



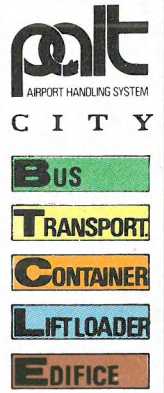
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AIRPORT HANDLING SYSTEM

THE PALT CITY SERVICE

Its function is relieving the airport terminal by placing the check-in point out either at (one or more) terminal(s) in the city, or hotel, health resort or in the form of checking-in performed in the bus en route between the city terminal and the aircraft as a MOBILE AIR TERMINAL. Passenger service can be rendered more comfortable and simultaneously considerably reduced by this.

The PALT CITY BUS HAS the following facilities:

1. Sizes suitable for highway traffic.
2. An own staircase for direct enplaning protected from weather conditions.
3. A sufficiently roomy luggage compartment and collector containers to collect and jointly transport luggages within the bus, and practically the same way within the aircraft.



THE PALT VIP/CREW SERVICE

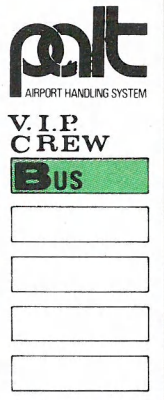
With multiple functions:

IN LUXURY DESIGN for direct deplaning and transporting high-level delegations, VIP-s from the deck of the aircraft to a remote (off the airport) reception point, transporting from here directly into the aircraft, respectively, fully avoiding airport publicity and inconveniences in both cases.

IN STANDARD DESIGN for transporting special air passengers of hotels and other organizations, fellow-workers and crew of airline representatives abroad between the aircraft and the city centre.

The PALT VIP/CREW bus has the following facilities:

1. Sizes suitable for highway traffic.
2. An own staircase for direct enplaning protected from weather conditions.



THE PALT APRON SERVICE

Its function is swift, simple joint handling of the passengers and their luggages within the airport: between the terminal building and the aircraft and reverse.

Principal components of the system are the PALT TERMINAL BUILDING, the PALT APRON BUS as well as the CONTAINERS with their CONVEYANCE SYSTEM.

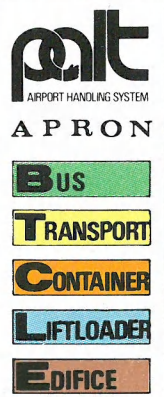
Luggages are transported here always in containers (PALT or LD). Loading, unloading and pushing the containers into the bus take place beneath the passenger floor level.

THE PALT APRON BUS has the following facilities:

1. An own staircase for enplaning protected from weather conditions.
2. A sufficiently roomy luggage compartment beneath the passenger floor level to accommodate and transport containers (PALT or LD) between the terminal building and the aircraft.

THE PALT TERMINAL BUILDING SYSTEM is suitable for:

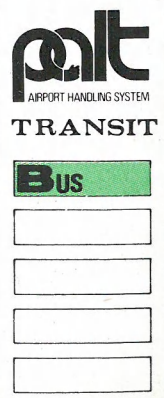
1. An economic terminal building and passenger-luggage service system.
2. Separated provision for certain flights (domestic, tourist, etc.) by a PALT service pavilion placed beside an existing terminal building when expanding an old airport.

