

# Asian Breeze (47)

(亜細亜の風)

Happy Summer Vacation to you

4 August, 2016

Dear Coordinators and Facilitators in Asia/Pacific region.

According to the meteorological agency, the rainy season was over last week in Tokyo. Now is the start of hot weather; the temperature is getting higher and higher in Tokyo.

As a seasonal tradition, fireworks display is taking place anywhere in Japan almost every weekend till the end of August. In addition to fireworks, the summer festivals are taking place everywhere to enjoy the hot weather.

In this issue, we have received a wonderful contribution from Mr. Eduardo D. Barnes, San Francisco International Airport featuring his airport. I hope you will enjoy reading it.



## San Francisco International Airport (SFO)

San Francisco International Airport (IATA: SFO, ICAO: KSFO) is an international airport 21km south of downtown San Francisco, California, United States, near Millbrae and San Bruno in unincorporated San Mateo County. It has flights to points throughout North America and is a major gateway to Europe and Asia.

SFO is the largest airport in the San Francisco Bay Area including all of Northern California and the second busiest in California, after Los Angeles International Airport. In 2014, it was the seventh busiest in the United States and the twenty-fifth busiest airport in the world by passenger count. In 2015, SFO established a new all-time traffic record of 50 million passengers. It is a major hub for United Airlines, functions as United's primary transpacific gateway, and is home to the airline's largest maintenance, repair and overhaul facility. SFO also serves as Virgin America's principal base of operations.

SFO is owned by the City and County of San Francisco, but is located in San Mateo County. SFO staffs airport-specific bureaus of the San Francisco Police Department (SFPD) and San Francisco Fire Department (SFFD).

### Air Transport Statistics

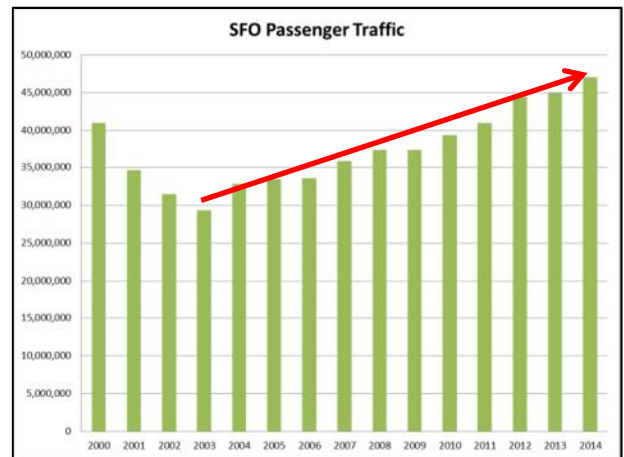
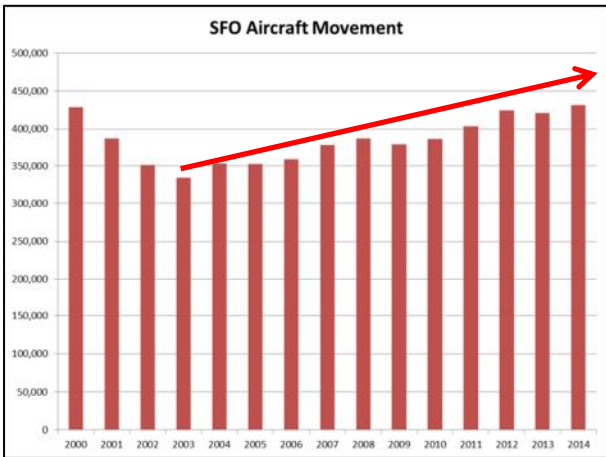
The aircraft movement and passenger traffic are shown below. While there was a sharp decline in

2001, 2002 and 2003 when the September 11 attacks took place and subsequent effects, the air traffic is growing steadily.

