

From: Airline Pilots' Guild of Sri Lanka [<mailto:slpilots@gmail.com>]
Sent: Monday, November 23, 2015 2:20 PM
To: DGCA <sldgca@caa.lk>
Subject: Proposed parallel runway at BIA Colombo

Mr. H M C Nimalsiri,
Director General,
Civil Aviation Authority.

Dear Sir,

We are in receipt of your communication and report of the proposed construction of second parallel runway at Bandaranaike International Airport. We thank you for seeking our professional opinion on such important national infrastructure development, which directly affects us as pilots and airline operational cost.

On further inspection of the submitted proposal, the consensus amongst the pilot community is that the more suitable location for the said runway construction is the current BOI land. To justify the decision we list below a few points for your consideration. Should you require a more comprehensive, technical analysis of the proposal please do not hesitate to contact the ALPGSL.

- I. Should the proposed runway be constructed on the SLAF side, the separation between the two parallel runways is of paramount importance. In such a scenario, the terminal building being further away from the proposed runway becomes a crucial matter as, further the distance, further the taxi time and fuel used to taxi to and from the runway. Micro economics involved in such movements play a crucial role in airline profitability.

Moreover, this configuration entails the crossing of the existing runway to taxi to and from the terminal to the new runway. Crossing active runways have historically proved to be fatal and have created many taxi hotspots in airports worldwide. Recently constructed, modern international airports have adopted a proven method of constructing parallel runways on either side of the passenger terminal building to avoid the scenarios mentioned briefly above. A closer look at the following airfields that we operate in and out of, which have been built in the recent past are a good example of this successful airfield layout.

Beijing, Shanghai, Canton, Hong Kong, Bangkok, Singapore, Kuala Lumpur, Delhi, Doha, Jeddah, Dammam, Riyadh, Kuwait

- II. Disruption to SLAF activities.

The ALPGSL is of the opinion that the existing SLAF infrastructure should not be compromised as it is the nerve centre of national airborne security. Civilian aircraft

regularly traversing through the SLAF base, no doubt would disrupt day to day operations of the SLAF. From a civilian air travel perspective, it is not conducive to allow civil aircraft movement through a military base. This may cause apprehension in the minds of tourists, that the Government of Sri Lanka are working tirelessly to attract.

III. Independent parallel runways.

Independent operations on closely-spaced parallel runways are significantly safety critical and should be undertaken only after considerable attention has been devoted to several safety-related issues. In particular, the issues listed below are contained in ICAO Doc 9643 Manual on Simultaneous Operations on Parallel or near parallel Instrument Runways (SOIR) need to be addressed before any implementation:

a) weather limitations — independent instrument approaches to parallel runways spaced by less than 1 525 m but not less than 1 035 m between centre lines should, as prescribed by the appropriate ATS authority, be suspended under certain adverse weather conditions including windshear, turbulence, downdrafts, crosswind and severe weather such as thunderstorms, which might increase ILS localizer deviations to the extent that safety may be impaired and/or an unacceptable number of deviation alerts would be generated. Through years of experience the pilot community has observed the local weather phenomena to be centralized over the coastal belt on the SLAF side of Bandaranaike International Airport. This may be due to the close proximity of the Negombo lagoon. The weather is more often than not, favourable towards the Colombo city side.

b) ILS flight technical error — aircraft using the ILS localizer course is subject to errors from several sources, including the accuracy of the signal, the accuracy of the airborne equipment, and the ability of the pilot or autopilot to follow the navigational guidance (flight technical error (FTE)). Deviations from the ILS localizer course may vary with the runway under consideration; it is therefore essential that the FTE is measured at each installation and the procedures adapted to ensure that false deviation alerts are kept to a minimum;

c) communications — when there is a large deviation from the final approach track, communication between controllers and pilots involved is critical. For independent parallel approaches two aerodrome controllers are required, one for each runway, with separate aerodrome control frequencies;

IV. The minimum spacing between two aircraft in the event of a deviation is calculated using techniques similar to those used for independent parallel approaches. Two factors apply: since the radar separation is applied diagonally, less distance between runways means a greater in-trail distance between the aircraft; and less distance between runways also means that the deviating aircraft crosses the adjacent approach track more quickly.

In conclusion the ALPGSL is in favour of the proposed second runway at BIA being built on either side of the passenger terminal building. Thus our opinion, as a professional body affiliated to IFALPA (International Federation of Airline Pilots Association, with a membership of over 100000 members worldwide) is that the said construction be carried out on the BOI land.

As mentioned before, should you require further technical assistance in this regard we would be much obliged to assist and could call upon the international aviation bodies that the ALPGSL is affiliated to.

Thank You

Wishing you the best in this ground breaking project

The Executive Committee of the Airline Pilots Guild of Sri Lanka

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