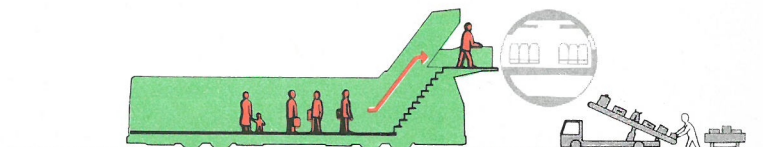
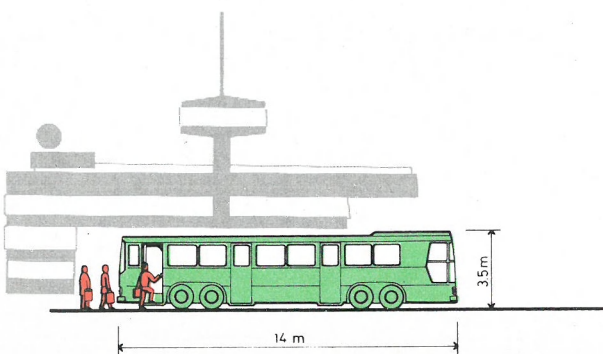
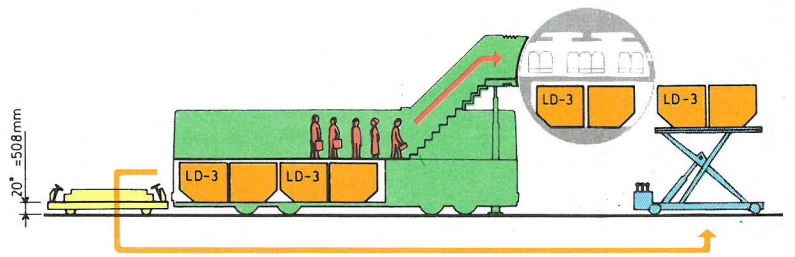
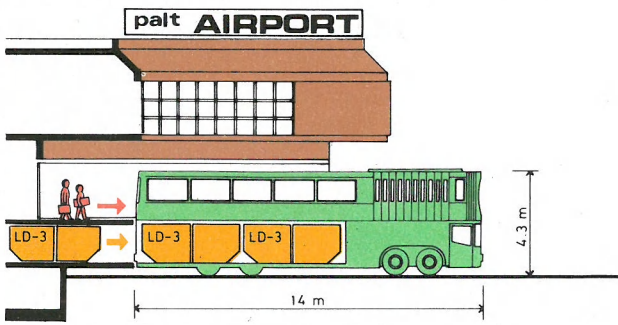
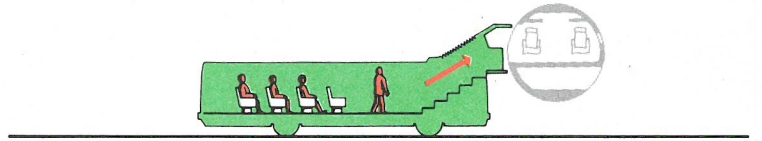
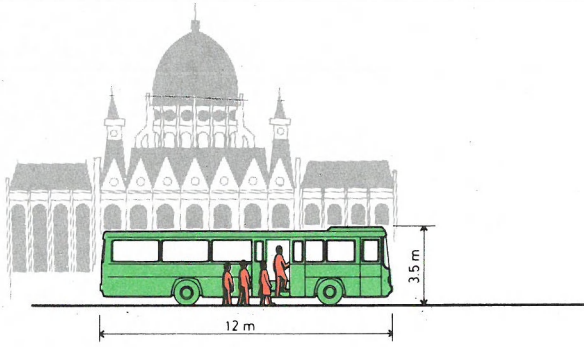
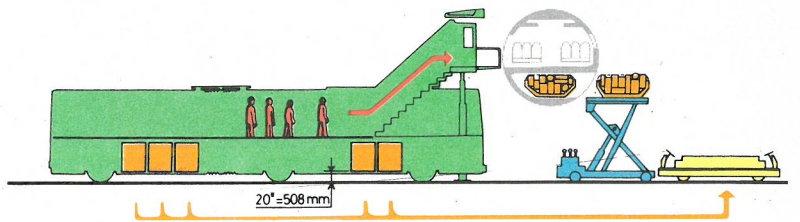
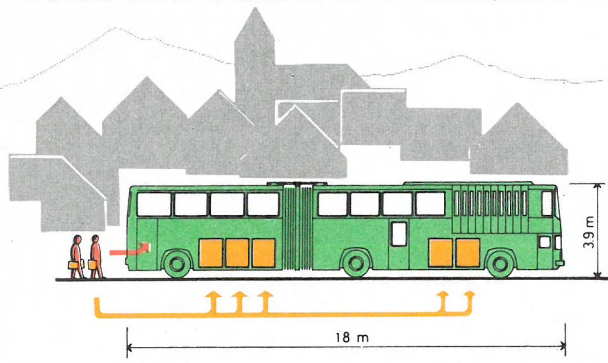


