

Asian Breeze (46)

(亜細亜の風)

Happy Summer to you

15 June, 2016

Dear Coordinators and Facilitators in the Asia/Pacific region.

The rainy season has started in Tokyo from last week and it will last till the beginning of July according to the meteorological agency. As the rain is the indispensable for the crop to grow, we have to put up with it anyway.

The hydrangea or “Ajisai” in Japanese will bloom in this season with different colors of flower depending on the soil PH. These beautiful flowers will make you forget the blue mood of rainy season for a while.

In this issue, we received a wonderful contribution from Mr. Paul Lark featuring his organization and Chicago O'Hare International Airport (ORD).

You will be surprised to know how big ORD airport is. I hope you will find it interesting and informative.



The Chicago Department of Aviation (CDA)

The Chicago Department of Aviation (CDA) administers all aspects of two major airports - O'Hare International and Midway International. The CDA is also charged with the management of the O'Hare Modernization Program (OMP), which is reconfiguring O'Hare's intersecting runway system into a parallel runway layout.

The CDA's central purpose is to:

- Ensure safe and efficient travel through O'Hare and Midway International Airports
- Successfully implement the O'Hare Modernization Program (OMP)
- Enhance economic activity and job creation of O'Hare and Midway International Airports
- Manage airport tenant and concessions license agreements; ground transportation facilities; financial administration; research, planning and development activities
- Integrate airport-specific, sustainable planning and practices in design, construction, operations, maintenance and daily airport functions

The CDA is self-supporting, using no local or state tax dollars for operations or capital improvements at O'Hare and Midway International Airports. Together Chicago's airports generate more than \$45 billion in annual economic activity and create 540,000 jobs for the region.

Chicago O'Hare International Airport (ORD)

Chicago O'Hare International Airport (IATA: ORD, ICAO: KORD) is an international airport located on the

Northwest Side of Chicago, Illinois, United States, 27 km northwest of the Chicago's central business district (also known as "the Loop"). It is the primary airport serving the Chicago area, with Midway International Airport, situated on the Southwest Side of Chicago about 13 km from the Loop, serving as a secondary airport.

O'Hare is the second busiest airport in the world by number of takeoffs and landings and the fourth busiest in the world for passenger traffic. As of April 2016, O'Hare has eight operational runways. O'Hare has nonstop service to approximately 210 destinations, including about 150 domestic destinations in the United States and 60 international destinations in North America, South America, Asia and Europe.

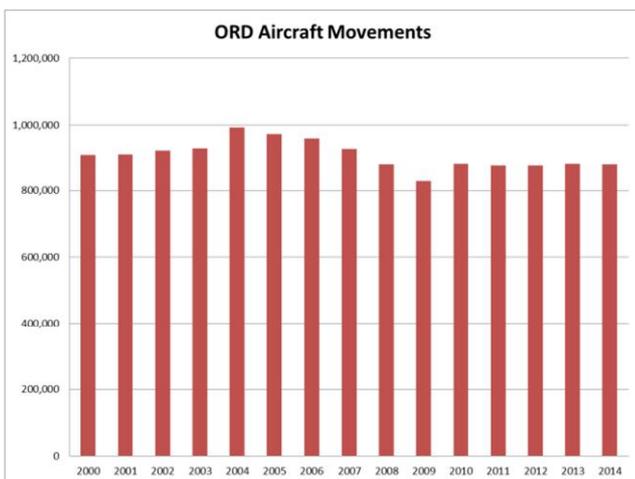
O'Hare is a major hub for United Airlines and American Airlines, in addition to offering service by more than 50 domestic and international carriers. O'Hare is the second largest passenger carrying hub for United after Houston's George Bush Intercontinental Airport, carrying 15.7 million passengers annually, and largest by number of daily flights, operating nearly 550 flights daily. O'Hare is American's third largest hub, behind Dallas/Fort Worth International Airport and Charlotte Douglas International Airport, operating more than 500 peak-day departures to nearly 120 destinations.

Air Transport Statistics

The aircraft movement and passenger traffic are shown below.

