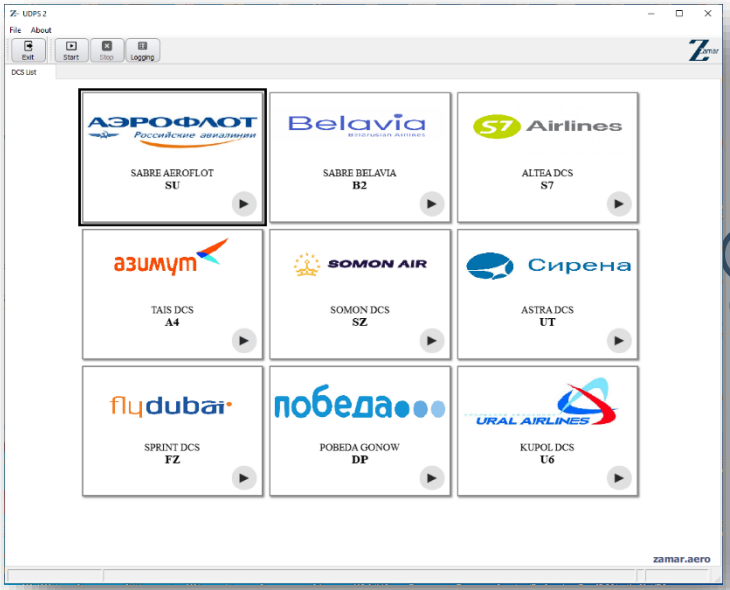
- **UDPSv1**- a version of a system that does not require server infrastructure. Switching between DCS is only sequential. The solution is optimized for small airports;
- **UDPSv2**- version of a system using the Zamar HCP port virtualization module. A cloud or virtual server only for connection with the workstation, then the system works automaticly, it launchs several DCS at the same time. CUPPS supported.The solution is optimized for medium-sized airports;
- **UDPSv3**- version of a system using Microsift Active Directory of the Zamar HCP port virtualization module. Virtual local server, DCS distributions are located in a repository with management and updating via AD, it is possible to run several DCS at the same time. CUPPS supported solution is optimized for large airports;

Requirements:

- Windows 10+
- The application requires administrative rights in the OS
- ATB/BTP & BGR maintain AEA standard of Firmware
- Minimum time spent on training and implementation of the solution
- Hybrid platform installed by either Native or CUPPS version of DCS.

