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SEVENTH FRAMEWORK PROGRAMME

Transport

Aeronautics and Air Transport

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List of Beneficiaries

Beneficiary name	Beneficiary short name	Country
Deutsches Zentrum für Luft- und Raumfahrt e.V. (DLR)*	DLR	Germany
Airbus Deutschland GmbH	ABD	Germany
Airbus S.A.S.	ABF	France
Air France Consulting	AF	France
Athens International Airport	ATH	Greece
Bratislava Airport	BTS	Slovakia
ICTS	ICTS	United Kingdom
ID-Partners	IDP	France
ADPi	ADP	France
Smiths Heimann	SmH	Germany
Zilina University	ZIU	Slovakia
Sagem Sécurité S.A.	SGM	France
SIEMENS AG - Siemens IT Solutions & Services	SIS	Germany
RWTH Aachen	RWTH	Germany

*Coordinator

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1 INTRODUCTION

1.1 Concept

ASSET is a project within the Seventh European Framework Programme and thereby supported by the European Community. The consortium consists of 14 institutions and companies from 5 countries operative in industry and research in aviation including the German Aerospace Centre (DLR) as the project coordinator.

Punctuality in Air Transportation in Europe is currently far away from the 99% punctuality target within 15 minutes set by ACARE's vision 2020¹ and has shown a negative tendency below 80% in the past 3 years. Airport ground processes still conceal a considerable potential for improvement of time efficiency. Recent studies from Eurocontrol Performance Review Commission prove that one main driver of insufficient punctuality in air transport is a high variance in off-block times. This leads to poor predictability within flight planning. In order to maintain a basic stability, airlines introduce costly time buffers within their schedules and/or reserve extra aircraft. Reducing only 5 minutes of buffer in 50% of the flight-plans in Europe would save a magnitude of one billion Euros per year according to Eurocontrol.

The aim of ASSET is to develop and assess solutions for airport process improvements in terms of punctuality regarding passenger, baggage and aircraft processes in an integrated approach. Therefore, representatives of nearly all directly or indirectly involved stakeholders (airports, airlines, aircraft manufacturers, technological suppliers, security service providers etc.) work conjoined on this project.

Emphasis is placed on identifying single improvement solutions and in a later phase on developing integrated solution scenarios. Two generic airport reference models representing a hub (large proportion connecting passengers) and a medium-sized (mainly origin and destination passengers) airport will be developed. With these models scenarios can be simulated which serve as reference for the developed integrated solution scenarios. Suchlike models are lacking so far and are meant to be applicable in other projects and assessments.

¹ ACARE – Advisory Council for Aeronautics Research in Europe: comprises about 40 members with clearly defined and commonly agreed terms of reference, including representation from the Member States, the Commission and stakeholders. The focus is to establish a Strategic Research Agenda (SRA) that will influence all European stakeholders in the planning of research programmes, particularly national and EU programmes. The vision 2020 states the imperatives “More Affordable, Safer, Cleaner and Quieter” air transport in the future, reflecting the need to combine cost-effectiveness with an uncompromising attachment to safety and environmental objectives. The key to securing these objectives is seen in investment in Research and Technology according to a strategy that can meet the demands of the market as well as the needs of the community.

ASSET project is to develop four main outcomes:

1. a list of solutions to enhance time efficiency at airports which includes technical, operational and strategic approaches
2. a ranking of above mentioned measures according to their level of target contribution towards a more time efficient and thus economically viable air transport
3. an objective and comparable scheme to assess future technological and/or procedural changes in typical airport environments
4. a financial approach that will clearly indicate what the benefits are for the various stakeholders.

1.2 Description of Work

The envisaged work is broken down into four logical steps (WP 1 – WP 4).

