



APM Express

The Newsletter from APM Consulting, LLC

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Editor's Notes

Welcome to the Summer 2004 Edition of **APM Express**, the newsletter from APM Consulting. As always, I would like to thank everyone who provided input and feedback to this newsletter. Your input is crucial to the success of **APM Express** and I am truly grateful.

I have had several inquiries from readers concerning the frequency of distribution for the newsletter. **APM Express** will be published quarterly and will coincide with each season: Winter, Spring, Summer, and Fall. For those of you looking for a more frequent source of industry information, I suggest a subscription to Larry Fabian's TP Plus electronic newsletter. Larry publishes the TP Plus newsletter bi-weekly and does a great job of keeping current with transportation industry news. You can find out more about TP Plus by visiting Larry's web site at www.airfront.us.

I hope you enjoy this edition of **APM Express** and find the information useful.

Best regards,

John Champ
President
APM Consulting, LLC

IAAPMA Meeting

The International Airport Automated People Movers Association (IAAPMA) recently held their annual meeting on June 9th, in Las Vegas, NV. Dave Rash from McCarran International Airport was the gracious host for this year's meeting. Representatives from Atlanta, Denver, JFK, Las Vegas, Orlando, San Francisco, Seattle, Tampa and Washington Dulles International Airports participated in the meeting.

A wide range of topics were covered at the meeting including APM Security, Lead Contamination, CBTC Issues, Luggage Carts on APMs, IAAPMA Website, and Election of Officers. The election results were as follows:

President	John Champ	Denver International Airport
Vice President	Mike Shumack	Orlando International Airport
Secretary	Victor Howe	San Francisco International Airport

The newly elected officials will take office on January 1, 2005.

A new web site for the organization has been created and can be visited at www.iaapma.org. The organization's previous web site will soon shut down.

Beijing Capital International Airport

Specifications and an RFP for the new APM System for Beijing's Capital International Airport are now available. The proposals are to be received by August 2004 and Beijing hopes to have a signed contract in place by the end of the year. The first phase of the new people mover system will connect terminals 3A and 3B. Logplan is providing Beijing with consulting services for the APM project.

Information contributed by Jorg Nahke

Denver International Airport

The average system availability for the APM at Denver International Airport was 99.85% for the first 5 months of 2004. The system is on target to meet or exceed the 99.88% availability achieved for 2003.

Inspections by the Occupational Safety and Health Administration (OSHA) have resulted in changes to several operation and maintenance procedures. The most significant change involved the site's lockout/tagout procedure. This procedure was modified to address OSHA's concerns and further enhance employee safety when working on or near the power rails.

While no OSHA actionable levels of lead were found to exist in the employee's work areas or train tunnels, the site will continue to monitor the situation and provide training to employees.

Information contributed by John Champ

Detroit Metropolitan Airport

Express Tram Station Signage Revisions at DTW: Based on feedback received from a number of employees and passengers, Northwest Airlines, Inc. is working with OTIS on revising the station signage for its Express Tram at Edward H. McNamara Terminal/Northwest World Gateway at Detroit Metropolitan Wayne County Airport. As seen in the photographs, the new station signage includes larger text as well as symbols to facilitate passengers understanding the signage and using the Express Tram to their benefit. The revisions will be in place in DTW in July 2004.



Information contributed by Dennis Farmer

Hartsfield – Jackson Atlanta International Airport

Consolidated Rental Agency Complex (CONRAC): Atlanta is proceeding with a DBOM APM system to support a consolidated rental car facility to be located just off the Airport. Mitsubishi and Bombardier are competing for this \$190 million project.

Negotiations are currently underway between Atlanta and Bombardier for O&M services. The extension to Atlanta's last contract expired in 2000.

Atlanta has approved a recommendation by Lea + Elliott to purchase GEALOC ATC equipment from Bombardier on a sole source basis to replace their antiquated equipment. Replacement cost is expected to be approximately \$15 million.

The existing APM system will be extended to the international terminal. Atlanta will spend approximately \$70 million to extend the tunnel and build another station. They will also build a storage facility for \$23 million and purchase 10 additional vehicles for \$17 million.

Information contributed by Steve Yates

Incheon International Airport

Mitsubishi is currently doing design work for the new APM system that will service Incheon International Airport. Logplan is providing Incheon with technical support and consulting services for the new people mover.