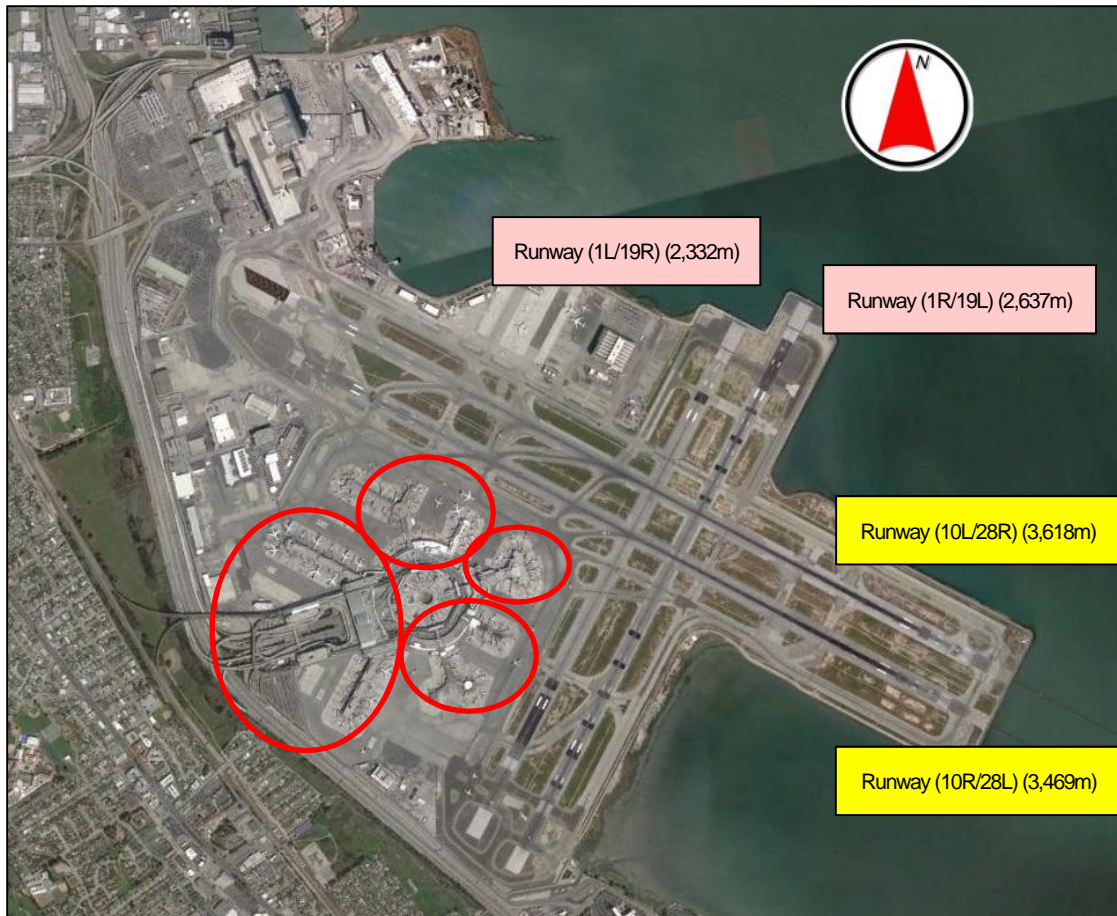
Year	2000	2001	2002	2003	2004	2005	2006	2007
Aircraft Movement	429,222	387,594	351,453	334,515	353,231	352,871	359,201	379,500
Passenger Traffic	41,048,996	34,632,474	31,450,168	29,313,271	32,744,186	33,394,225	33,581,412	35,790,746

Year	2008	2009	2010	2011	2012	2013	2014
Aircraft Movement	387,710	379,751	387,248	403,564	424,566	421,400	431,633
Passenger Traffic	37,402,541	37,453,634	39,391,234	41,045,431	44,477,209	44,944,201	47,074,162