СЕРВЕР HP-DCS
АЭРОПОРТ UDPS

СЕРВЕР ASTRA-DCS
АЭРОПОРТ UDPS



СЕРВЕР SITA-DCS
АЭРОПОРТ UDPS

СЕРВЕР ALTEA-DCS
АЭРОПОРТ UDPS

СЕРВЕР SABRE-DCS
АЭРОПОРТ UDPS

СЕРВЕР REGINA-DCS
АЭРОПОРТ UDPS

СЕРВЕР TROYA-DCS
АЭРОПОРТ UDPS

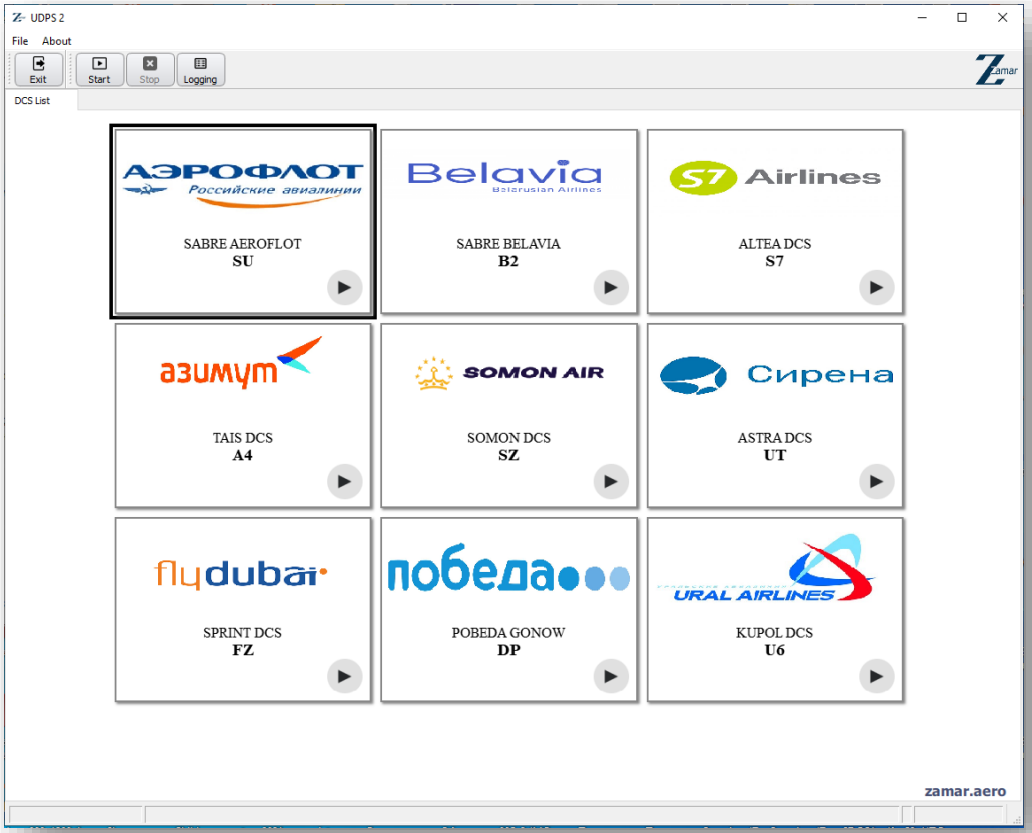
Platform advantages

1. The platform is designed as an application to a PC and does not require a local server infrastructure. Cloud server contains only settings and users that do not affect performance of the platform at the airport in case of outage of the link with the server;
2. The platform maintences Native and CUPPS versions of DCS at the same time, which makes it more flexible in relation to the use of DCS carriers;
3. The platform does not "break" since in the architecture of our system each workstation is a separate cell, breakdown of one cell does not affect the work of the rest;
4. The platform allows you to use any third-party PC applications. For example, internal corporate chat, Microsoft office, etc.;
5. Certification of new DCSs on the platform is free and remote;
6. Multi-port, the HUB module allows you to monitor and manage Airport Terminals from a single center;
7. Easy to maintain. We train local staff and give full access to "support level 1 and 2", all minor problems are repaired literally in minutes without long waiting for help from a call center and opening a ticket / case / work order, etc. + remote technical support 24/7 in your native language;
8. Availability of different versions of the platform for "size" of the infrastructure and the needs of each specific airport;
9. Considerable flexibility in pricing;
10. We do not require replacement of equipment. If the airport has modern equipment already purchased we can deploy the system on the existing infrastructure;
11. Regular VPN connections are used between the airport router and airline servers, thus both the airport and airlines are exempt from the costs of AviNet or SitaHub;

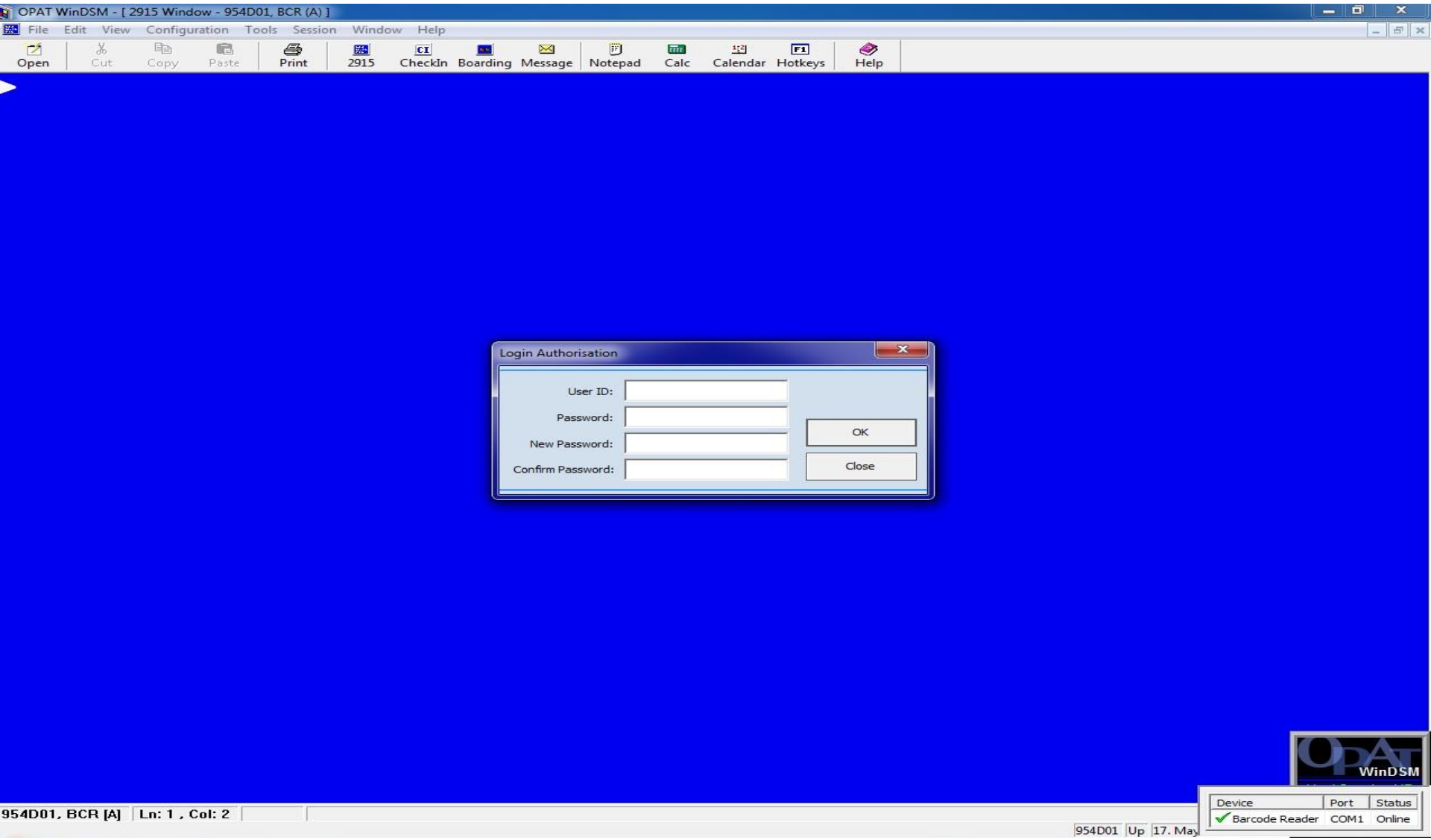
Launching DCS from the UDPS

DCS can be launched in three ways:

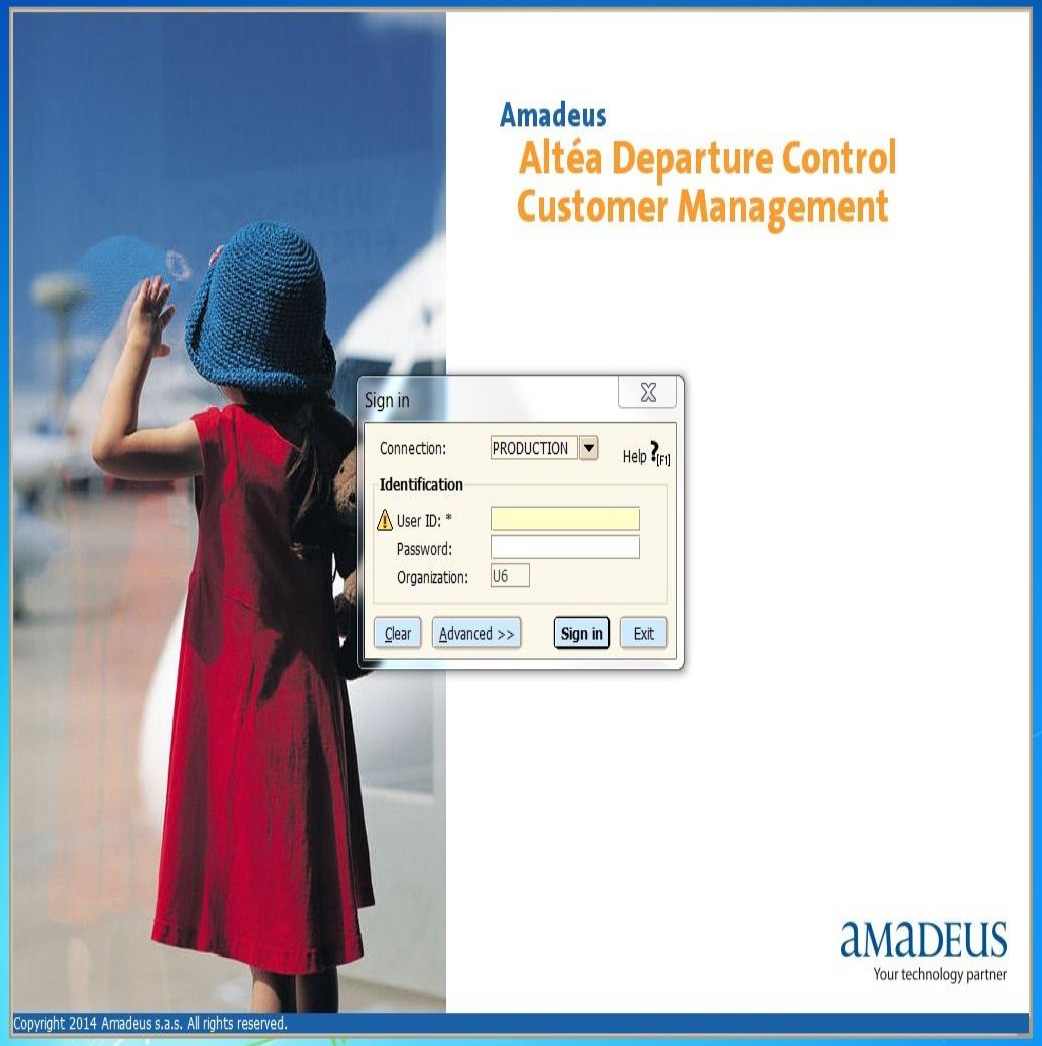
1. **Double click on DCS logo**
2. **By selecting DCS from the list and clicking on the Run (Green) button on the toolbar**
3. **Select DCS using the keyboard up and down keys and press ENTER.**