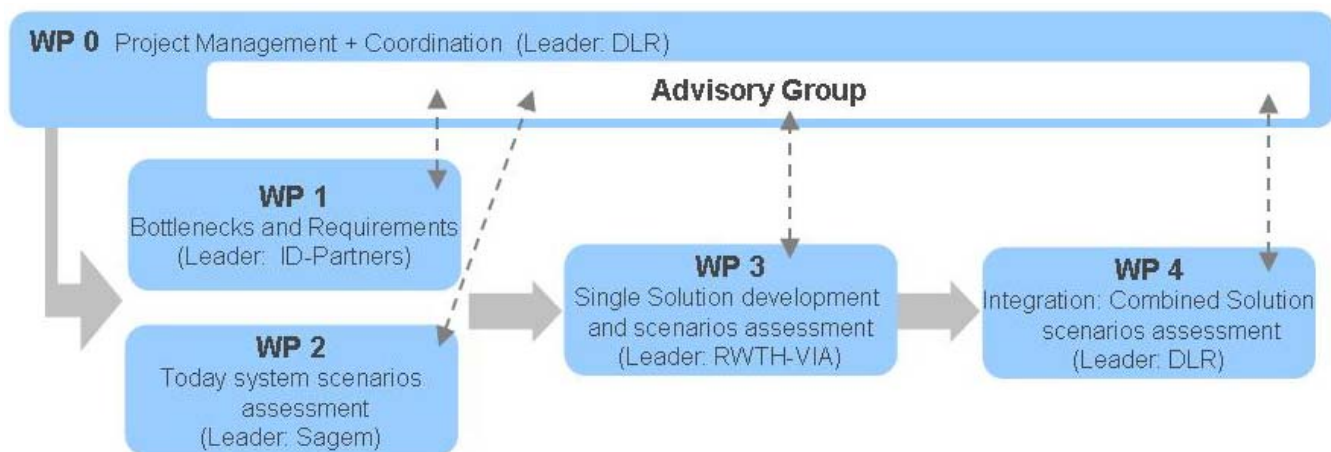


Fig. 1: Project Structure

The objective of *work package 1* is to precisely identify what are the bottlenecks and requirements of the various air transport stakeholders to address passenger, baggage and aircraft processes' performance. The following stakeholders have been selected as the most significant to ensure a suitable modelling of the transport process starting from the airport's terminal entrance until the final boarding: passengers, airlines, airports, handling agents, security agencies, home ministries, security, customs, retailers and finally aircraft manufacturers.

Work package 2 aims at developing models and scenarios that will be used in WP3 and WP4 to evaluate the impact of the proposed solutions. Two different sets of models/scenarios will be built to cover the specific needs of medium-sized airports and hub-airports. The models will be used to simulate the behaviour of the various "agents" of the landside processes of the airport (passengers, employees, security agents, visitors, baggage, planes...) that are potentially affected by the proposed solutions. The WP will identify the low-level details that must be included in the models, and scenarios will be defined that correspond to normal and peak activities. The corresponding parameters will be

evaluated and inserted in the models. Finally the models are measured according to specified performance parameters to then build a quantified status quo as basis for comparison with the solution scenarios developed in WP 3 and WP 4.

The aim of *work package 3* is the development of single solutions for improving time performance of particular airport processes. Considering all relevant stakeholders' requirements and contributions, single solutions are to be listed. This list will include the single solutions' precise association to particular airport processes as well as an estimation of their expected improvement potential. Modelling and simulation of solution scenarios which are created by the implementation of single solutions within available airport reference scenarios will allow the evaluation of single solutions' impact on time performance of particular airport processes. This WP is completed by a ranking of single solutions according to their improvement potential as well as an evaluation with regard to economic impact on stakeholders' business (costs, compatibility with today's systems and time of implementation).

Work Package 4 constitutes an expansion of the single solution analysis to an integrated approach. By dint of simulation integrated solutions are assessed and ranked under consideration of the target achievement on time performance and the economic and operational effects (costs, compliance with today's systems etc.) for the various stakeholders. Furthermore, privacy and legal issues are taken into account, finally resulting in recommendations for the implementation of improvements.

1.3 Expected Results and Impact

ASSET delivers a list of solutions that will be assessed in terms of punctuality for airport processes throughout the whole process chain from the entry of a passenger (with baggage) into the terminal up to the point where the aircraft leaves its stand.

Searching and finding more punctual - meaning more predictable and/or faster - processes at airports also paves the way to increased capacity in terms of aircraft movements.

More predictable and faster turnaround processes enable to serve more aircraft per time at a given airport gate or remote position.

Because performance of aircraft punctuality depends on a precise functioning and integration of airside and landside airport processes, isolated solutions have not been successful to improve punctuality of the air transport system in the past. ASSET aims to solve this by employing an integrated approach.

2 EXECUTIVE SUMMARY

This Plan for Dissemination constitutes a deliverable within WPO and will be updated regularly according to the Annex I - Description of work. It defines the actual plan for the deployment of intermediate and final results gained through ASSET while considering privacy issues.

