



# **APM Express**

The Newsletter from APM Consulting, LLC

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## **Editor's Notes**

Welcome to the Spring 2005 edition of the APM Express, the newsletter from APM Consulting. As many of you know I recently left Denver International Airport (DIA) after seven very successful years of providing managerial and technical oversight for their APM. I made the decision to leave DIA so I could concentrate solely on developing APM Consulting and serving its clients. I would like to thank those of you who have passed along your good wishes and kind words. There are some very exciting projects on the horizon and I look forward to working with many of you in the future.

Best regards,

John Champ  
President  
APM Consulting, LLC

## **Beijing Capital International Airport**

The airport authority is very close to selecting the supplier for their new automated people mover (APM) system. Either Bombardier or Mitsubishi will be selected to install the new APM.

Information contributed by Jorg Nahke

## **Chicago O'Hare International Airport**

The average system availability for 2004 was 99.98%. There are many rumors concerning O'Hare modernization plans, including the mention of a new APM system.

There is an interesting web site <http://modernization.ohare.com> that contains some of the details of the planned modernization.

Information contributed by Christine Baker

## **Denver International Airport**

The average system availability for the APM at DIA for 2004 was 99.83%.

The site continues to work on their station door project. They are currently replacing the 24-volt coils in their station door auto-locks with 18-volt coils in an attempt to reduce failures and improve availability.

Information contributed by John Champ

## **Detroit Metropolitan Airport**

During 2004 the Express Tram at DTW achieved an average 90-day service availability rate of 99.67%.

The new station signs that were installed are working fine and being received well by the traveling public. The new signs incorporate characters such as a picture of a suitcase to help passengers find their way.

Information contributed by Dennis Farmer

## **Hartsfield – Jackson Atlanta International Airport**

The average system availability for 2004 was 99.50%.

The airport is close to completing negotiations with Archer-Western for the new CONRAC APM system. Atlanta is also close to finalizing a contract with Bombardier to replace their automatic train control (ATC) equipment.

Christopher Smith has been hired to assist Steve Yates in overseeing the APM. Chris has a BS in Electronic Engineering and an MS in Information Technology. He previously worked in the City's IT department.

Information contributed by Steve Yates

## **Incheon International Airport**

Final design reviews for the new APM at Incheon International Airport are due by the end of May or beginning of June 2005. Actual installation of the new Mitsubishi people mover is expected in the October time frame.

Information Contributed by Jorg Nahke

## **Madrid Barajas International Airport**

The year 2004 ended on a good note for the Spanish Airport Authority, AENA. Bombardier completed the 30-day demonstration period with availability in excess of 98.5%. The 19-vehicle CX-100 system was operated in a 3-car configuration for the demonstration. The system operated through the 2 km long tunnels and demonstrated full functionality of all APM subsystems. This was the final phase of the APM testing program.

AENA's technical consultant, TRLogplan, commented that the successful demonstration was a result of thorough factory and on-site testing. A step-by-step approach was used to move from subsystem to system level testing.

The new T4 and T4S terminals are not yet open to the general public; however, they have already impressed many visitors including members of the Olympic Games Committee. The terminals feature modern design and exceptional architecture. Iberia Airlines and their One-World partners are looking forward to moving into the new terminals later this year.

Information contributed by Jorg Nahke

## **Orlando International Airport**

System availability has remained above 99.85% for all four legs.

The project to refurbish the two oldest airside terminals constructed in 1980, has been released for pricing. This design-build project includes several APM station modifications/improvements in addition to the building refurbishment. We will also be replacing the concrete running pads on the four guideways (two lanes per airside) that serve these airside. This involves demolishing and replacing 2000 linear feet of guideway per lane while allowing tug traffic on the roadway beneath the guideway. One train per airside will remain in service during the project as the airside terminals will remain open during the refurbishment project. The APM stations will be upgraded with new exterior finishes and possibly glass doors. The building will have skylights added above the APM stations, new elevators, and additional retail space.

The Airside 4 APM system installed in 1990 is scheduled for replacement. We are in discussions with Bombardier regarding the cost and acquisition of six replacement vehicles.

We are looking into the feasibility of installing security cameras on our 24 APM vehicles. Anyone that has information or experience with this modification please contact Michael Shumack at [mshumack@goaa.org](mailto:mshumack@goaa.org)

Information contributed by Mike Shumack

## **San Francisco International Airport**

The overall system availability for 2004 was 99.76%. The Flexiblock technology utilized on the San Francisco system continues to perform well.

The Bombardier technicians at SFO are represented by the IBEW and together they recently signed their first contract. Throughout the negotiations the work performance and attitudes of all individuals involved remained very positive.

One major concern to SFO is the Operational Radio System (ORS). The ORS works fine when the trains are running but fails when an incident occurs and central receives a large volume of information. The ORS utilized on the Dallas system is being considered as a replacement for the existing ORS.

Information contributed by Derek Phipps and Victor Howe

## **Tampa International Airport**

The table below shows the availability for Tampa's shuttle and monorail.

<b>Year</b>	<b>Availability</b>	
	<b>Shuttle</b>	<b>Monorail</b>
2003	99.48%	99.56%
2004	99.43%	99.65%

Three cars, one 2-car consist and one single car train, are up and running on our new Airside "C" system. As stated previously, these cars are all approximately 10 years old, having replaced the original C100 cars at the old Airside "C" and Airside "D". The single car remaining at Airside "D" is performing very well since losing its partner to new Airside "C" in mid-January.

New Airside "C" will be opened on schedule in April, 2005, and the 2<sup>nd</sup> 2-car consist should be in operation by mid-June after moving the last car from Airside "D" when it closes in mid-May.

Information contributed by Gary Houts

## ***Zurich International Airport***

The Zurich APM began pinched loop service in January and has achieved an availability of 99.37%. The availability is expected to rise as the system continues on a pinched loop.

Information contributed by Jorg Nahke