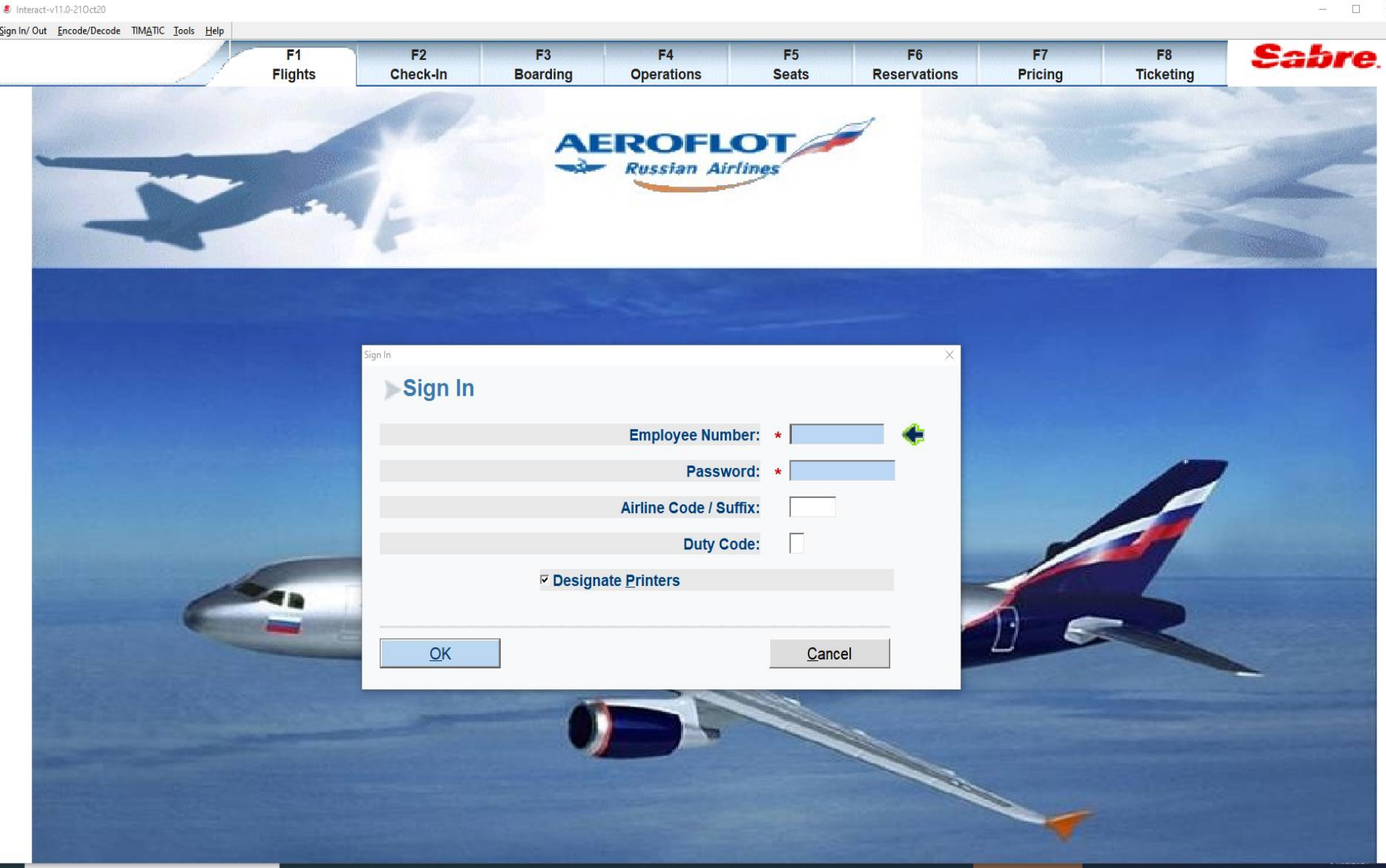
ASTRA DCS launch from the UDPS



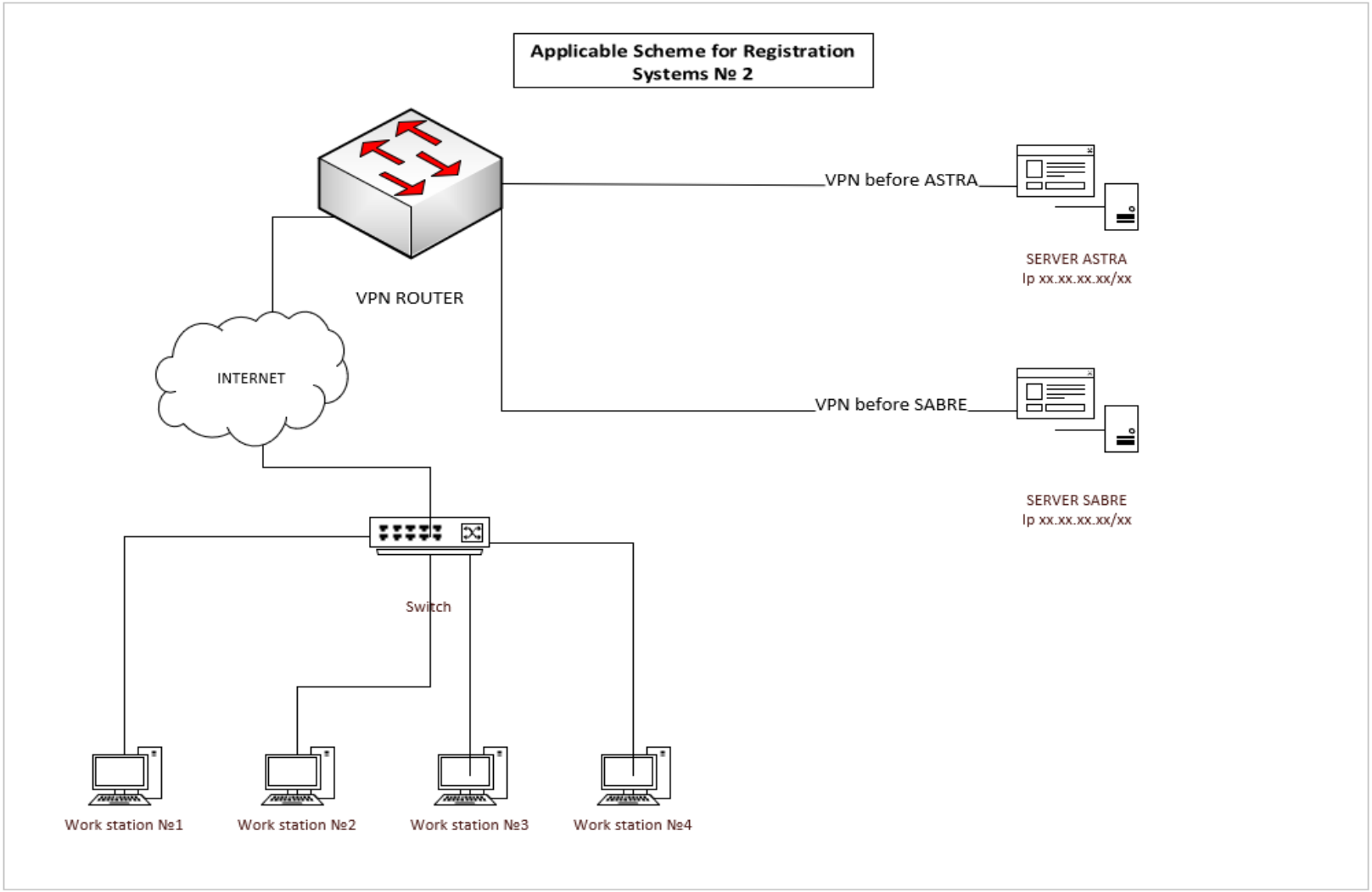
ALTEA DCS launch from the UDPS



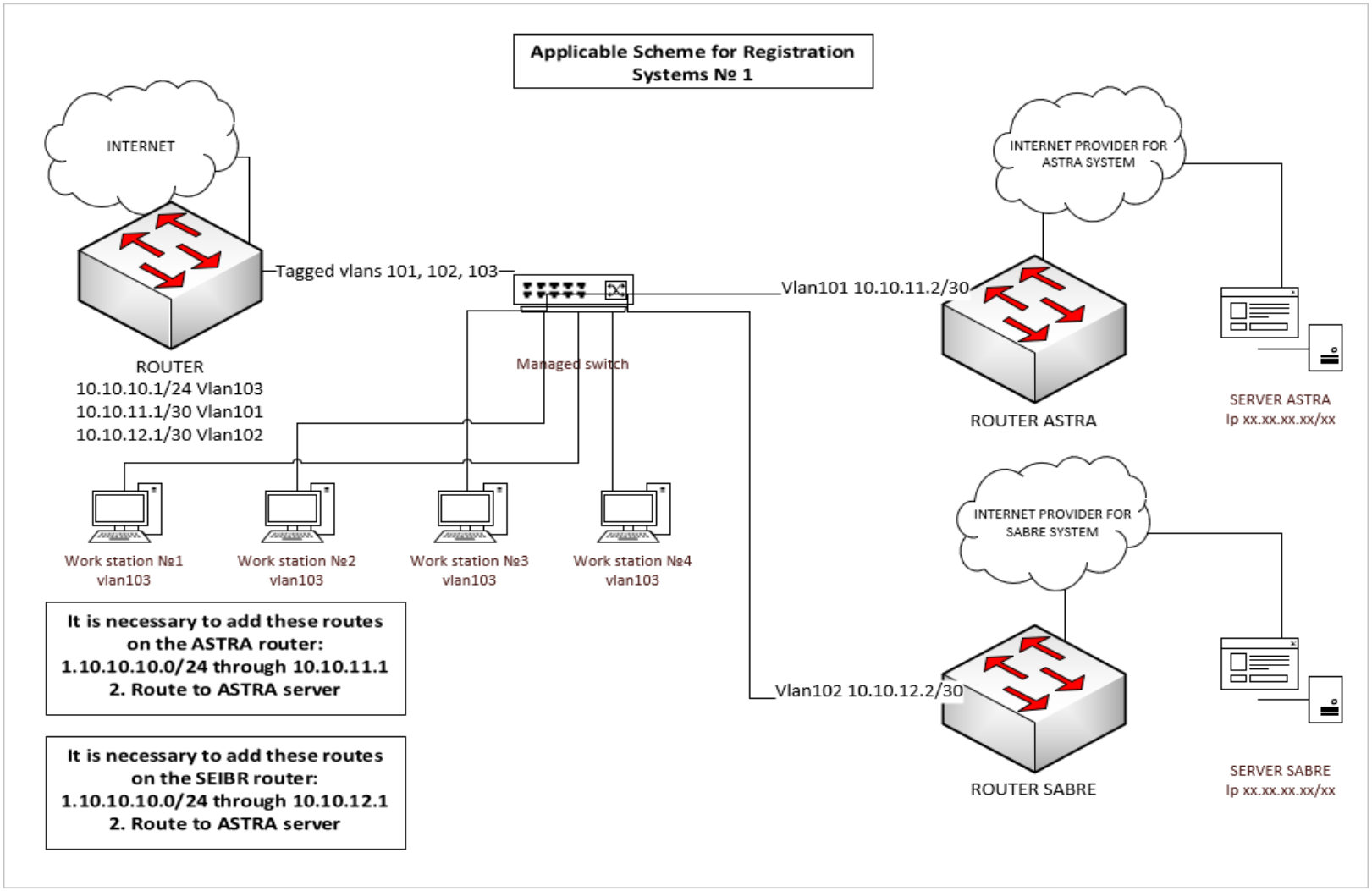
SABRE DCS launch from the UDPS