Due to the various stakeholders and their different interests and requirements there is a multitude of planned dissemination activities. The following actions have been considered as the most promising ones:

- Provision of an internet presence: Setup of a public website about the ASSET project and a internet platform exclusively for the consortium partners
- Creation of an Advisory Group and organisation/coordination of regular meetings
- Participation in trade fairs, exhibitions and conferences
- Participation and interaction with project teams of other projects within the air transport research community
- Production of information and promotion material
- Publication of papers in journals

These activities will be further itemised in the following.

3 DISSEMINATION STRATEGY

3.1 Objectives

Dissemination of information to main stakeholders is paramount to the success of ASSET. Due to the fact that ASSET affects many different stakeholders, a multitude of dissemination activities is expedient.

For the implementation of the project outcomes it is important to address all relevant stakeholders to create synergies to support the project and help reaching the project goals.

The dissemination activities have the following detailed objectives:

- Information of all relevant stakeholders/the air transport community in order to get support for the project's research activities and for the actual implementation of the improvement solutions
- Co-operation with other projects in this field of research to ensure direct incorporation of findings from ASSET into SESAR and other projects, especially concerning the interfaces with airside processes to achieve a high level of integration in air transport research
- Information of the wider air transport research community for future advanced research. In particular the generic airport models are developed to be used for assessments in other projects in the future.

3.2 Target group

The target audience comprises of all institutions/industry that provide services directly and indirectly to landside airport processes and all other air transport stakeholders as well as concerned European and national authorities and the general public. Five main target groups have been identified:

- I. The air transport community including airports, airlines, handling agents, security agents, aircraft manufacturers etc.

As they provide aircraft, air transport services and all the operations taking place at an airport they would be conducting the implementation of optimization solutions and should therefore be informed in detail.

- II. Advisory Group

The Advisory Group supports the ASSET project consortium in assessing the project's methodology, its preliminary results as well as providing experience and data from operations. It consists of various stakeholders that give advice on project objectives and approaches the project work from an external perspective. Projected members are representatives from

- Single European Sky ATM Research Programme (SESAR)
- DG TREN /DG JLS
- Schiphol International Airport
- German Airports Association (ADV)
- International Airline Passengers Association (IAPA)
- European Low Fares Airline Association (ELFAA)

- European Commission
- Hamburg Airport
- Geneva Airport
- International Civil Aviation Organisation (ICAO)
- International Air Transport Association (IATA)
- Airport Council International Europe (ACI Europe)
- European Civil Aviation Conference (ECAC)
- Advisory Council for Aeronautics Research in Europe (ACARE)
- Association of European Airlines (AEA)
- Simplifying Passenger Travel (SPT)
- European Aviation Safety Agency (EASA)
- Airport Munich
- Czech Airlines
- Globe Ground
- Tax Free World Association (TFWA)
- Aéroports de Paris
- Board Of Airline Representatives In Germany e.V. (BARIG)

The Advisory Group balances not only different interests of diverse stakeholders in aviation, but it will also broaden the geographical diversity of the project. One role of the Advisory Group is to provide the ASSET team with an operational feedback of users that may in future be proposed to change their operations or might be affected by ASSET proposals and solutions otherwise. A second role is to establish a platform for spreading the knowledge about the use of ASSET generic models, on metrics developed and results obtained on proposed solutions as early as possible. This would allow airport stakeholders to implement some solutions or parts of solutions found in ASSET within their individual systems even before completion of the ASSET project. A third role of the Advisory group is to support the ASSET team in collecting solution ideas and to refine proposed solutions to take into account operational needs.

III. European and national authorities in air transport

The European Community as initiator of the Seventh Framework Programme and the various ministries of transport, security and other authorities like federal border police concerned with air transportation

IV. R&D institutions in the air transport sector

They are provided with the results and outcomes of ASSET to pursue and intensify research activities in the improvement of airport processes and in the aim to complement ASSET to investigate in the interface of airside and landside processes.

V. The general public

Information shall be provided to the public as soon as possible since the public as passenger is an important actor in the airport process chains and directly affected by prospective changes. The public will benefit in a direct sense from optimizations in land-side airport processes.

3.3 Standardisation issues

Standardisation activities are not directly applicable within the ASSET project. However ASSET will identify required supporting mechanisms related to the operational introduction in WP 3/4 within the creation of an integrated solution approach to ensure the compliance with today's systems.