**Airport Infrastructure**

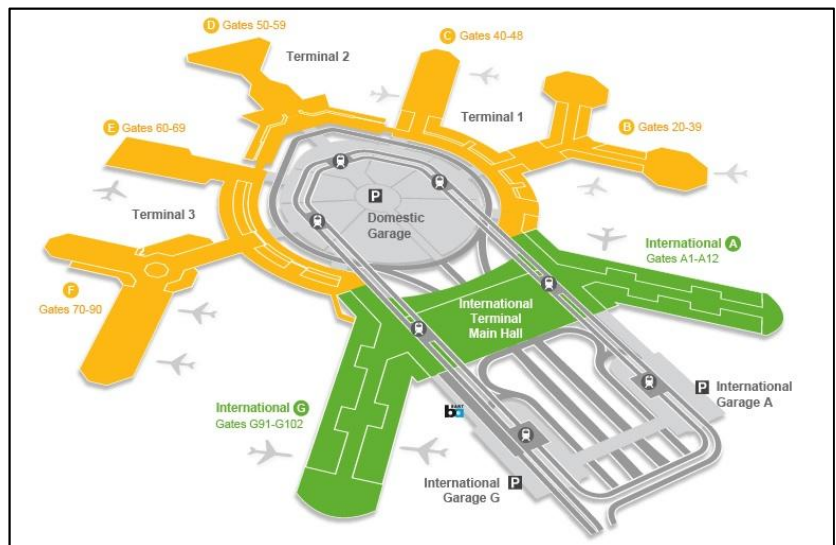


The airport covers 21.07km<sup>2</sup> at an elevation of 4.0 m. There are four runways at SFO. Two close parallel runways for main operations are runway (10L/28R) of 3,618m and runway (10R/28L) of 3,469m. Two close parallel runways for cross wind operations are runway (1L/19R) of 2,332m and runway (1R/19L) of 2,637m.

### Passenger Terminal

The airport has four terminals (1, 2, 3, and International) and seven concourses (Boarding Areas A through G) arranged alphabetically in a counterclockwise ring. Terminal 1 (Boarding Areas B and C), Terminal 2 (Boarding Area D), and Terminal 3 (Boarding Areas E and F) handle domestic flights (including precleared flights from Canada). The International Terminal (Boarding Areas A and G) handle international flights and some domestic flights.

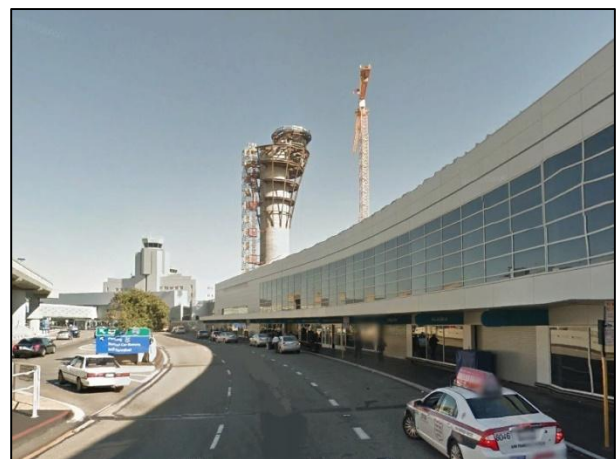
There exist two airside connectors at SFO that enable passengers to roam (post-security) between adjacent terminal buildings. A short airside connector links T3's Boarding Area F (adjacent to Amex Centurion Lounge) to the International Terminal Boarding Area G. An airy 500-foot airside connector links T1's Boarding Area C to T2.



At present, there are no airside connectors between: T1 and International Boarding Area A; T2 and T3; International Boarding Areas A and G (the main terminal area of the International Terminal separates the two boarding areas). By approximately 2020 to 2022, the demolition and rebuild of the southern portion of T1 (Boarding Area B) will have been completed and an airside connector to International Boarding Area A will be added.

### Terminal 1

Formerly known as the "South Terminal," Terminal 1 is composed of Boarding Area B that has 24 gates (gates 20-23, 24A-B, 25-31, 32A-C, 33-35, 36A-B, 37-39) and Boarding Area C that has 10 gates (gates 40-44, 45A-B, and 46-48). A third boarding area, Rotunda A, was demolished in 2007. The first version of the terminal, which cost \$14 million, opened in 1963 and Rotunda A opened in 1974. The terminal underwent a \$150 million renovation that was completed in 1988. Beginning in late 2015,



Terminal 1 will be rebuilt in a \$2.4-billion project to modernize the concourse and add gates. The multi-phase project will yield a total of 24 gates when complete in 2024 (the existing Boarding Area A has less than 20 usable gates), including a secure FIS connector to the existing customs facilities in the International Terminal. This will effectively add two new gates that can handle international arrivals.