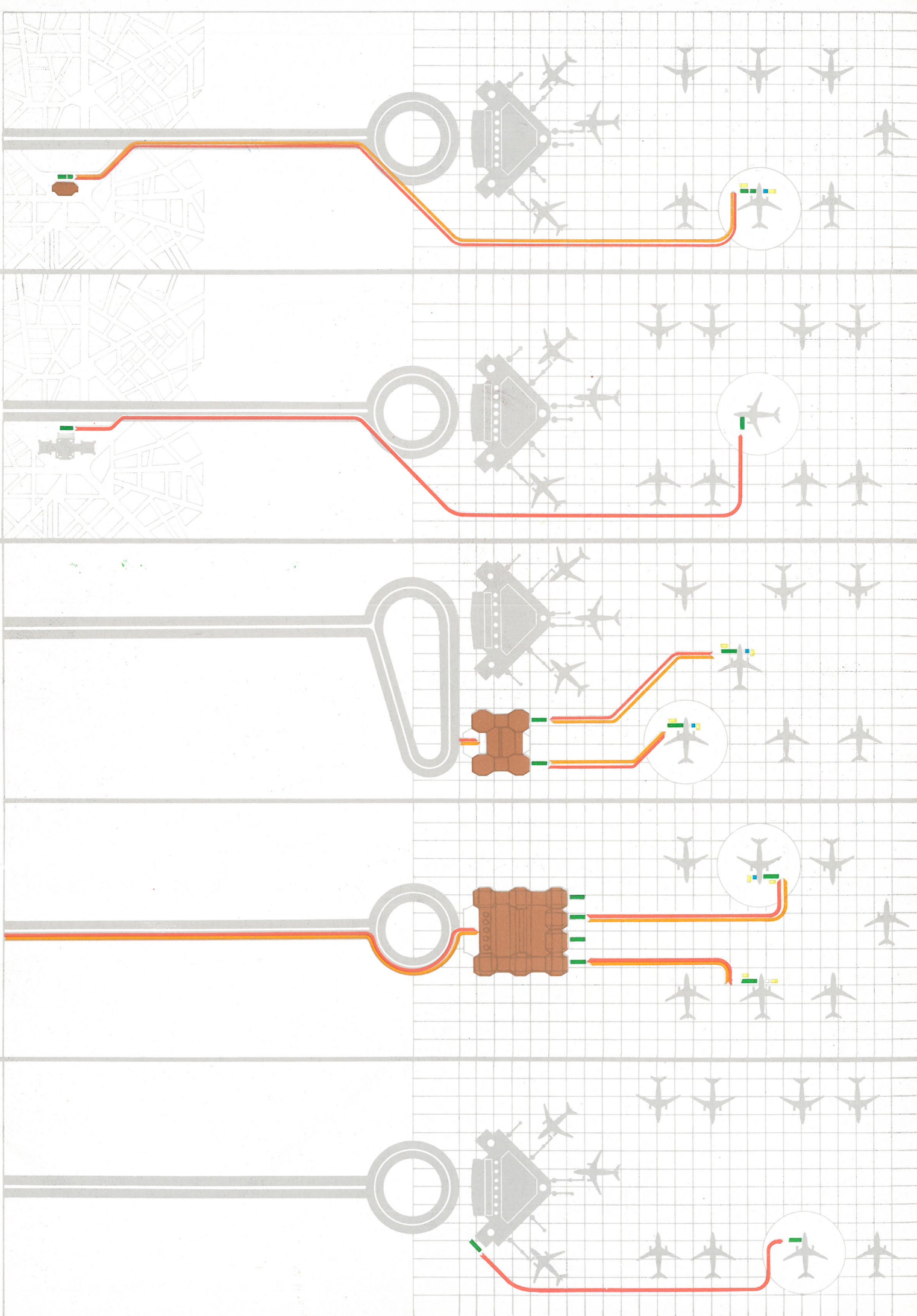
THE PALT TRANSIT SERVICE

Its function is transporting air passengers (in any service system) between the airport terminal and the aircraft or between airport terminals (like in transit between flights).

The PALT TRANSIT BUS has low floor level and no luggage compartment. For direct enplaning protected from weather conditions it is equipped with an own staircase.









The PALT — as indicated by its brand name — is an all-embracing airport service system intending to SOLVE THE PROBLEMS BY HANDLING THE Passengers And their Luggage Together.

With this it offers THE FOLLOWING ADVANTAGES:

- simplified airport handling, reduced ground time
- simplified, — consequently less expensive — TERMINAL BUILDING,
- comfortable, cheap and simple AIRPORT EXTENSION methods etc.

★ ★ ★

THE PALT CONSIST OF FOLLOWING SUBSYSTEMS:

- special AIRPORT BUS FAMILY — carrying passengers and containerized luggage together,
- new BAGGAGE HANDLING SYSTEM — rationalizing internal and external preparations,
- new TERMINAL BUILDING SYSTEM, which may be smaller, less expensive and simpler than traditional standard designs,
- AIR CONTAINERIZATION system, by means of the PALT OPEN CONTAINERS.

The PALT BUSES have been designed FOR DUAL PURPOSES:

- for apron application only (with and without baggage compartment) and
- for city-aircraft application.

The PALT TERMINAL BUILDING SYSTEM has been designed for two applications:

- for any kind of NEW AIRPORT INVESTMENTS and
- for EXTENDING THE CAPACITY of existing airports.

Luggage loaded in a PALT or LD-containers is conveyed from the PALT bus (or some other place) to the Liftloader by the PALT TRANSPORTER.

Height of its powered-load-platform is constant and corresponds to the internationally recommended 20" = 508 mm. Driver's seats are located on the both end for complete versatility.

The PALT LIFTLOADER is designed to rapidly and safely raise of lower containerized baggage and heavy piece-goods from the height of the Transporter (i.e. from 20" = 508 mm) to the doorsill of the aircraft's lower deck.

THE PALT OPEN CONTAINER actually performs functions of the containers and/or pallets in universal international use. This is the CONNECTING MEMBER between each PALT sub-system and component. This enables luggages to be arranged in the terminal building or anywhere outside the airport already the same way these will get into the aircraft and carried there in the PALT bus.

★ ★ ★

The PALT does not intend to offer PART-SOLUTION to this or that vital-topic only, but it is AN-ALL-EMBRACING NEW WAY, by what not only one would be improved (sometime on the expense of the others) — but many of them getting along well with each other.



- = Passenger and luggage together
- = Economical transport
- = Time and cost saving
- = Security
- = Comfort
- = Rapidity

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Technical consultant:
AEROPALT Ltd
H— 1502 BUDAPEST P.O.B.25. HUNGARY