Though a formal technical standard is not applicable regarding simulation and modelling output, the models shall be compatible and serviceable for future use.

3.4 Intellectual property rights

"Foreground means the results, including information, materials and knowledge, generated in a given project, whether or not they can be protected. It includes intellectual property rights (IPRs such as rights resulting from copyright protection, related rights, design rights, patent rights, plant variety rights, rights of creators of topographies of semiconductor products), similar forms of protections and unprotected know-how (e.g. confidential material). Thus, foreground includes the tangible (e.g. prototypes and source code) and intangible (IPR) results of a project. Results generated outside a project (i.e. before, after or in parallel with a project) do not constitute foreground.

Background is information and knowledge (including inventions, databases, etc.) held by the participants prior to their accession to the EC grant agreement, as well as any intellectual property rights which are needed for carrying out the project or for using foreground. Regarding intellectual property rights for which an application must be filed, only those intellectual property rights for which the application was filed before the accession of the participant to the EC Grant Agreement are included.”²

The rules governing the dissemination of the project results by any member of the consortium are stated in the Grant Agreement where the given background of the single members is as well specified. As this project does not envision building a prototype, nor to run a pilot, it is not expected that technical components are available at the end of the study. Some intermediate deliverables are only for a restricted group including the European Commission. The consortium partners will keep in all cases the property rights associated with the foreground and background and the non-public deliverables. However, the public results will be deployed to the widest audience possible.

² See Guide to Intellectual Property Rules for FP7 projects, Version 28/06/2007, p.5.

4 DISSEMINATION PLAN

Due to the fact that ASSET affects many different stakeholders, a multitude of internal and external deployment activities are expedient and scheduled. In the following the scheduled dissemination activities can be found including a brief description of the measures which range from the online presence and the participation in conferences and trade fairs to papers in academic journals to cover vast and different deployment channels and attain thereby the widest possible audience.

The list of dissemination actions below is updated with every new release of this document.

4.1 Corporate Design

In a first step an official logotype has been created for the project. Further on to ensure a consistent dissemination a common layout for documents has been developed and document templates are available for Microsoft Office Word and PowerPoint. These templates contain the ASSET logotype as well as the logotype of the 7th European Framework Programme as displayed on the document at hand.

4.2 Dissemination on the Internet

A public website has been set up which is accessible under the URL: www.asset-project.eu. The website will be updated regularly and contains all relevant information about ASSET:

- General description of the project and its goals
- Structure of the project and detailed description of the work packages
- List of all consortium partners
- Contact information of the coordinator (DLR)
- Downloadable information-flyer/leaflet and poster
- List of downloadable public deliverables

The public website aims at the general public as well as any representative from industry, authorities or research institutions. The overall design is chosen to give broadly understandable information about the project aimed at the non-expert public as well as in-depth information for stakeholders or academics.

Several partners have descriptions of the project and links to the ASSET website on their respective websites.

The public website is consistent with the overall project CD and displays the projects logotype as well as the logo of the 7th European Framework Programme.

Besides the public website an internet-platform has been set up that is only accessible by consortium partners. This website enables an easy and flawless exchange of all data and documents

concerning the project between the partners. It furthermore contains all relevant details concerning the people working on the project, a calendar for upcoming meetings and events concerning ASSET, a library comprising relevant literature and other related information.

4.3 Dissemination through conferences, workshops and interviews

The consortium plans to deploy the results on several conferences and workshops. In contrast to publications in journals conferences provide a high level of interactivity and the possibility to discuss options and get external feedback. One important example for conferences is the Advisory Group meeting that will take place three times. As the Advisory Group consists of external experts from air transport organisations, airports, airlines and other stakeholders, results will become widely deployed.

