



APM Express

The Newsletter from APM Consulting, LLC

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VOLUME 1, ISSUE 3

NEWSLETTER DATE: SPRING 2004

Editor's Notes

Welcome to the Spring 2004 edition of the ***APM Express***, the newsletter from APM Consulting. Once again I would like to thank everyone who has provided input and feedback to this edition of the newsletter. Unfortunately, there are no reports from San Francisco, Dallas, or Tampa in this edition as no information was provided by these airports. On a brighter note I would like to welcome our colleagues from O'Hare International Airport. Please remember that sharing information is the founding principle of the International Airport Automated People Movers Association.

Several readers have asked me if I plan to cover APMs at sites other than airports. Unfortunately, at this time the answer to that question is no. I simply do not have the time needed to cover all the various APM applications. For those of you interested in other APM systems, I would strongly recommend a subscription to Larry Fabian's TransitPulse newsletter. Larry does an excellent job of covering all APM applications including airports, driverless metros, and personal rapid transit.

I hope you enjoy this edition of the ***APM Express***.

Best regards,

John Champ
President
APM Consulting, LLC

Beijing Capital International Airport

Beijing International Airport has signed a contract with Logplan for the design of their new APM. Beijing's goal is to have the new Terminal 3, including the APM system, operational prior to the Olympic Games in 2008. Procurement documents for the new APM system are targeted to be on the street in early June 2004. More details on the project will be forthcoming in the next edition of the ***APM Express***.

Information contributed by Jorg Nahke

Denver International Airport

The APM at Denver International Airport continues to operate quite well and the system had an average availability of 99.88 % for 2003. This marked the highest annual system availability achieved by the APM to date. Congratulations to the local Bombardier crew for a job well done.

Employee concerns regarding possible exposure to airborne lead and copper dust have prompted several rounds of air-quality testing at the Denver Site. To date, all of the employees monitored had exposures that were below the Occupational Safety and Health Administration's (OSHA) permissible exposure limits for lead and copper dust. Tests performed on the interior of the APM vehicles were also negative. There is some concern regarding the

levels of dust in certain areas of the maintenance shop and tunnels as determined by wipe testing. The dust appears to be caused by wear of the current collector shoes, which have both lead and copper in their composition. Further details will be passed along in a future edition of the **APM Express**.

Information contributed by John Champ

Hartsfield – Jackson Atlanta International Airport

The 2003 system availability for the APM at Hartsfield – Jackson International Airport was 99.5%. A recent audit of the APM warehouse resulted in 99.3% accuracy.

Work continues on the airport's massive expansion project and bids for the new \$200 million CONRAC APM system should go out this month. Atlanta has also begun planning for the APM system to support the South Concourse by 2011.

The APM operations and maintenance (O&M) contract is under review and items such as whether to use a flat rate or time-and-materials approach are under consideration.

The airport will be making a decision regarding the replacement of their APM automatic train control (ATC) this month. Considerations include using a sole source procurement or a competitive bid and CBTC versus GEALOC technology.

Information contributed by Steve Yates

Incheon International Airport

The Incheon International Airport has contracted with Mitsubishi to supply their new APM system. The new system is scheduled to begin revenue service somewhere in the 2008 timeframe. Logplan is providing Incheon with technical support and consulting services.

Information contributed by Jorg Nahke

Madrid Barajas International Airport

On February 13, 2003, the APM at Barajas International Airport made its first automatic run operating successfully from the main terminal building to the satellite via the 2-km long tunnel. The operation was part of an opening celebration for a new runway and terminal buildings. Logplan's testing and commissioning of the APM system and its 19 vehicles are scheduled for completion in the Fall of 2004.

Information contributed by Jorg Nahke

O'Hare International Airport

The APM at O'Hare International Airport went into revenue service in May 1993 and is commonly referred to as the ATS. The ATS consists of 2.7 miles of mostly elevated guideway with a small portion of the system (approximately .9 miles) at grade. Double crossover tracks connect the two mainline tracks at five different locations. This allows for numerous options in running terminus to terminus service and allows the system to bypass failures or maintenance areas. ATS provides 24-hour service to airport passengers and employees traveling between long term parking, the International Terminal, and 3 domestic terminals.

The ATS' 15-vehicle fleet can be operated as single, double, or triple consists. Five elevated stations with center platforms utilize sliding platform doors for boarding and alighting passengers. There are also emergency platform doors for entrance to the stations from the guideway. All doors are alarmed so that an

open status prohibits a train from entering or exiting the station track block. Headways vary from less than 2 minutes to as much as 18 minutes depending on the level of service being supplied. Ridership for 2003 was in excess of 10 million passengers and January and February 2004 ridership has surpassed the same months of 2003. ATS system availability for 2003 was 99.96%

The O&M company for the ATS consists of 93 positions which cover Operations (Central Control & Field Response Personnel), Electronics (ATC), Vehicle Maintenance (Mechanical), Electro-Mechanical (Track & High Voltage), Stores, and various Administrative Departments.

Information contributed by **Christine Baker**

Orlando International Airport

The 2003 system availability for the APM at Orlando International Airport was 99.85%.

Work continues on the new North Terminal Station and the South Terminal guideway.

Orlando International is scheduled to begin contract negotiations with Bombardier for the O&M of their APM system in April 2004.

Information contributed by **Mike Shumack**

Sea-Tac International Airport

The 2003 system availability for the APM at Sea-Tac International Airport was 99.81%.

Work continues on the airport expansion and modernization project. The final six cars of the new APM fleet have been certified for passenger service. The new fleet consists of a total of 21 vehicles. The contractually required 90-day system availability testing is scheduled to begin on March 31, 2004.

The Central Control room for the APM has been relocated to a combination communications control center located in the new Concourse A facility. Several sections of the concourse are still under construction and scheduled for completion in the near future.

Information contributed by **Jeff DeMarre**

Washington Dulles International Airport

Progress continues on the new APM system for Washington Dulles International Airport. The Sumitomo Corporation is busy supplying and receiving submittals for vehicle design criteria such as interior finishes, flooring selections, etc...

Further details on the progress of Dulles' new APM system will be forthcoming in future editions of the ***APM Express***.

Information contributed by **Ashok Abhyankar**