Phone: 666-988/282
Telex: 22 6587 atkut h

Licence, know-how:
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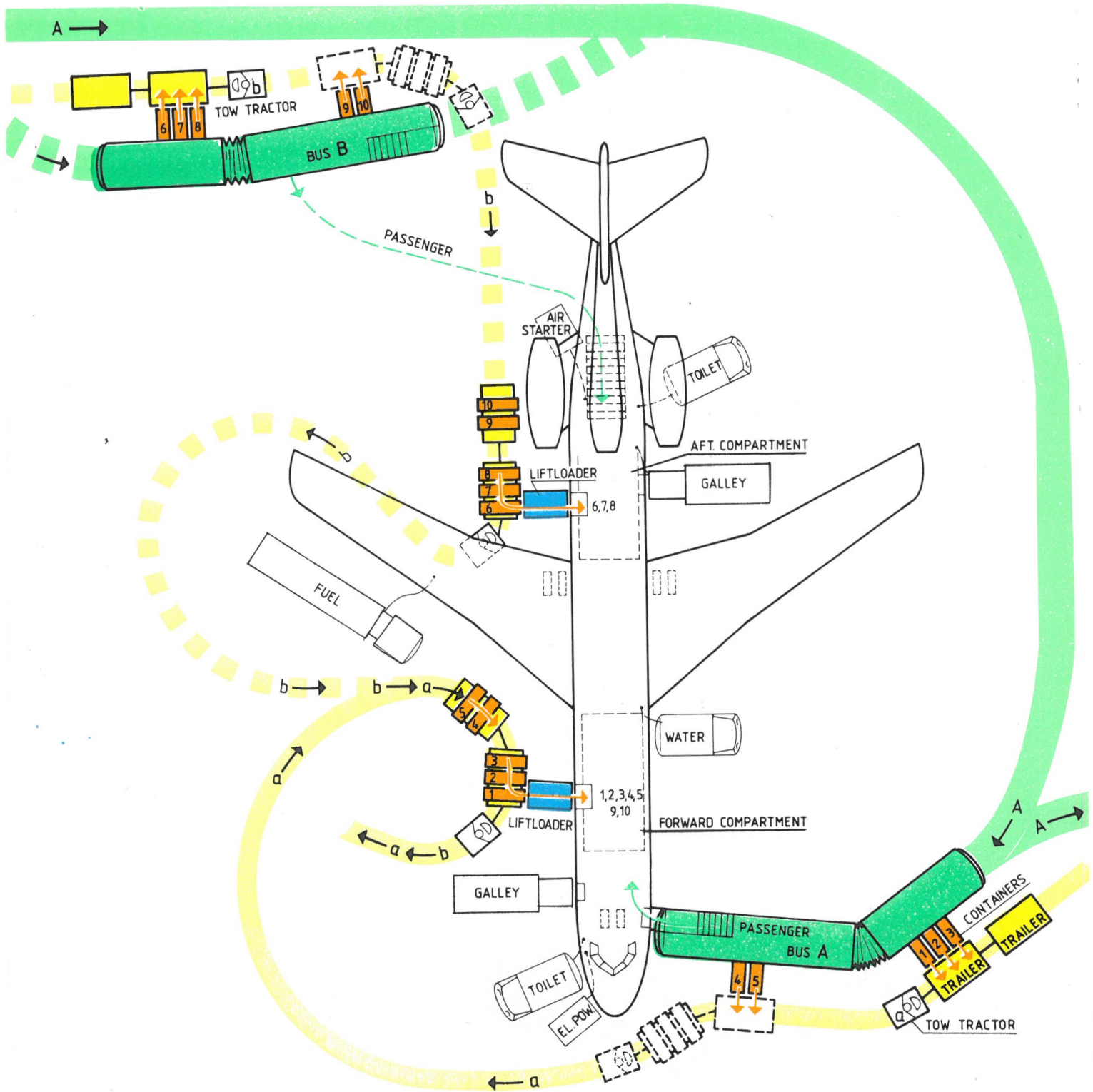
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palt

AIRPORT HANDLING SYSTEM

Ground service procedures of the IKARUS-PALT 695 City Bus with a B 727.200 AIRCRAFT