Information contributed by Jorg Nahke

Orlando International Airport

Orlando is now in negotiations with Bombardier for a 5-year O&M Contract, with five 1-year options, to replace the current contract which expires on September 30th 2004. The initial phase of negotiations is proceeding well and on schedule. Based on the first round of pricing and discussion, Orlando expects to have a new contract in place prior to the expiration of their existing contract. There is one point of contention in the negotiations process regarding the maintenance of vehicles and equipment that has or will exceed its design life during the new contract term.

Orlando continues to work on problems related to vehicle air conditioners on the new A2 system. The compressors are routinely tripping the high pressure cutoff switch. The problem only occurs on the new scroll compressors used on the Airside 2 system. Orlando has other scroll compressors in use, but so far, the units are functioning correctly. Bombardier suspects the problem is related to the vehicles being more closely spaced together on the A2 system. The local Bombardier team is working with the A/C supplier and has added new under-car fresh air duct work.

Airport traffic has exceeded growth expectations. March of this year was the busiest month ever for Orlando and traffic for April is up 22% over this time last year.

The new IAAPMA website, www.IAAPMA.org, is now running. Orlando International Airport is sponsoring the web hosting costs for the first year.

Information contributed by Mike Shumack

San Francisco International Airport

SFO has experienced 48 days of 100% availability this year for the system (Blue and Red Lines). SFO's latest availability readings are as follows:

- 99.6% - May
- 99.9% - April
- 99.8% - May
- ~ 99.9% - June

In the first year of operation, SFO had a considerable number of downtime events attributable to E-brakes. This was caused by the ATP software dealing with train locations. It is SFO's version of false occupancies. Last month, Bombardier revised their ATP software which significantly decreased the E-brake dilemma.

The use of luggage carts onboard vehicles has not proven to be a problem during the busy season.

The California Public Utilities Commission (PUC) conducted their annual audit of the AirTrain site. Finding only a few small discrepancies, the PUC was quite satisfied with the results of their audit.

Information contributed by Derek Phipps

Sea-Tac International Airport

The newly revised APM at Sea-Tac Airport is currently undergoing availability testing with approximately 20 days of testing remaining. From May 2003 thru June 2004, the average availability for the new system was 99.81%. The annual vehicle mileage averaged 38,592 miles.

The South Main Terminal Station nears completion and the shuttle will go into service in August. The upgraded tunnel ventilation system is also scheduled to be completed by August 2004.

A system power transformer replacement project is currently underway. Additionally a new safety system consisting of power rail guard gates and cable harnesses has been put in place and is being utilized to enhance worker safety.

Information contributed by Jeff DeMarre

Tampa International Airport

In the course of demolishing and rebuilding two of our airside (Airside "E" opened 10/15/02 and Airside "C" will open 04/15/05), we were able to utilize major portions of the existing superstructures for the AGT systems serving those airside. We have found, however, that bearing pads and anchor bolts for the emergency walkways and running surface structural members are in need of detailed inspection and repair after 34 years in service.

Thanks to some valuable input from Steve Yates, our version of Atlanta's system to discourage passengers interfering with APM doors as they are closing, is in place at Airside "A", "E" and "F". We will forego Airside "D" since we'll have a fully manned lobby during its final few months in operation.

New Airside "C" will be fitted with four 1995 vintage CX-100s, two from the old Airside "C" and two currently in operation at Airside "D". Airside "D" is the last of the 1971 era airside at TIA and is slated to be demolished soon after Airside "C" is opened. During the transition, beginning in January of 2005, one car will be removed from Airside "D" and installed on Airside "C" to become part of a 2-car consist on one of the two tracks. Airside "C" will then open on April 15, 2005, with one 2-car train and one single car train.

From January, 2005 until sometime after Airside "C" opens, Airside "D" will be served by a single CX-100. Needless to say, Bombardier will be devoting a lot of attention to that car, both before and after it becomes a "loner". When Airside "D" closes, the remaining car will be moved to Airside "C" which will then operate with a single 2-car train until the "D" car is set up for the other 2-car train.

Information contributed by Gary Houts

Washington Dulles International Airport

Progress continues on the new APM system being supplied for Washington Dulles International Airport. The Sumitomo Corporation and Washington Airport personnel are currently working on detailed design reviews for the vehicles and other system related components.

Information contributed by Ashok Abhyankar

Zurich International Airport

For the past three months the APM at Zurich International Airport has operated in a double shuttle mode of operation achieving an average availability of 99.62%. Certification testing is nearing completion and the system is scheduled to begin pinched loop operation on September 1st.

Information contributed by Jorg Nahke