Network connection diagram

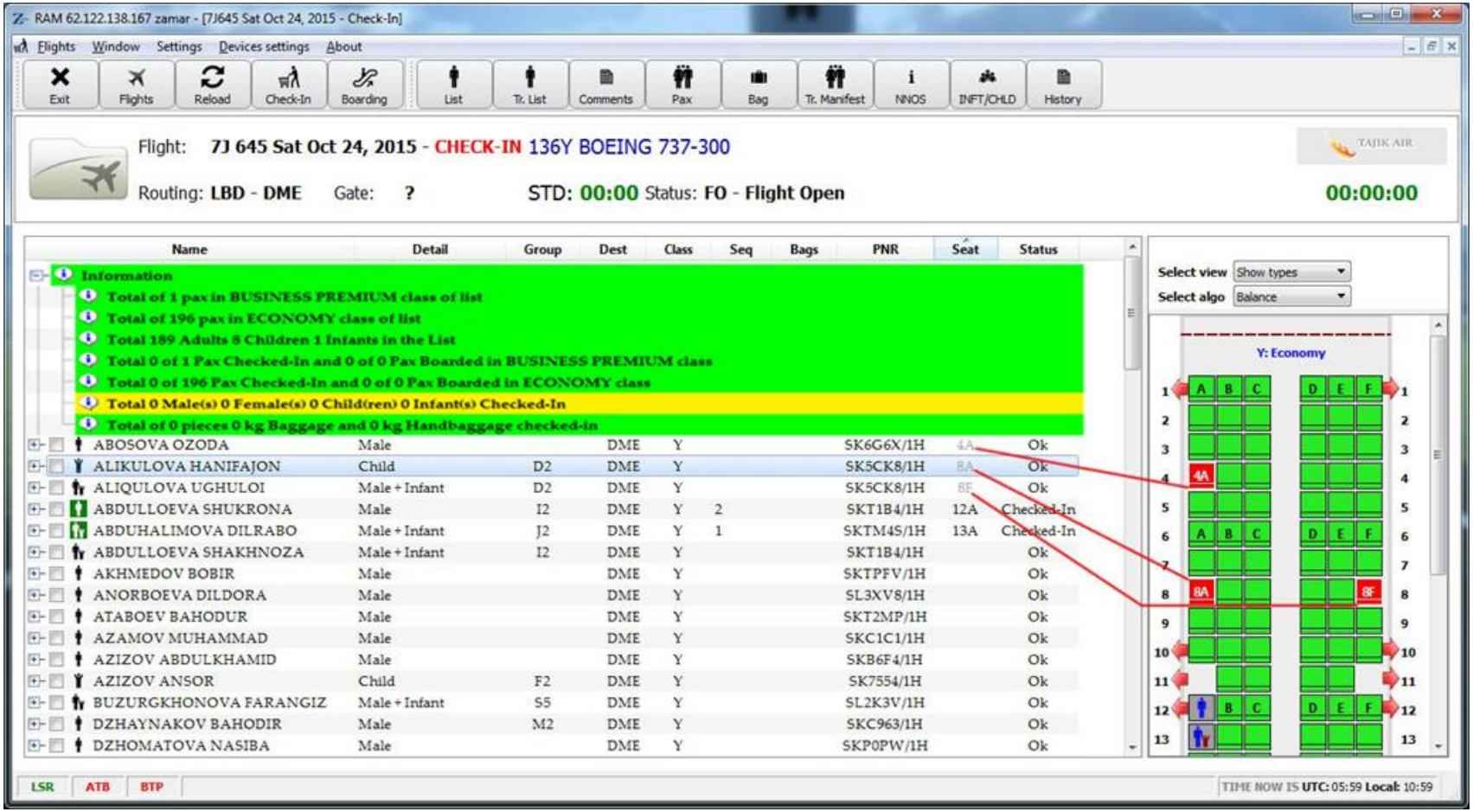


Network connection diagram



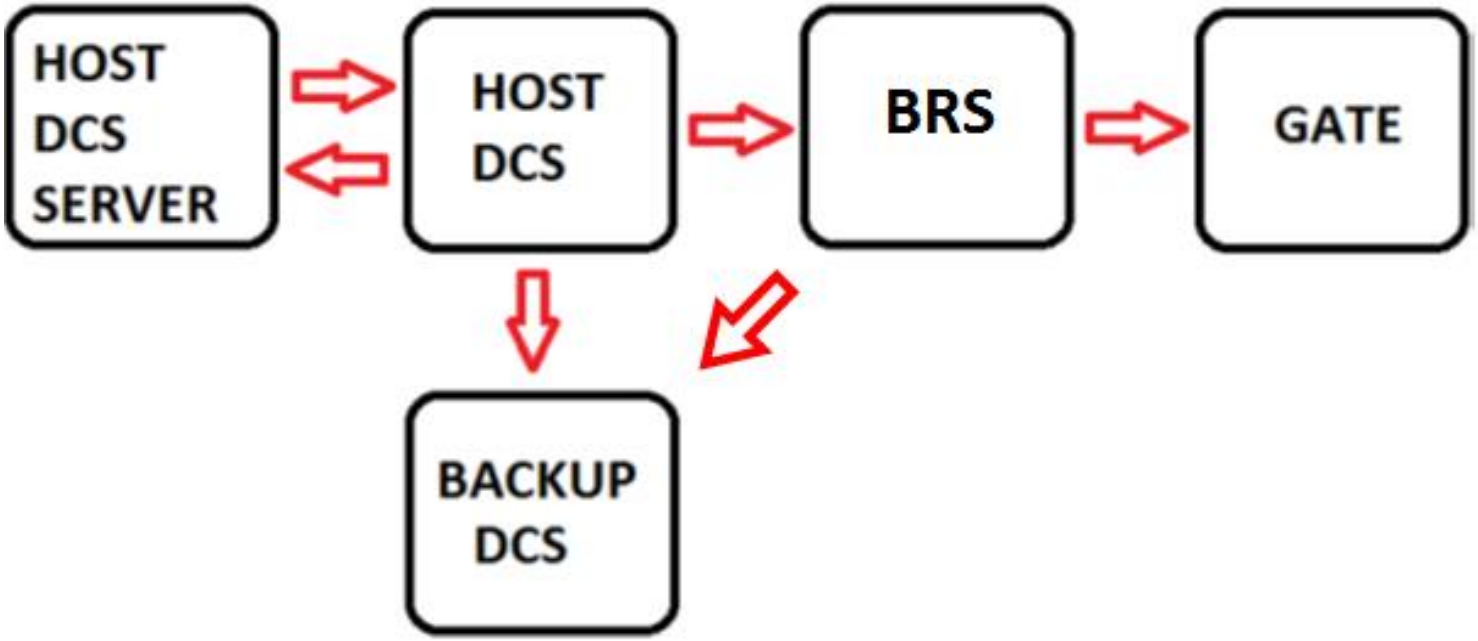
Options- Local DCS

Simple and user-friendly interface for passenger