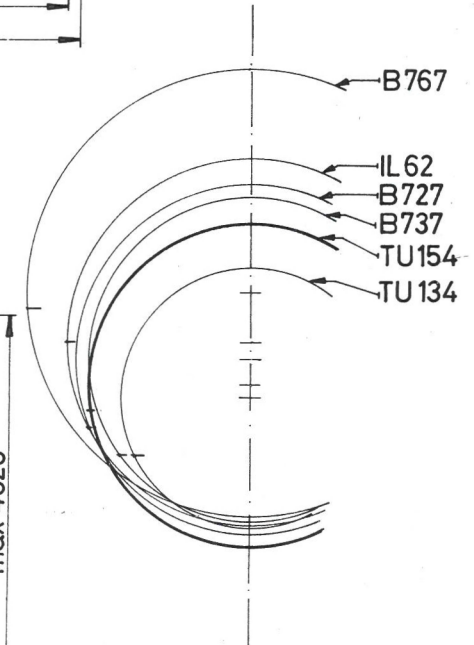
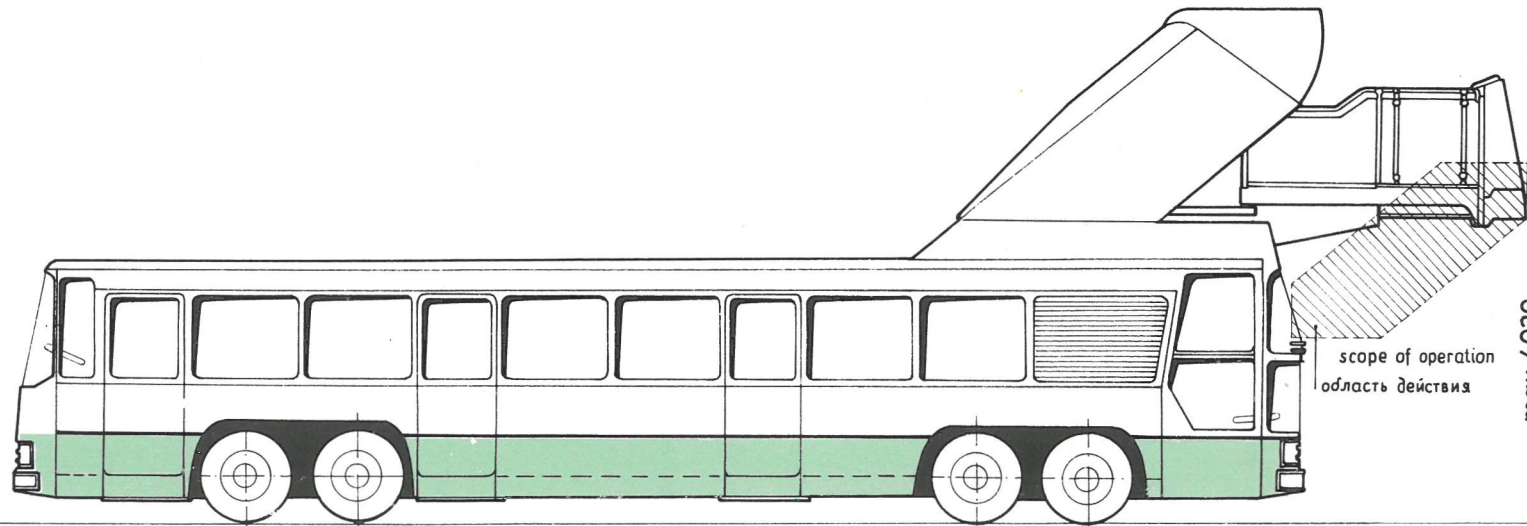
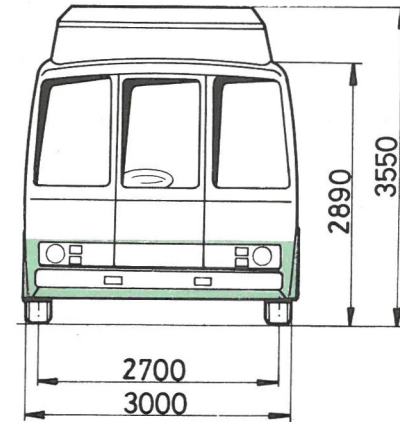
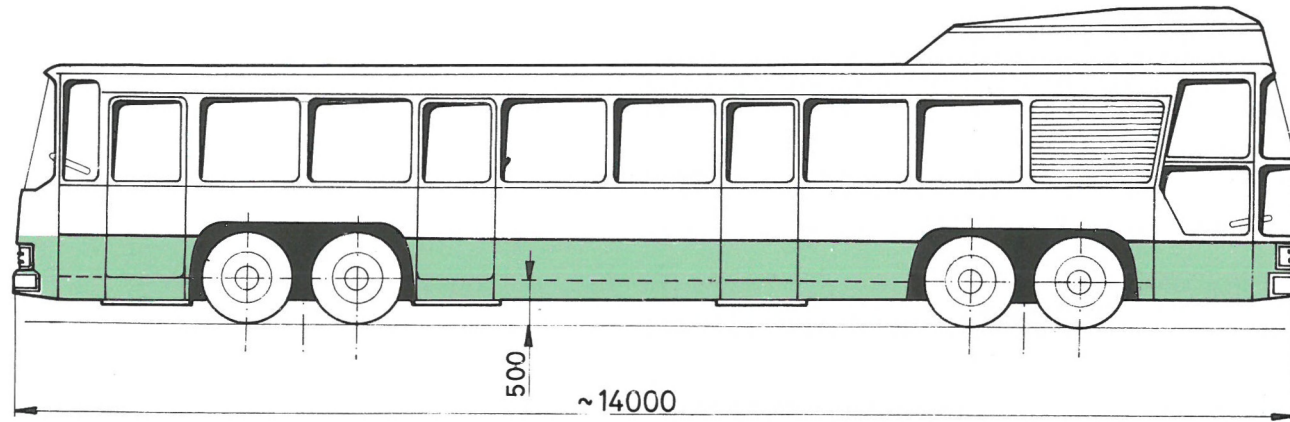
Version No. I.: With a Trailer, Liftloader with a PALT open container.





PALT TRANSIT BUS

TYPE 692.03



Low floor level, big capacity **apron bus** with own passenger staircase without luggage compartment.

Designed for direct passenger transport between aircrafts and terminals—when carrying passengers together with their baggages is **not required**. Its application is possible both with traditional and passenger-bridge terminals, for serving aircraft parking places remote from the building in the latter case.

The vehicle is equipped with **dual steering posts** (front, rear, resp.) to provide for good manoeuvrability.

PASSENGER COMPARTMENT

The passenger floor is flat, stepless. Boarding, alighting from the pavement level is achieved through 3 doors each on both sides. Direct changing for the aircraft is enabled by a staircase installed in the front part of the passenger compartment, the liftable terrace (platform), respectively.

PASSENGER DOORS

Operated by remote control from the driver's seat. Boarding, alighting are facilitated by a step protruding simultaneously with the door opening at a height of 250 mm.

HEATING, VENTILATION

Forced ventilation with internal air ducts.

3 roof vents (emergency exit).

Hot water Sirocco type with automatically controlled heaters. In the passenger compartment: with two-stage fan and hot water heater placed under the rear seat row.