Year	2000	2001	2002	2003	2004	2005	2006	2007
Aircraft Movement	908,989	911,917	922,817	928,691	992,427	972,248	958,643	926,973
Passenger Traffic	72,144,244	67,448,064	66,565,952	69,508,672	75,533,822	76,581,146	76,282,212	76,182,025

Year	2008	2009	2010	2011	2012	2013	2014
Aircraft Movement	881,566	827,899	882,617	878,798	878,108	883,287	881,933
Passenger Traffic	70,819,015	64,397,782	67,026,191	66,790,996	66,834,931	66,909,638	70,075,204



Airport Infrastructure

There are eight operational runways at this airport; three sets of open parallel runways on the south airfield

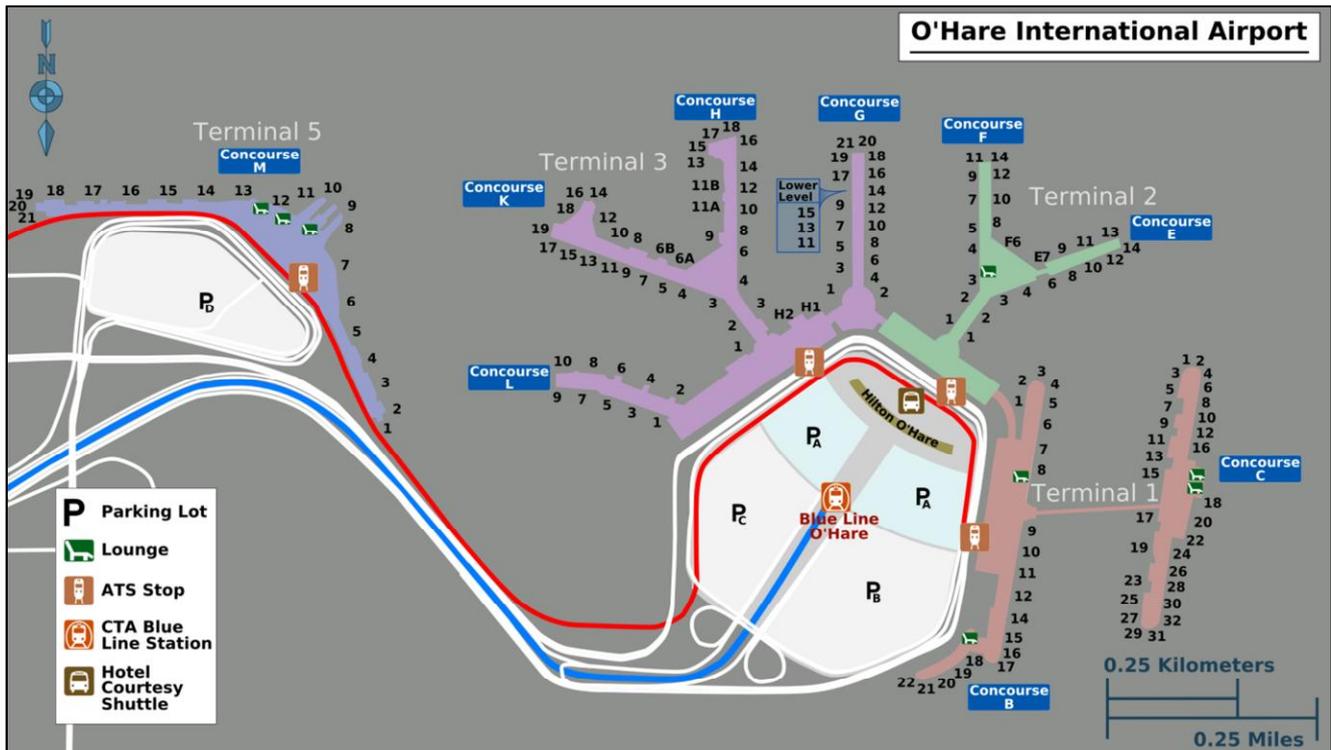
(10L/28R, 10C/28C, 10R/28L), two sets of open parallel runways on the north airfield (9L/27R, 9R/27L), and three runways for crosswind operations (14R/32L, 4L/22R, 4R/22L).



Passenger Terminal

O'Hare has four numbered passenger terminals with nine lettered concourses and a total of 188 gates. More gates and additional terminal facilities are envisioned to accommodate forecasted passenger growth.