check-in, pre-booked groups, creating new groups, piece or weight baggage check-in concepts, NOREC / INAD / DEPO passengers and much more….



Options- Back Up DCS

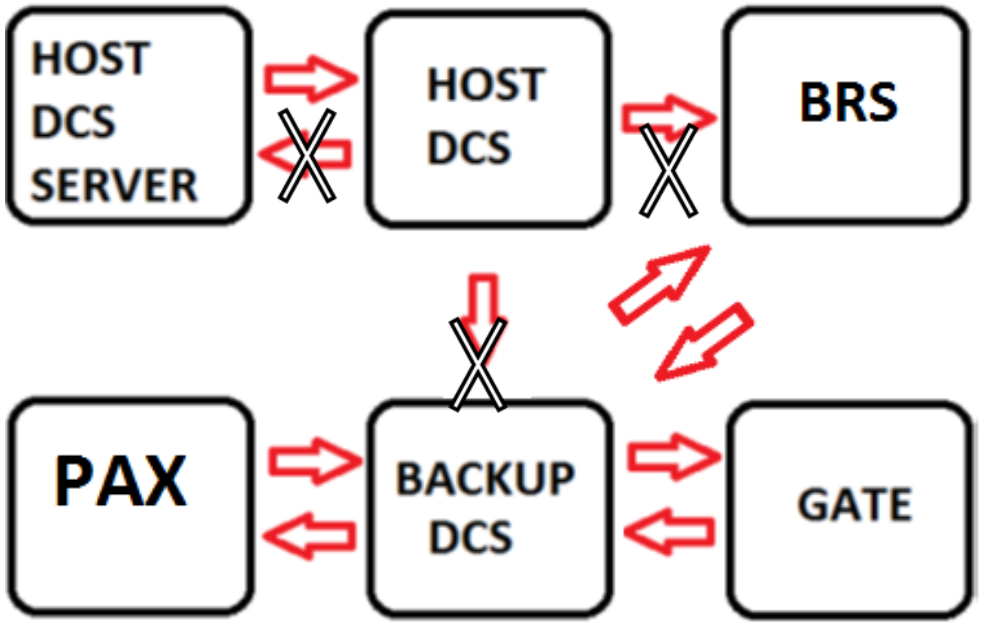
How it works?