In cases where papers/publications have been presented at conferences they are not listed twice and are found in chapter 4.6

The conferences/workshops and interviews that have been attended are listed below:

Interview: Airbus Germany					
Location:	Hamburg	Date:	29/08/08	Type:	Interview/Meeting
Interviewer:	De Couessin (ID-P for ASSET);			Attendees:	Daniel Glaser(Airbus Germany) ; Peter Theis (Airbus Germany)
Short Description:	Assess an A/C requirements with regards to turnaround times and Points of Activity between deboarding and Aircraft departure				

Interview: ACI EUROPE					
Location:	Brussels	Date:	30/07/08	Type:	Interview/Meeting
Interviewer:	De Couessin (ID-P for ASSET);			Attendees:	Vlad Olteanu
Short Description:	Ensure the support of ACI Europe to ASSET and get their participation to the Advisory Group				

Interview: ACI HQ					
Location:	Geneva	Date:	29/07/08	Type:	Interview/Meeting
Interviewer:	De Couessin (ID-P for ASSET);			Attendees:	Craig Bradbrook
Short Description:	Introduce ASSET to ACI and invite them them to participate to the Advisory Group				

Interview: ADPI					
Location:	PARIS / ORLY	Date:	21/07/08	Type:	Interview/Meeting
Interviewer:	De Couessin (ID-P for ASSET);			Attendees:	Olivier CHAUVET
Short Description:	Identify the POA (Points of Activity) in an airport and prepare a questionnaire for further meetings				

Interview: EU DG JLS/ DG TREN					
Location:	Brussels	Date:	30/07/08	Type:	Interview/Meeting
Interviewer:	De Couessin (ID-P for ASSET);			Attendees:	Elfa Kere ; John Wilson
Short Description:	Introduce both DG JLS / TREN to the ASSET program and get their support to the Advisory Group				

Advisory Group Meeting					
Location:	Brussels	Date:	22/03/10	Type:	Meeting
Principle Author:	ASSET Consortium			Status:	Presentation of intermediate results of ASSET
Short Description:	The project conceptions and intermediate results are presented to an external project body of high level experts.				

ACI Meeting					
Location:	Oslo	Date:	8./9.11.2009	Type:	Meeting
Principle Author:	Committee; Presentations and discussions			Status:	Overview presentation of ASSET
Short Description:	The Facilitation Committee addresses issues related to international passenger and cargo inspection and facilitation programs and regulations. The main issues covered are: the role of airports in border security, federal agency staffing and hours of operation, the collection and use of international passenger user fees, passenger and cargo inspection regulations and procedures, airport facility requirements, and customer services.				

Meeting: EC FP 7 Project TITAN – 1 st progress meeting					
Location:	Budapest	Date:	12/05/10	Type:	Meeting
Principle Author:	Sebastian Kellner (RWTH Aachen)			Status:	Presentation of ASSET
Short Description:	The project approach and concept are presented to the consortium of the EC FP7 project TITAN				

4.4 Dissemination via promotion materials

A poster and a leaflet have been created and will be downloadable from the public website. They present the objectives and activities of ASSET, inform about the consortium partners and provide contact details. Besides the on-line allocation the promotion material will be distributed as print version on several events whereby a wide auditorium shall be reached.

4.5 Exhibitions/Roadshows/ Trade Fairs

The presentation of ASSET at exhibitions and the like is another important element of the dissemination strategy. Depending on the sort of exhibition a wide auditorium of experts can be reached as well as a large group of the interested general public.

Details of dissemination efforts on exhibitions can be found in the following:

German Aerospace Day 2009 (Open day of the German Aerospace Centre)					
Location:	DLR Köln-Porz	Date:	20.09.2009	Status:	Public
Visitor target group:	General interested public 100.000 visitors			Exhibitors:	DLR , ESA, EAC, Cologne Bonn Airport, German Air Force
Short Description:	DLR and its partners at Cologne-Porz showcase their research in the areas of transport, energy, aerospace and spaceflight. The patron of the event is Dr Karl-Theodor zu Guttenberg, German Federal Minister of Economics and Technology. Scientists from DLR will give presentations reporting their work and the current research projects and will be interviewed. Within that scope there was as well a stand presenting the ASSET project, giving information and providing promotion material. Besides there was an accompanying programme including the presentation of various aircraft on the open-air exhibition ground.				

Inter Airport Europe					
Location:	Messe München	Date:	6.-9.10.2009	Status:	Registration compulsory, public sub area
Visitor target group:	airlines, airports, cargo carriers, ground handlers, terminal operators, consultants, military and government, air-traffic control, investors, real estate manager, service providers Ca. 13.000 visitors expected			Exhibitors:	ca. 600
Short Description:	Inter airport Europe is an airport industry's international meeting point and encompasses all aspects of airport equipment, technology, design and services. The range of exhibits is divided into four market sectors: interTERMINAL: Terminal operations, infrastructure and technical installations interDATA: Information technology and software, data processing, hardware. interRAMP: Ground support equipment, ground handling, airfield construction and installations. interDESIGN: Interior specifications and furnishings, architectural components and other design elements				

4.6 Dissemination via print media and scientific journals / academic documents

The publication of articles in journals, periodicals or books spreads information about ASSET to a wide group of concerned academics in air transport research and inspires to pursue and intensify research in the area of airport processes' improvement and in the interface of air- and landside processes. Suchlike publications are planned though not fixed at this stage.