### Terminal 2

Terminal 2, formerly known as the "Central Terminal," opened in 1954 as the main airport terminal. After a drastic rebuilding, it replaced Rotunda A as SFO's international terminal in 1983 and was closed for indefinite renovation when the current international terminal opened in 2000. Its only concourse is Boarding Area D that has 14 gates (gates 50, 51A, 51B, 52, 53, 54A, 54B, 55, 56A, 56B, 57, 58A, 58B, 59). The control tower and most operations offices are located on the upper levels, and the departure and arrival areas served as walkways between Terminal 1 and Terminal 3.

On May 12, 2008, a \$383 million renovation project was announced that included a new control tower, the use of green materials, and a seismic retrofit. The newly renovated terminal features permanent art installations from Janet Echelman, Kendall Buster, Norie Sato, Charles Sowers, and Walter Kitundu. Terminal 2 set accolades by being the first U.S. airport to achieve LEED Gold status. The terminal reopened on April 14, 2011, with Virgin America and American Airlines sharing the new 14-gate common-use facility. Terminal 2 also hosts an Admirals Club.



### Terminal 3

Formerly known as the "North Terminal," Terminal 3 has Boarding Area E has 10 gates (gates 60–69) and Boarding Area F has 29 gates (gates 70, 71A-B, 72-76, 73A, 77A-C, 78-83, 84A-D, 85-90, and 87A). This \$82.44 million terminal is used for United Airlines' domestic flights.

Mainline United flights use both boarding areas, while United Express regional flights use Boarding Area F. Boarding Area F opened in 1979 and Boarding Area E opened in 1981. American Airlines and Air Canada occupied Boarding Area E until it closed for refurbishment in 2011. It reopened on January 28, 2014. The project moved one (1) gate from Boarding Area F on to Boarding Area E to provide a total of ten aircraft parking positions.



As part of the airport's FY 2010/11 – FY 2014/15 Capital Plan, Terminal 3 will be renovated. This renovation includes architectural enhancements, structural renovations, replacement of HVAC systems, roof repair, and new carpeting. There is a United Club in Terminal 3 near the rotunda for Boarding Area F and a temporary United

Club on the Mezzanine level (post-security) between Boarding Areas E and F. Terminal 3 also houses the American Express Centurion Lounge, located across from Gate 74.

### International Terminal

The International Terminal is composed of Boarding Areas A and G. The terminal was opened in December 2000 to replace the International Departures section of Terminal 2. It is the largest international terminal in North America, and is the largest building in the world built on base isolators to protect against earthquakes. Food service focuses on quick service versions of leading San Francisco Bay Area restaurants, following other SFO terminals. Planners attempted to make the airport a destination in and of itself, not just for travelers who are passing through.

The international terminal is a common use facility, with all gates and all ticketing areas shared among the international airlines. All international arrivals and departures are handled here (except flights from cities with customs preclearance). The International Terminal also contains the airport's BART station, adjacent to the garage leading to Boarding Area G. The SFO Medical Clinic is



located next to the security screening area of Boarding Area A. All the gates in this terminal have at least two jetway bridges except gates A2 and A10, which have one. Gates A1, A3, and A11 can accommodate two aircraft. Six of the gates are designed for the Airbus A380, making SFO one of the first airports in the world with such gates when it was built in 2000. Gates A9 (9A, 9B, 9C) and G101 (101A, 101B, 101C) have three jetways for boarding. Four other gates have two jetways fitted for A380 service.

As of April 2015, Air France, British Airways, Emirates, and Lufthansa operate the Airbus A380 into SFO which is the largest commercial passenger jetliner in the world. Singapore Airlines once operated the A380 from SFO, but now currently uses the Boeing 777-300ER for their service to Singapore-Changi via Seoul or Hong Kong.

The airport had to build the terminal on top of the main access road, completing the continuous ring of terminals. The terminal required its own set of ramps to connect it with Highway 101.

International flights operated by Star Alliance carriers, with some exceptions, are assigned to Boarding Area G's 15 gates (G91, G92–G92A, G93–G98, G99–G99A, G100, G101–G101A, G102) and three remote parking stands. Exceptions include: Asiana Airlines and Avianca El Salvador, which have been designated Boarding Area A; and non-aligned carrier Aer Lingus, which utilizes this boarding area. All of United's international flights and select domestic flights board and deplane at Boarding Area G. When all gates in an airlines' designated

international boarding area are full, the passengers will board or deplane from the opposite international boarding area.