OTHER EQUIPMENT

Public Address system

in the passenger compartment:

– sound amplifier system optionally with passenger compartment loudspeakers (8) installed in the roof.

Deck phone:

– direct communication between the driver's cab, the terrace (platform) and the boarding door of the passenger steps as well as the side doors. For the **P. A. system** any of the lines can be used.

Bridge control:

– the staircase, terrace (platform) and movements of the bridge are controlled by switch units installed in the terrace.

Technical characteristics:

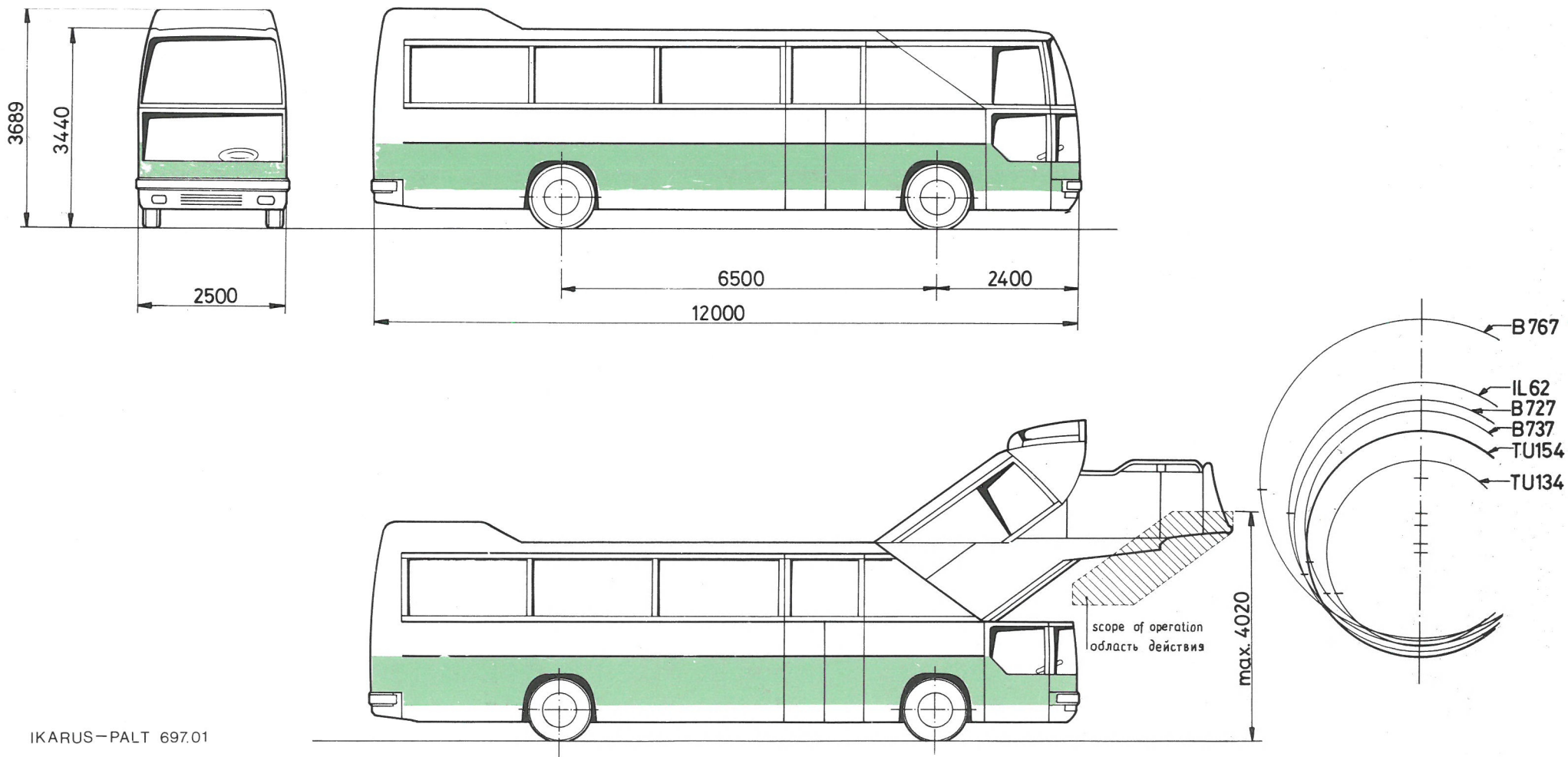
Length of the vehicle:	~ 14.300 mm	Permitted standing-on angle	
Width:	3.000 mm	correction:	approx. $\pm 5^\circ$
Floor level:	500 mm	Top speed (forward and reverse):	60 km/h
Number of passenger doors:	6 or as required	Min. outer/inner turning radius:	11.000 mm/4.900 mm
Number of standees:	110 pers. (4p/m ²) 165 pers. (6p/m ²)	Engine:	RÁBA-MAN or as required
Max. enplaning height of the passenger staircase:	4.300 mm	Transmission:	mechanical
Min. step width:	800 mm	Drive:	At the front axle
Terrace (platform) width:	1.800 mm	Suspension:	Pneumatic suspension with levelling valves
Width of the connecting bridge:	1.000 mm	Steering:	Dual steering posts, hydromechanic with hydraulic boost
Aircraft approaching horizontal forward movement of the terrace:	1.000 mm	Seats and other accessories:	As required
Transversal movement of the connecting bridge:	800 mm	Heating, ventilation:	Thermal + Sirocco, forced ventilation with internal air ducts or as required
Vertical correction of the conn. bridge:	+ 300 mm	Public address and deck phone systems:	As required

Right for changes is reserved!