During the project it is planned to assign a number of diploma theses and dissertations whereby ASSET is disseminated to the concerned people and moreover to the whole target group of the theses.

Assignment: Student research project					
Principle Author:	Author: Markus Peter (FH Aachen); Supervised by Tim Alers (DLR);			Status:	Student research project
Published:	Published in library of FH Aachen	Date:	2/2009	Title:	State of the art in airport landside research
Short Description:	The analysis of ideal-typical airport ground processes as well as a comprehensive overview of related projects				

Assignment: Simulation of an airport passenger security control					
Principle Author:	Alejandro Barrientos Paramio (RWTH Aachen)			Status:	Thesis
Published:	internal	Date:	01/07/2010	Title:	Simulation of an airport passenger security control
Short Description:	The paper focuses on modeling the passenger processes of an airport up to the security control: Check-in, air-side access and security. The main points of activity of an airport have been studied along with the passengers' characteristics, in order to generate an appropriate model for people's behavior at airports. The analysis founds the basis for the set up of a simulation environment.				

Assignment: Modeling and Simulation of Passenger Departure Processes at Airport Terminals					
Principle Author:	Elena Esteve Baquero (RWTH Aachen)			Status:	Thesis
Published:	internal	Date:	07/07/2010	Title:	Modeling and Simulation of Passenger Departure Processes at Airport Terminals
Short Description:	This paper aims to create models to simulate passenger activities at different facilities at the post-security area (Cell Level models) and a model to simulate passenger processes from terminal arrival until boarding landside (Cockpit Level model). The implementation of different passenger types with the simulation tool TOMICS is the main task in this study.				

Assignment: Student research projects, Bachelor Thesis, Diploma Thesis					
Principle Author:	All research projects are supervised by Holger Appel (ILR – RWTH Aachen University); for author details see description			Status	Student research project, Bachelor Thesis, Diploma Thesis
Published:	Published in library of ILR at RWTH Aachen University	Date:	See description	Title:	See description
Short Description:	<p>Various projects have been performed at RWTH Aachen university with reference to the ASSET project. Using these research projects the students (students from RWTH Aachen University as well as foreign universities) got in direct contact with the project. Furthermore for some research projects a presentation was performed in front of interested guests and students.</p> <p>List of research projects:</p> <ul style="list-style-type: none"> - Project Thesis (J. Supra): Literature research about the Turnaround Time for aircraft - Project Thesis (S. Bothur): Investigation on approaches to optimize the airside turnaround process of aircraft - Bachelor Thesis (J. Alberto Gonzales): Expenses estimation and analysis of aircraft turnaround processes at airports - Project Thesis (S. Eumann): Programming of modules for the simulation of passenger processes during the boarding of aircraft - Project Thesis (F. Bastek): Programming of modules for an automatically generation of aircraft cabin layouts - Project Thesis (D. Luscher): Programming of modules for an automatically generation of passenger information as basis for the boarding - Diploma Thesis (P. Rodriguez): Accomplishment of a aircraft turnaround based parametric study - Bachelor Thesis (T. Fernandez): Aircraft turnaround reference model generation - Project Thesis (C. Günther): Investigation on adopted methods for the aircraft turnaround deboarding process 				

Publication					
Location:	Porto (Portugal)	Date:	07/07/10	Type:	Conference Paper
Principle Author:	Holger Appel (ILR – RWTH Aachen)			Status:	Publication which was presented on the ATRS World Conference 2010
Short Description:	Title: Applicability of theoretical approaches for airplane boarding				

Publication					
Location:	Hamburg (Germany)	Date:	02/09/10	Type:	Conference Paper
Principle Author:	Holger Appel (ILR – RWTH Aachen University)			Status:	Publication which was presented on the “Deutscher Luft- und Raumfahrtkongress” 2010
Short Description:	Title: Einsetzbarkeit gezielter Aussteigevarianten beim Deboarding von Flugzeugen				

