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# ACGW

## AIR CARGO WEEK

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**JAL**  
rejoins  
Cargo  
2000



**Emirates**  
to add  
routes in  
2006



**Freight**  
makes its  
mark at  
airports



**Etihad**  
welcomes  
the big  
hitters



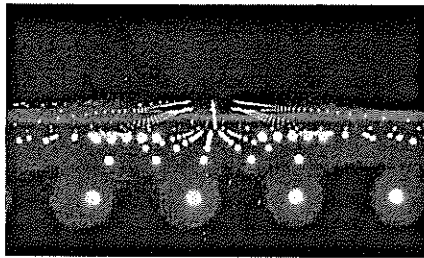
# O'Hare: locals say future is bright

ACCORDING TO data from the US Federal Aviation Administration, Hartsfield-Jackson Atlanta topped Chicago O'Hare in 2005 as the busiest airport in the world, measured in terms of take-offs and landings.

The result has prompted air cargo professionals in the Chicago area to reaffirm that they see a bright future for their local O'Hare airport.

"Since Chicago is centrally located, you can get anywhere from here," says Bob Raney, president and CEO of Chicago-based air cargo company H F Long & Associates.

"With the airport and rail hubs, it's possible to send almost anything anywhere. Chicago is as good a crossroads as New York or Los



Angeles, or better, but without the 'attitudes' of either port," Raney considered.

"Chicago ... is the only US airport which serves as a hub for two major carriers: United and American. This provides a greater choice to virtually any market in the world."

Raney said Chicago is in "a strong position for future

growth. I think that as importers and exporters continue to pinch those pennies, there will be more incentive to use Chicago."

Mike Oslansky, manager of cargo product development at United Airlines, added: "Chicago is a natural transportation hub because of its central location within the

US and its flights to more than 60 foreign destinations.

"Over the last ten years, Chicago has developed into a major airport for international consolidation," he said.

"We are seeing increasing use of O'Hare as an overflow gateway for US eastern and west coast cities, particularly for perishable cargo going to Europe from California."

There are plans to invest more than US\$6 billion in a revamp of the airport's runway layout. This will reduce the notorious levels of congestion at O'Hare.

Other plans are in hand to decrease delays at the airport by an estimated 79 percent. "This is good news for cargo," Oslansky concluded.

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## Dragonair beats its own cargo record

HONG KONG-BASED carrier Dragonair flew a record cargo tonnage in 2005 with its air freight traffic climbing by 12.5 percent over 2004 to top 385,000 tonnes.

"The results are good considering the difficult operating environment we endured, with record prices for oil and greater competition," comments Dragonair CEO Stanley Hui.

Noting that the annual result had been "underpinned by demand to and from the China mainland", he said cargo volumes had climbed by 8.1 percent to 36,805 tonnes in December, "capping a good year overall".

Looking ahead, Hui considered: "We see no end to the tough operating environment this year, but we aim to continue to deliver healthy growth."

- Runway length 2767m x 61m wide, capable of handling all aircraft types
- Strategic location within easy reach of London and Paris
- Specialised in quick turnarounds, with full freight handling capability
- No slot or gate restrictions
- 120 square metre fully temperature controlled Border Inspection Post



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## AAT chooses Terminal 2 cargo handling kit

Asia Airfreight Terminal (AAT) at Hong Kong International airport has chosen Germany's Loidge Fordertechnik to develop the pallet and container handling system for its new Terminal 2 air freight facility.

The state-of-the-art system will feature the world's tallest elevated transfer vehicles (ETVs). The 13-level handling system will have 1,938 unit load device (ULD) storage positions serviced by four 44-metre high ETVs.

When the AAT Terminal 2 is completed by

the end of 2006, the new material handling system, supported by advanced IT applications, will contribute 910,000 tonnes a year of additional handling capacity at Hong Kong International airport.

It will also bring AAT a yearly handling capacity of up to 1.5 million tonnes and an annual cargo handling efficiency of more than 20 tonnes per square metre of its terminal space – one of the world's highest cargo handling efficiency ratios, AAT claimed.