Reservation is carried out via PNL / ADL / SOM messages received from HOST DCS and data synchronization with IPDM- Integrated Passenger Data Module with subsequent virtual check-in of passengers in AERO DCS (Backup DCS).

Options- Back Up DCS

Thus, in case of problems with the host DCS, it is possible to carry out automated check-in of passengers in the AERO DCS (RAM DCS), where the checked-in passengers and pre-booked seats from the host DCS will already be marked.



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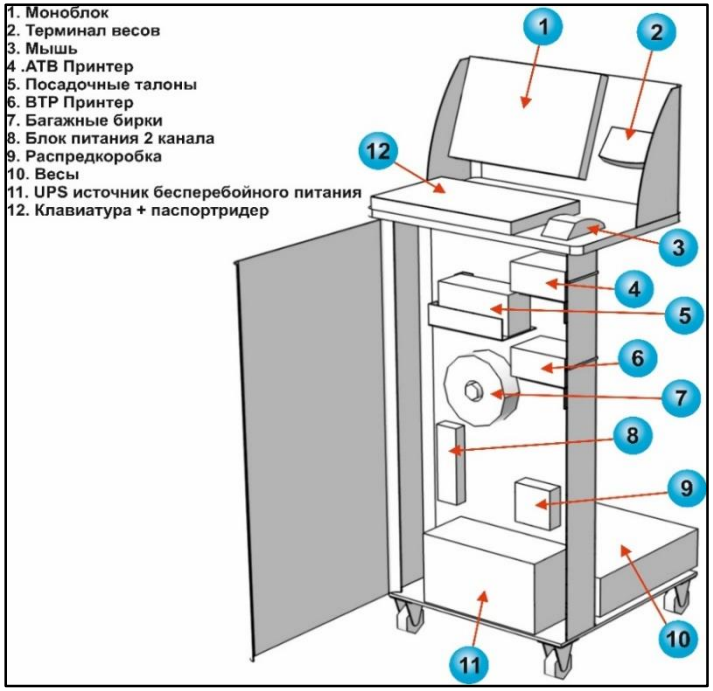
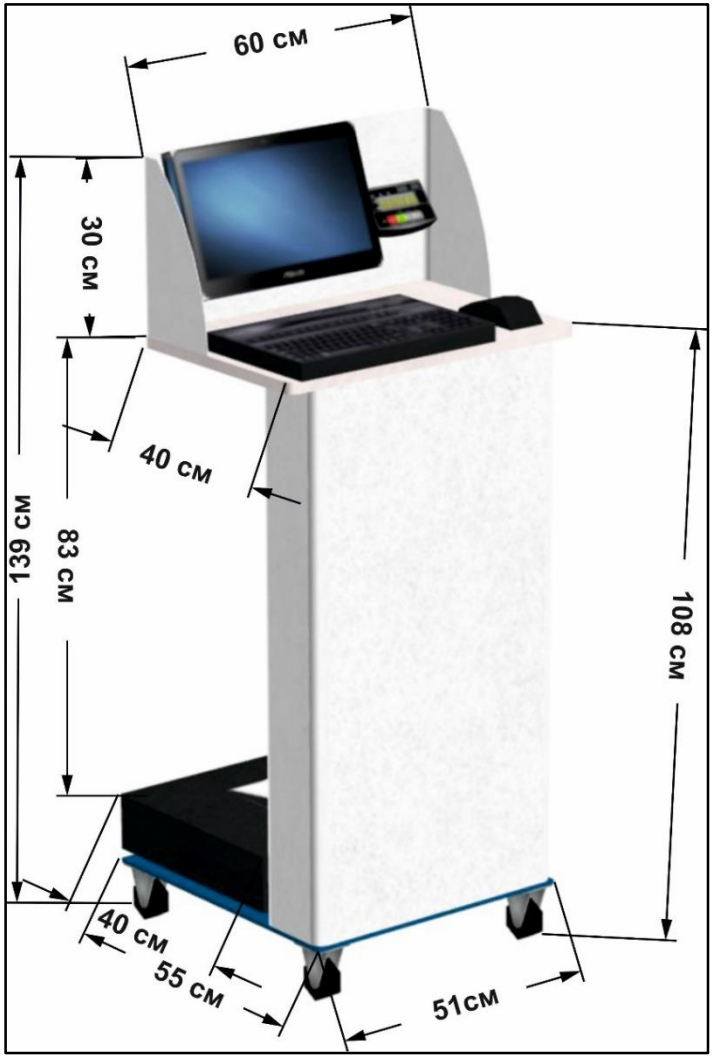
Options – BackUp CUTE