Publication					
Location:	RWTH Aachen	Date:	Yearly (2009/2010)	Type:	Technical Report
Principle Author:	RWTH Aachen University			Status:	RWTH Aachen internal publication
Short Description:	Presentation of the ASSET project in the anual technical report of research activities at RWTH Aachen University				

Paper and talk: Generische Terminalmodelle - Simulationen Landseitiger Terminalprozesse					
Principle Author:	Kerstin Bükler (RWTH Aachen) Sebastian Kellner (RWTH Aachen)			Status:	Paper and talk for the Annual Congress of the German Aerospace Society (DGLR)
Published:	Public Congress proceedings	Date:	02/09/2010	Title:	Generische Terminalmodelle - Simulationen Landseitiger Terminalprozesse
Short Description:	This paper illustrates the 3-level approach to airport terminal modeling in general and demonstrates its applicability in the context of the ASSET project. Contributing authors are: Tim Alers (DLR) and Holger Appel (RWTH Aachen).				

5 SCHEDULE OF DISSEMINATION ACTIVITIES

Ref.	Type of activity	Event	Target Audience	Date
1	Interview/Meeting	Interview: Airbus Germany	Airbus Germany	29.08.08
2	Interview/Meeting	Interview: ACI EUROPE	ACI EUROPE	30.07.08
3	Interview/Meeting	Interview: ACI HQ	ACI HQ	29.07.2008
4	Interview/Meeting	Interview: ADPi	ADPi	21.07.2008
5	Interview/Meeting	Interview: EU DG JLS/ DG TREN	EU DG JLS/ DG TREN	30.07.2008
6	Online Presence	Public Website	General interested public	Aug 2008
7	Online Presence	Team site	Consortium Partners	Jun.2008
8	Exhibition	German Aerospace Day 2009	General interested public	20.09.2009
9	Exhibition	Inter Airport Europe	Professional visitors of the air transport sector	06.-09.10.2009
10	Exhibition	ACI Facilitation Committee	Airport industry experts	09./10.11.2009
11	Meeting	Advisory Group Meeting	Consortium Partners and Advisory Group	22.03.2010
12	Meeting	EC FP 7 Project TITAN – 1 st progress meeting	TITAN Consortium	12.05.2010
13	Publication	Simulation of an airport passenger security control	University Community	01.07.2010
14	Publication	Modeling and Simulation of Passenger Departure Processes at Airport Terminals	University Community	07.07.2010
15	Publication	Literature research about the Turnaround Time for aircraft	University Community	17.10.2008
16	Publication	Investigation on approaches to optimize the airside turnaround process of aircraft	University Community	28.7.2008
17	Publication	Expenses estimation and analysis of aircraft turnaround processes at airports	University Community	28.04.2009
18	Publication	Programming of modules for the simulation of passenger processes during the boarding of aircraft	University Community	02.07.2010
19	Publication	Accomplishment of a aircraft turnaround	University Community	07.04.2010

		based parametric study		
20	Publication	Aircraft turnaround reference model generation	University Community	07.04.2010
21	Publication	Investigation on adopted methods for the aircraft turnaround deboarding process	University Community	22.06.2010
22	Publication	Investigation on adopted methods for the aircraft turnaround deboarding process	University Community	22.06.2010
23	Publication	Applicability of theoretical approaches for airplane boarding	Airport industry experts	07.07.10
24	Publication	Einsetzbarkeit gezielter Aussteigevarianten beim Deboarding von Flugzeugen	Airport industry experts	02.09.10
25	Publication	Presentation of the ASSET project in the yearly technical report of research activities at RWTH Aachen University	General interested public	Yearly (2009/2010)
26	Publication	Generische Terminalmodelle - Simulationen Landseitiger Terminalprozesse	Airport industry experts	02.09.2010

6 CONCLUSION

This document outlines the dissemination strategy for the intermediate and final results of ASSET. The planned activities are dispersed to many different areas due to the multitude of different stakeholders and their different interests and requirements. They range from online presence and the participation in conferences and trade fairs to papers in scientific journals to cover a significant amount of different deployment channels and attain thereby the widest possible audience. While putting the planned actions into practice the property rights associated with the foreground and background and the non-public deliverables will be kept in all cases.

This dissemination plan will be updated regularly and inform about actually planned and realised activities.