International flights operated by SkyTeam, Oneworld and non-aligned international carriers, with some exceptions, board and deplane at Boarding Area A's 13 gates (gates A1–A10, A11–A11A, A12). Some exceptions to this include: Star Alliance carriers Asiana Airlines and Avianca El Salvador, both of which operate out of this boarding area; and non-aligned carrier Aer Lingus which has a designated gate located at Boarding Area G. Additionally, Boarding Area A is used by domestic carriers Alaska Airlines, JetBlue Airways, Sun Country Airlines, and Hawaiian Airlines.



Air Canada, Aer Lingus, Etihad Airways, and WestJet are international air carriers operating from airports with United States border preclearance, allowing arriving passengers to skip the wait at customs and immigration when they arrive at SFO, and exit the airport from the departure level.

The two main designations for the International Terminal are "I", and "INTL" (abbreviations for "International"). Oftentimes travel itineraries will say "T-I", and this has led to instances where passengers misinterpret the "I" as Terminal 1, especially since both Boarding Area A and Boarding Area G are used for a limited number of domestic flights.

## Introduction of computer system

The current software utilized at SFO for gate planning and management is Ascent Technology's Smart Airport planning system. This system allows our planners to strategically pre-plan proposed airline operating schedules as well as plan daily gate, baggage carousel, and check-in counter assignments on a "real-time" basis.

## Introduction of members



Mr. Eduardo D. Barnes

Executive Director, SFOTEC

**Related Information of our office**

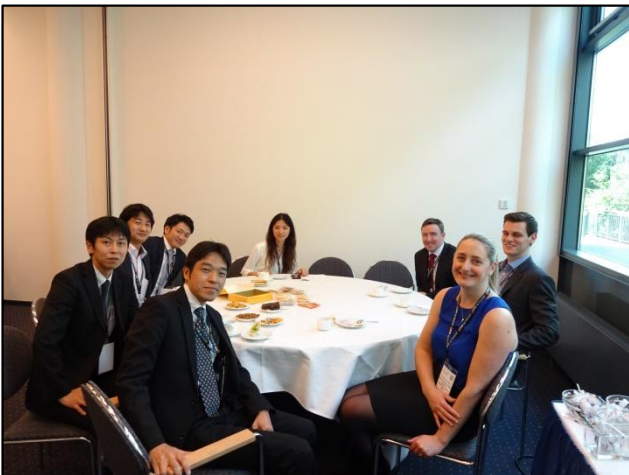
Organization	SFOTEC for - San Francisco International Airport
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Business Hours:	Monday – Friday; 0900 -1700

**Good Memories of Hamburg (SC138)**





## Asian Tea Gathering in Hamburg



Everyone seems to be having a good time in chatting with some sweets and tea or coffee. As this tradition will continue to the next conference so that the good friendship will be built up among Asia/Pacific Coordinators and Facilitators. For those who haven't shown up yet at Asian Tea Gathering, please join in at the next conference in Atlanta, Georgia, USA. We are looking forward to seeing you all there.



## From the Chief Editor

I would like to express my special thanks to Mr. Eduardo D. Barnes for his excellent contribution to Asian Breeze (47). I learnt a lot from this article. There are four runways; two sets of close parallel runways for normal operations and cross wind operations. As SFO is a gateway for US continent from Japan, I used it from time to time admitting SFO is very conveniently located, very easy to use it and very comfortable.

Japanese are crazy about “Matsuri” (祭) which is the Japanese word for a festival. In summer, there are many summer festivals from place to place which are usually sponsored by a local shrine or temple. There are no specific “Matsuri” days for all of Japan; dates vary from area to area, and even within a specific area. Almost every locale has at least one “Matsuri” in late summer/early autumn, usually related to the good rice harvest.

Having finished this issue, I will go back to my hometown to join in the summer festival and appreciate the fireworks display there. Have nice summer vacations! (H.T.)



Nebuta Festival



Bon Dancing



Gion Festival



Awa Dancing