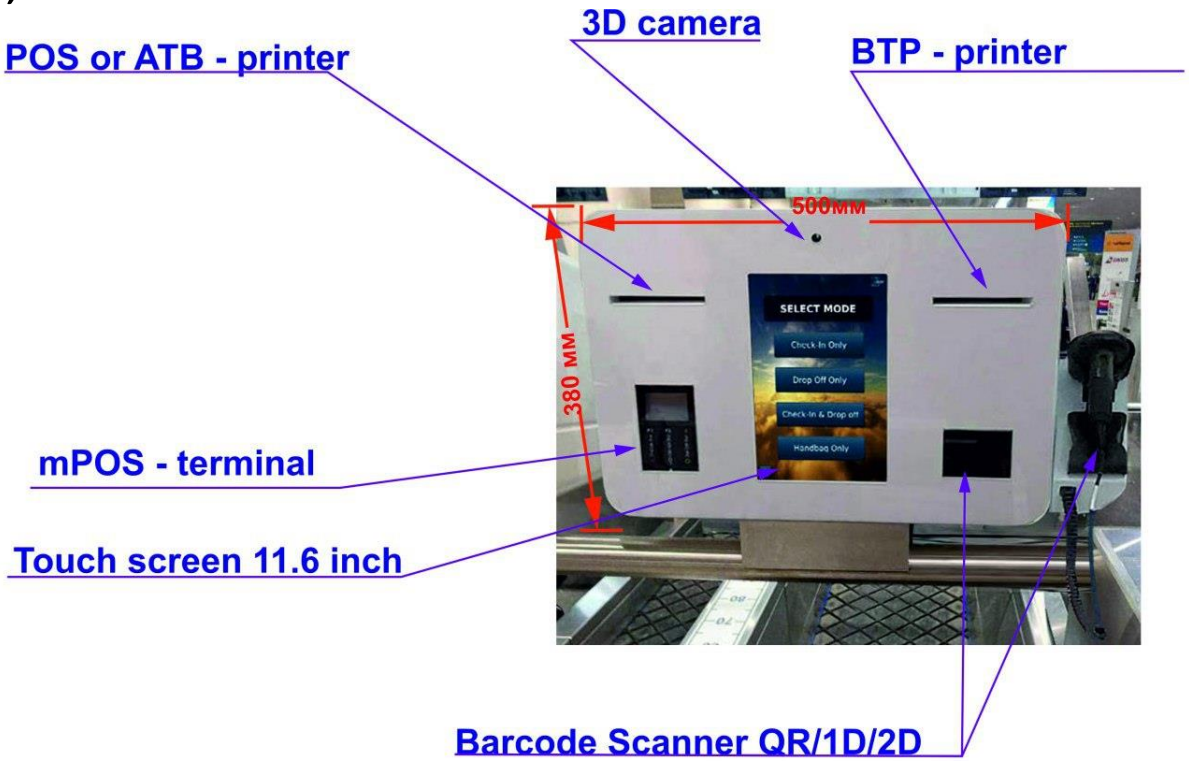
A rarer case is to ensure uninterrupted operation of AIRPORT PASSENGER SERVICE in case of breakdowns on the public access platform CUTE or LAN of the airport. In such circumstances, we suggest using a portable check-in counter or GATE, AERO DCS (RAM DCS) in this configuration works outside the airport CUTE, and communication between the portable counters with the server is provided via the airport WLAN etc.:





Options - CUSS / SBDO

Moreover, the system can be deployed outside the airport CUTE network at **KIOSKS of self-check-in** of passengers and self-check-in of baggage. CUSS kiosks can connect to the AERO DCS server (RAM DCS) via the airport LAN outside the SITAHUB / ARINK AVINET network, etc.

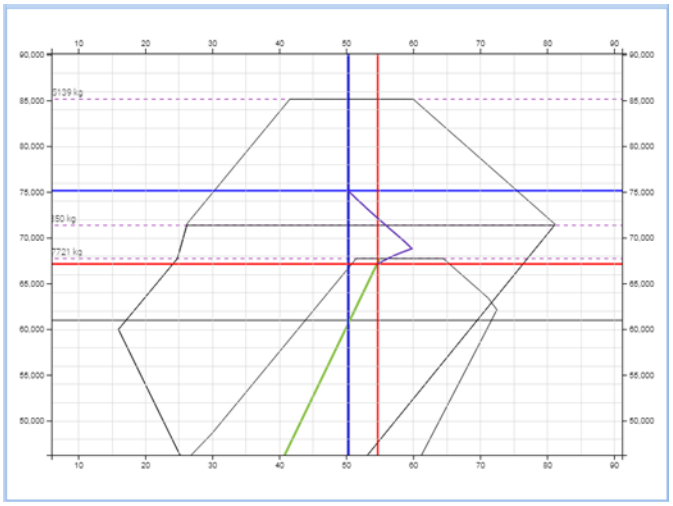


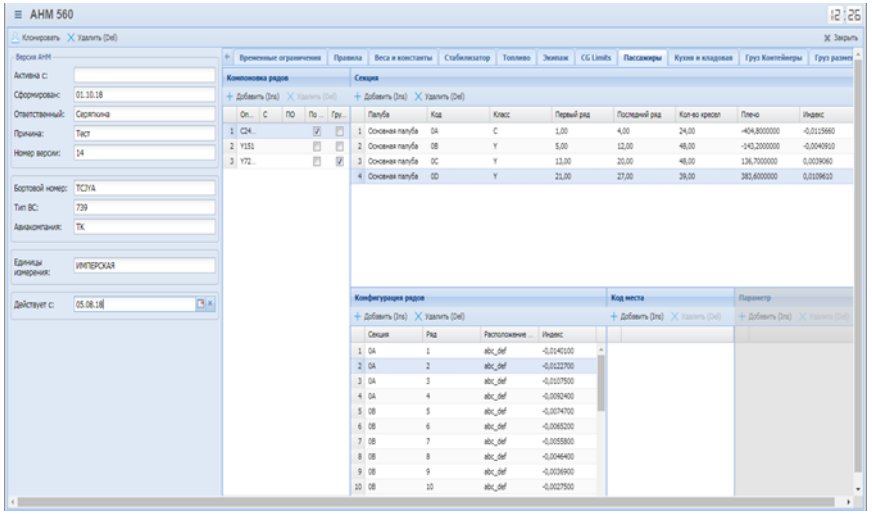
Options - Self Boarding Gate

SBG – SELF BOARDING GATE The electronic turnstile automates the boarding process, allowing the passengers to access the plane by using either their boarding pass or a biometric ID. This device speeds up the completion of departure formalities and helps passengers board the plane quickly, while reducing the airport's service expenses per each passenger. Furthermore, the automated turnstile is more secure and prevents human error when controlling access to the terminal's restricted areas.

Options - W&B weight and balance

- Maintaining the AHM560 base;
- Parameter settings taking into account history;
- Work in a single system of representatives of various services;
- Built-in integration with cargo agent systems, booking and passenger registration systems;
- Built-in telegraphy processing system;
- Control of the technological schedule of work of center operators and the implementation of the stages of centering;
- Logging of all user actions;
- Possibility of automatic placement of loads for optimal alignment;
- Intelligent control system;





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