PALT VIP / CREW BUS

TYPE 697



The vehicle is based on a bus suitable for highway traffic due to its sizes completed with an electro-hydraulically controlled staircase mechanism enabling passengers to directly enplane protected from weather conditions.

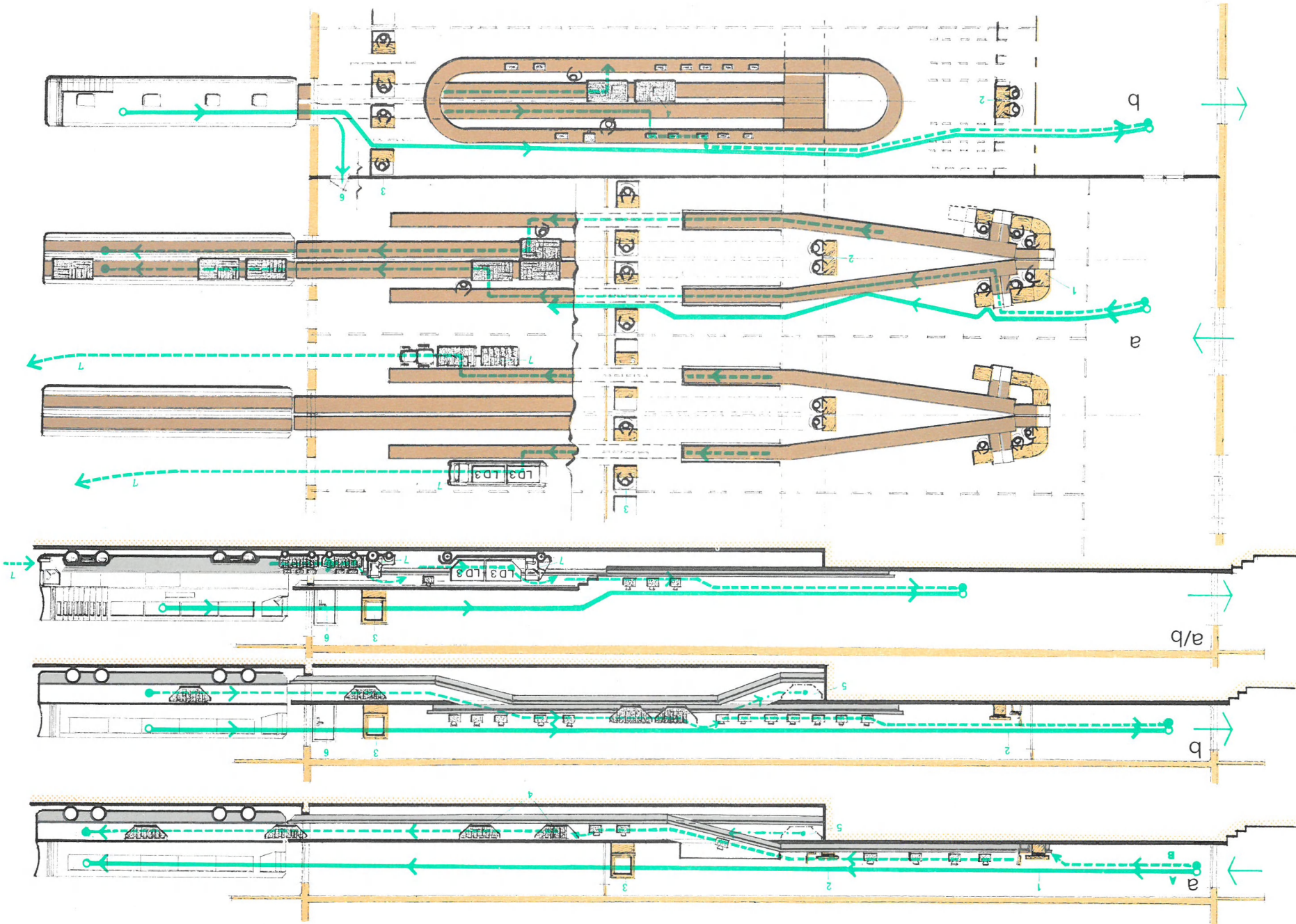
With double purpose and accordingly produced in two designs.

- ▶ **In luxury design** providing for direct transport of high level delegations, VIP passengers from the deck of the aircraft to a remote (outside the airport) reception place reverse, respectively. The number of seats and interior comfort will be designed by maximally taking demands into consideration. Its application significantly increases passenger security by eliminating touching the airport terminal and thus undesired publicity.
- ▶ **The standard version** differs from the former one in the interior design and field of application.

With multiple tasks:

- transporting air passengers of hotels and other tourist organizations directly from the hotel (city terminal) to the aircraft (similarly to those mentioned at type 695).
- transporting fellow-workers and crew of airline representatives between the aircraft and downtown office.

