



APM Express

The Newsletter from APM Consulting, LLC

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Welcome to the First Edition of APM Express

Welcome to the inaugural addition of the ***APM Express***, the newsletter from APM Consulting. This publication will primarily focus on the happenings at the various airports utilizing Automated People Mover (APM) systems; however, we may from time to time bring forth current news from APMs not used at airports. As this is my first attempt at such a newsletter I would greatly appreciate your feedback. Input from the various airports will be critical in making this newsletter a success so I hope everyone I contact will be willing to take a few moments to share the news from their site. I hope you find this addition of the ***APM Express*** informative.

Best regards,
John Champ

Denver International Airport

Denver International Airport has completed its latest expansion project which added approximately 20,000 Sq. Ft. of working space to the maintenance facility. Additionally, five new vehicles were added to the fleet and the existing Operational Radio System was replaced. Software modifications were made enabling the system to be operated utilizing 6, 4-car trains. The system has been performing quite well with an average system availability in excess of 99.8 %

Current site projects include replacing the vital relays in the Switch Logic Control Cabinets, rerouting the traction motor cables, and debugging some minor problems with the ORS.

Several recent failures with the main vehicle running tires have raised concern at the site. The tire manufacturer is currently evaluating the problem and will be making a recommendation to the site in the near future.

Information contributed by John Champ

DFW International Airport

Work on DFW International Airport's new SkyLink system is progressing quite well and on July 17th, the final segment of guideway superstructure was completed. Work continues on the running surfaces, guidebeam installation and power distribution system.

Scheduled to open in 2005, SkyLink will be the worlds longest people mover system with nearly 5 miles of dual lane guideway. It will also possess the world's largest airport train fleet , beginning with 64 vehicles and expanding to 114. The system will connect existing Terminals A, B, C and E, a new International Terminal D and future Terminal F.

SkyLink will enable DFW to meet its goal of a 30 minute passenger connection time with most connections on SkyLink taking less than 5 minutes.

Information contributed by Tomas Rivera

Hartsfield Atlanta International Airport

Currently the Hartsfield Development Program at Hartsfield Atlanta International Airport is working on 3-major APM related projects:

East International Terminal (EIT) - APM Extension and Support Facilities: In addition to constructing a new 10-Gate International Terminal, this airport project includes extending the APM existing test track, adding storage track for 20 vehicles and a new automated car wash and office area. This scope will greatly enhance the Airport's existing APM Operations and Maintenance capabilities. The project is currently in the Schematic Design phase. The scope for this project may be increased to include a new APM station at the International Terminal. This new APM station will incorporate the extension of the two existing mainline tracks using the New Austrian Tunneling Method in order to minimize the impact to the existing airport taxiways. The APM station development will be decided next month.

Consolidated Rent-A-Car Facility (CONRAC) - This facility will at a minimum accommodate ten (10) existing rental car companies currently operating at the Airport's Terminal. A new and completely separate APM system will be constructed to transport customers to/from this facility to the Airport Terminal. The APM system will be totally elevated 1.5 miles spanning across Interstate I-85, CSX and MARTA rail lines. The APM system will include: three station stops, 18-vehicles to start with a capacity to expand to 36-vehicles operating between 2 to 5 minute headways, a state-of-the-art maintenance facility and control center. This project is currently in the Design phase.

Automatic Train Control Replacement - This project deals with the replacement of the existing obsolete technology of the Automatic Train Control equipment with new or upgrade technology. All the work associated with this project will have to be accomplished within a 4-hour window in order to maintain current APM operations. Based on the complexity of this project, the Airport has hired an APM consultant to evaluate the technologies available to determine how best to modernize the existing APM system. The APM consultant is in the early stages of gathering information and analyzing existing conditions. Based on their recommendations and Airport approval, the specifications for replacement technology will be developed.

Information contributed by Bob Spadafora

Orlando International Airport

Orlando International Airport is in the early design stage for 6 new people mover vehicles and an upgrade to their Central Control equipment. The new vehicles will be used to replace the existing Airside 4 terminal vehicles which have accumulated more than 1 million miles each since they began revenue service in 1990. OIA had initially planned to refurbish these vehicles as had been previously done on Airside Terminals 1 and 3; however, for various reasons the decision was made to replace the vehicles with new people mover cars.

Construction continues on the new South Terminal station and new APM guideway. The guideway is approximately 70% complete at this time. The new terminal station and guideway are being built to a generic specification that can eventually be fitted out to accommodate systems from any of the major people mover suppliers. The date for construction of the new South Terminal has not been established at this time.

An accident recently occurred during the construction of the new guideway. A crane struck the Airside 4 APM train causing damage to the front and rear vehicles. The windshields were broken in both vehicles and roof damage was sustained by the lead vehicle. Repairs to the vehicles are expected to require 3 days of downtime.

OIA is currently in the last year of their maintenance contract and in the process of developing a new agreement.

Information contributed by Mike Shumack

San Francisco International Airport

After a bit of a rocky start during system testing the new AirTrain at San Francisco International Airport went into revenue service on March 3, 2003. The AirTrain connects the terminals, parking garages, rental car center, and BART station at SFO. The system is operated on a 24 hour per day, 7 day per week, basis to provide service to the passengers and workers at SFO. AirTrain has a 37 vehicle fleet, 9 stations and approximately 5 miles of guideway.

AirTrain operates 10, 2-car trains with an average headway of 3.5 minutes. Since being placed into revenue service the system has achieved an average availability of 99.6%. The cumulative fleet mileage has recently surpassed 1 million miles.

Information contributed by Michael Robert and Victor Howe

Sea-Tac International Airport

The modernization project at Sea-Tac International Airport is well under way. There are 15 new vehicles currently in service or undergoing final acceptance with another 6 vehicles due to arrive this fall. Also included in the project was the expansion of 2 of the 6 transit lobbies and all stations were upgraded with new glass doors and newly designed architecture. The security checkpoint in the North Main Terminal Lobby was relocated making the area far less congested. The South Terminal checkpoint will be relocated as well in 2004.

The North Loop started revenue service on May 8th, 2003 and to date has achieved an average availability of 99.2%. The South Loop is currently undergoing testing and is scheduled to go into revenue service in January 2004.

Information contributed by Jeff DeMarre

Tampa International Airport

Tampa International Airport is currently involved with two projects that will upgrade their APM facilities and service. A new Airside C APM is scheduled to be operational by mid 2005. This will be a rather unique application as it will involve coupling a vehicle from the old Airside C with a car from Airside D to make 2-car train sets. The vehicles from the old Airside C are currently being stored in a warehouse on airport property.

The second project at Tampa International involves the development and implementation of an audio/visual passenger interface in the APM boarding lobbies. This will give the airport a more effective means of communicating with the passengers. Presently the airport is experiencing a great many disruptions to the station and vehicle doors which cause delays to the system and traveling public. The new system should cause a major decrease in this type of delay.

Information contributed by Sam Ensell