Access within the airport complex can be accomplished using a 4 km long automated people mover that operates 24 hours a day, connecting all four passenger terminals landside and the remote parking lots. The system began operation on May 6, 1993, and is now undergoing a US\$240 million enhancement to add 15 new cars, upgrade the current infrastructure, and to extend the line to a new consolidated rental car facility where lot F was previously situated.



All international arrivals at O'Hare (except for flights from destinations with U.S. Customs preclearance) arrive at Terminal 5, as the other terminals do not have Customs facilities. Since a number of carriers that have international flights from O'Hare, like United and American, are based in Terminal 1 or Terminal 3, those airlines will have their aircraft offloaded at Terminal 5 and then, after passengers are offloaded, the plane is towed empty back to a gate at the airline's assigned terminal for boarding. This is done, in part to make connections for passengers transferring from domestic flights to international flights easier, since while Terminals 1, 2, and 3 allow airside connections between each other via a long corridor, Terminal 5 is separated from the other terminals by a set of taxiways that cross over the airport's access road, requiring passengers to exit security, ride the Airport Transit System, then reclear security in either direction.

Terminal 1

Terminal 1 is used for United Airlines flights, including all mainline flights and some United Express operations, as well as flights for Star Alliance partners Lufthansa and All Nippon Airways. It has 50 gates on two concourses:

Concourse B - 22 gates

Concourse C - 28 gates

Concourses B and C are linear concourses located in separate buildings parallel to each other. Concourse B is adjacent to the airport roadway and houses passenger check-in, baggage



claim and security screening on its landside and aircraft gates on its airside. Concourse C is a satellite terminal with gates on all sides, in the middle of the tarmac, and is connected to Concourse B via an underground pedestrian tunnel under the tarmac. The tunnel originates between gates B8 and B9 in Concourse B, and ends on Concourse C between gates C17 and C19. The tunnel is illuminated with a neon installation titled Sky's the Limit by Canadian artist Michael Hayden, which plays an airy and very slow-tempo version of "Rhapsody in Blue".

United also runs a post-security shuttle bus service between Concourse C (at Gate C9) in Terminal 1 and Concourses E & F (at Gate E4) in Terminal 2.

Terminal 2

Terminal 2 houses Air Canada as well as Delta Air Lines and Delta Connection domestic flights (Delta's wintertime international service between O'Hare and Paris operates from Terminal 5 as the gates in Terminal 2 do not accommodate the Boeing 767-300ER normally assigned to that route). Terminal 2 is also used for most of the United Express operations, although check-in for these flights are conducted at Terminal 1. United Continental Holdings, United's parent company, is currently upgrading its facilities at Terminal 2, including constructing 10 new jet bridges for the regional flights, reconfiguration of the holding rooms, and a newly constructed United Club as a replacement of the current lounge.

US Airways previously operated out of Terminal 2 until they moved operations to Terminal 3 in July 2014, so as to be located with its merger partner American Airlines. Check-in for US Airways remained at Terminal 2 until September 16, 2014, in which ticket counters were relocated to Terminal 3.

Terminal 2 has 43 gates on two concourses:

Concourse E - 17 gates

Concourse F - 26 gates



Terminal 3

Terminal 3 houses all American Airlines flights, as well as departures for select Oneworld carriers including Air Berlin, Iberia, and Japan Airlines, plus unaffiliated low-cost carriers.

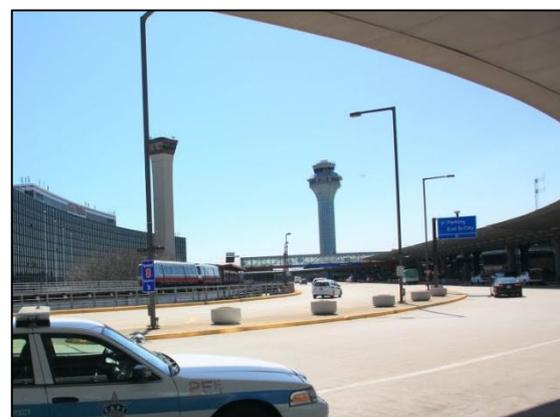
Terminal 3 has 75 gates on four concourses:

Concourse G - 25 gates

Concourse H - 18 gates

Concourse K - 17 gates

Concourse L - 15 gates



Concourse G houses most of the American Eagle operations while Concourses H and K house American's mainline operations. Alaska Airlines now solely operates from Concourse H. Concourse L, the previous home of Delta Air Lines, also accommodates some American Eagle flights. American Airlines' OneWorld partners Japan Airlines and Iberia depart out of Gate K19 and Air Berlin out of H15. Low-cost carriers Spirit Airlines, JetBlue, Virgin America and Air Choice One operate primarily from the City Common Use odd-numbered gate side of Concourse L Gates L1-L11 and L2A on the even side.

American Airlines announced in February 2016 that it would be adding five new gates in Terminal 3, Concourse L by 2018.

Terminal 5

Terminal 5 has 21 Common Use gates and 4 remote Hardstands, It's designated on airport maps as Concourse M. Terminal 5 is designated IATA Level 2 and is represented at the IATA SC. In 2016, the CDA plans to modify an existing gate in Terminal 5 to accommodate the Airbus A380.

All of O'Hare's international arrivals (excluding flights from destinations with U.S. border preclearance, including flights operated by Aer Lingus and Etihad Airways) are processed at Terminal 5. With the exception of select Star Alliance and Oneworld carriers that board from Terminal 1 or Terminal 3, all non-US carriers except Air Canada depart from Terminal 5 (Delta is the only major US carrier that uses Terminal 5, for its winter seasonal flight to Paris). The airport's U.S. Customs and Border Protection facility is located at the arrival (lower) level.



Terminal 5 underwent a \$26 million renovation, which began in July 2012, which involved adding dining and retail post-security, including many Chicago-based restaurants and brands, updated design, and a re-engineered layout. The project was completed on April 4, 2014.

Introduction of computer system

In addition to In house software, AirSched Solutions a Swiss-based SaaS and Custom Software Company is used for coordinating flights on the Common use gates located within Terminal 3. It's SSIM Chapter 6 compliant and provides tools for gate planning, scheduling and schedule analysis, operations control and commercial planning. For Coordinating Terminal 5, AirPlan by ARINC is Resource based program that provides tools for Contact Gates, Remote Stands, Ticketing Counters, daily operational control, schedule analysis, reporting and is SSIM Chapter 6 compliant.

Related Information of our office

Organization	Chicago Department of Aviation (CDA)
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APACA/12 meeting

The twelfth general assembly meeting of APACA will be held from 17:00 to 18:00 on 21 June (Tuesday) at Congress Center Hamburg (CCH), Hamburg, Germany. The meeting room for APACA/12 is Hall G1, Level 2 at Congress Center Hamburg (CCH). The tentative agenda of APACA/12 meeting is shown below.

1. Approval of Minutes of 11th meeting held on 10 November (Tuesday) 2015, at Resort World Sentosa Convention Center, in Singapore
2. Result of Urgent Election for APACA
3. Past Discussion Items
4. Introduction of Indonesia Airport Slot Management (IASM)
5. Airport Level Change
6. Draft Article of New Association
7. Any Other Business



Asian Tea Gathering

The Asian Tea Gathering will be hosted by Japan Schedule Coordination (JSC) during the lunch time of 12:00 to 13:00 on 23 June (Thursday). The venue would be Hall B4.2, Level 1 of Congress Center Hamburg (CCH). Coffee/tea and tea break snacks will be served. Please come freely and join the Asian Tea Gathering to enjoy chatting over a cup of tea or coffee. This gathering is purely informal, no agenda and no speech but chatting. We would appreciate it if you would bring your unique sweets if possible.

From the Chief Editor

I would like to express my sincere appreciation to Mr. Paul Lark for wonderful article. What a huge airport! It is unbelievable that there are 9 runways at the airport. Air traffic of almost 900,000 movements with 70 million passengers per year is easily handled with such airport infrastructures as runways, taxiways, parking stands and terminal buildings. It is amazing that ORD is a Level 2 airport with this heavy traffic. Having finished this issue, I have to prepare for the IATA Slot Conference 138 to be held next week in Hamburg, Germany. I am looking forward to seeing you all there. Have a safe trip!