Length of the vehicle:	12.000 mm	Transversal movement of the connecting bridge:	600 mm
Width:	2.500 mm	Connecting bridge vertical correction:	+ 300 mm
Height:	3.689/3.440 mm	Top speed:	100 km/h
Number of passenger doors:	1 + 1 emergency exit, as requ.	Engine:	RABA–MAN or as required
Max. enplaning height of the passenger staircase:	4.040 mm	Chassis:	IKARUS–CSEPEL type 250.59
Min. step width:	800 mm	Transmission:	As required
Terrace (platform) width:	1.080 mm	Suspension:	Pneumatic with levelling valves
Width of the connecting bridge:	1.100 mm	Seats and other accessories:	As required
Aircraft approaching horizontal movement of the terrace	1.000 mm		

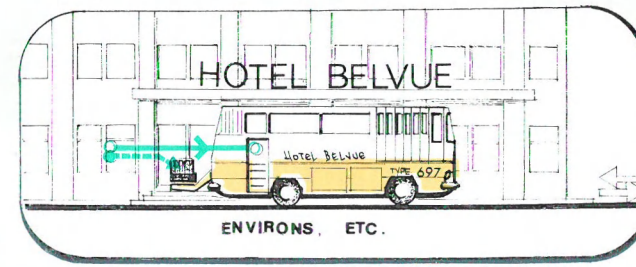


FUNDAMENTAL PRINCIPLES
 OF THE *Flow* **PALT** *
 AIRPORT HANDLING SYSTEM

(* passenger and luggage together)



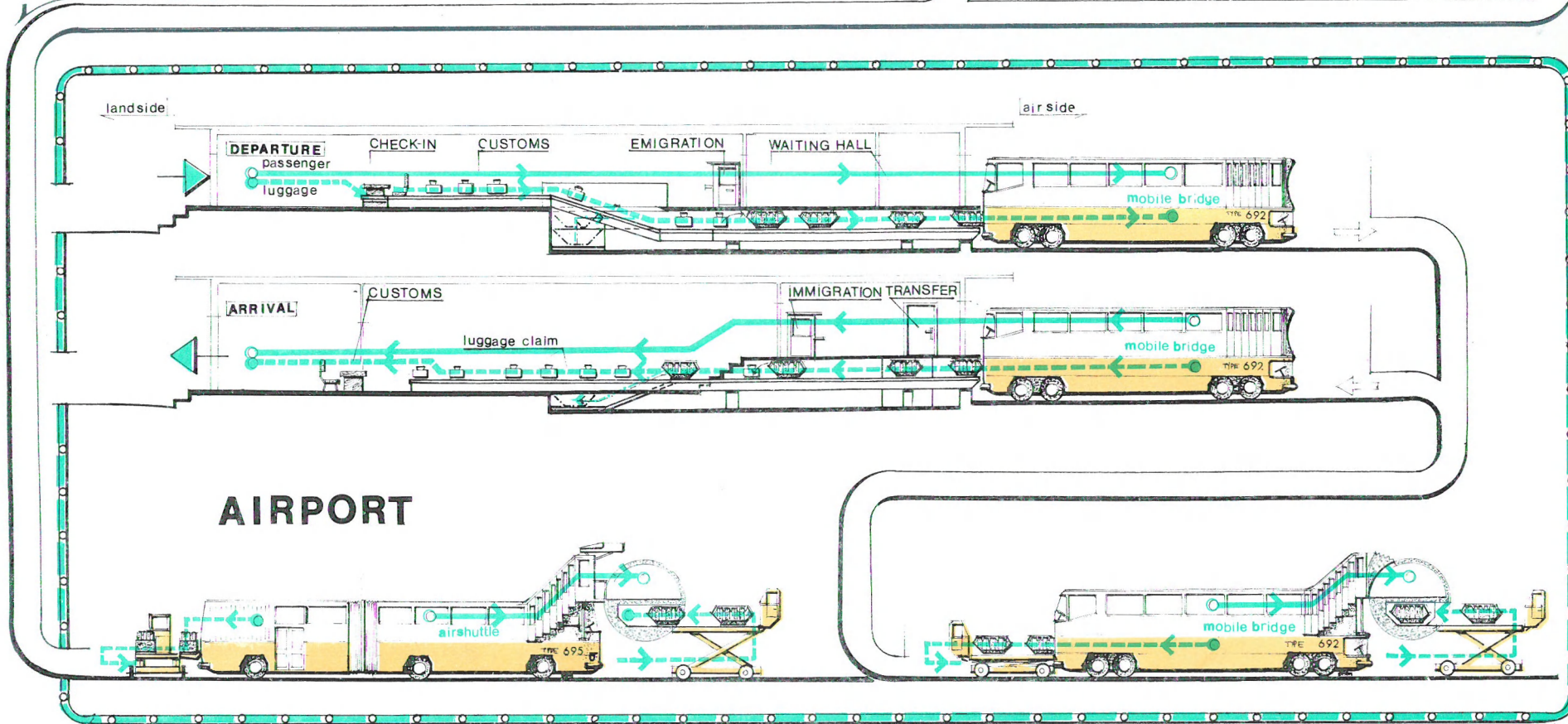
DOWNTOWN TERMINALS,



ENVIRONS, ETC.

TOWN

Booking & security-check: on the way — in the bus!



AIRPORT