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The Global Voice of Pilots

**news**

**Bangkok Souvarnabhumi ALR Report**

**Huper Committee Report**

**August 2006**

# ALR in Action at New Bangkok International Airport

Capt. Jimmy Ho reports from Bangkok

Suvarnabhumi International Airport is due to open at the end of next month. The airport will have two parallel runways as is evident from this image taken earlier in construction.

An ALR team led by Captains Jimmy Ho and Brian Greeves, together with representatives from THAIPA, visited the site of the Suvarnabhumi International Airport, the ICAO Regional office in Bangkok and the Airport Operational Readiness Project Team. The intention of the visit was to coordinate and assist in the establishment of an ALR programme in Thailand which would start with the opening of the new airport in Bangkok (due to open at the end of next month). It is hoped that this will, in turn, lead to the establishment of a local runway safety team (LRST) and the ALR programme being extended to airports across the kingdom. A crucial step in this mission was to establish official contact between THAIPA pilots, the ICAO Regional Office and Airport Operational Readiness Team. Clearly, this will have benefits not only in Thailand itself but across the region and, in the long run, also improve IFALPA coordination with ICAO's Asia Pacific Office.

## Suvarnabhumi International Airport

The IFALPA team was welcomed at the airport site by its General Manager, Mr. Somchai Sawasdeean. We

explained that IFALPA, as an organisation representing pilots world wide, shared their excitement as the new airport nears its opening.

We went on to briefly describe the IFALPA ALR Scheme and its role in helping airports achieve a safe and operationally efficient environment. We explained how the ALR scheme has worked in a number of locations, notably in Hong Kong and Singapore, and how we have experienced at other airports, a mutual benefit that will ensure that Suvarnabhumi turns out to be a "Pilot Friendly" airport.

## Non-judgmental advice

It was emphasized that our inputs were non-judgmental and based on safety principles that would ensure that the airport would conform to international regulations and that its use would be intuitive to all users, both local and foreign based. I reassured them that the corner stone of any relationship with IFALPA is based on trust and responsibility. We are acutely aware of the impact of media relations and the implications of intemperate remarks. Therefore, on this basis, all our discus-

sions could be frank and candid leading to a more productive and effective outcome. Following on from the meeting with Mr. Sawasdeepan the IFALPA team received briefings from a number of the airport's leaders. The first was from Mr. Tawan Sarapat, Deputy Director, Airside Operations, who explained that the present Bangkok airport at Don Muang has reached, and in some areas, surpassed, its design capacity. Therefore, moving to a new Greenfield site has afforded them the opportunity to set new targets in terms of capacity, safety, efficiency and many other areas. In this respect they stated they would welcome the inputs of all parties, including those from IFALPA.

Mr. Sarapat He stated that although he could not promise that all our inputs would be put into action, he gave his assurance that they would be carefully considered and if "do-able" would be implemented.

The next briefing was from the Deputy Director, Suvarnabhumi Project Management Office, AEROTHAI, Mr. Channarong Chucharoen, who explained their role as the Air Navigation Service Provider (ANSP) and project coordinator working in partnership with AOT to develop the new airport.

He explained that as far as development of the procedures and other technical expertise were concerned, that; the airport relied upon recommendations from Thai Airways, current procedures at the present BKK airport, ATC controllers, and other users, together with some input from line pilots. In addition, AEROTHAI has sought advice from a number of European ANSP's. Mr Chucharoen He concluded that he had appreciated the effort that IFALPA has made in coming forward to extend its assistance and expressed his willingness to make any appropriate changes based upon if inputs are received from the pilots. Responding, I told him that we were firmly committed to the ALR role for the new airport and

the training we have provided would enable the members from the THAIPA to provide the appropriate expertise.

### A way forward

Returning to our explanation of how the Federation can help airports we described the benefits of an operations committee and how the committee, through monthly meetings, could address key operational and safety issues at an airport. We explained that representation on such a committee, which included, besides the airport operator, participation from airlines and the local pilot's association, had proved very effective in both Hong Kong and Singapore. We proposed that such a committee include in its portfolio a wide range of topics with specific areas such as Apron, ATS, Security and Facilities that would be addresses taken care of by the formation of sub-committees. In addition, we pointed out that informal working groups could be set up to look into specific projects or issues. Concluding our outline, we proposed that an initial meeting be arranged six weeks or so after the airport's opening. The rationale of this timing was being that it this would allow all parties time to identify any entry into service issues and to propose possible solutions. It was encouraging to note that our proposals were clearly supported by officials from both AOT and AEROTHAI. In addition, Mr. Sawasdeepan thanked IFALPA for visiting the new aAirport and looked

Bangkok's existing airport at Don Muang has reached or even exceeded its design capacity.



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## *Safety School*

# *Initial Safety Volunteer Training*

**4 - 6 September 2006**  
**Johannesburg, South Africa**

Launched at the 61st Conference in Istanbul in April this year, the IFALPA Safety School (ISS) takes the proven content of the Accident Investigator and Airport Liaison Representative seminars and marries them with a training module that will give attendees a basic grounding in the structure of the Federation as well as ICAO.

Completing the course, new safety volunteer will be

equipped with the knowledge and information to step into an external Representative role both for the Federation and their home Member Association. In addition, attendance at the ISS will also provide the foundation which the Safety volunteer can use to go forward to advanced training and eventual accreditation as either an Airport Liaison Representative or Accident Prevention Advisor.

*The ISS is offered by IFALPA free of charge to pilots nominated by their Member Association. Attendees will be responsible for travel to the ISS as well as accommodation and subsistence. To register or for more information about the ISS contact James Eales, IFALPA Technical Officer Tel +44 1932 571711 or [jameseales@ifalpa.org](mailto:jameseales@ifalpa.org)*

forward to future dealings with the Federation.

## ICAO ASIA/PACIFIC Regional Office

The IFALPA Team was met by Roger Mulberge (Regional Officer, Safety Oversight) and Dimitar H. Ivanov (Regional Officer, Aeronautical Meteorology) at ICAO's Regional Office in Chatuchak, Bangkok.

The meeting began with a briefing by Dimitar Ivanov on the ICAO work on windshear warning and alerting systems. ICAO was quite pleased by the inputs on the meteorological and windshear detection and warning system architecture in HKG as provided by Brian Greeves.

Mr. Mulberge explained that the ICAO Regional Office in Bangkok was designed to serve the 40 states within the Asia/Pacific region. Its role was more in the area of regional implementation and coordination with the states concerned and was therefore not directly related to the issues of the new airport. In addition to this, ICAO has a Technical Coordination arm that is separate from

the regional office and it had been contracted by the AOT to provide technical assistance for the new airport project (Airport Operational Readiness Team, or AORT).

The AORT prepares a monthly report on the airport that is sent to AOT for its review and actions. This report is an internal document issued as part of the technical coordination process between the AORT and the AOT. It was one of these reports that had been leaked to the press that had resulted in the recent negative reports in the

media. As far as the Regional Office is concerned they have no view on the opening date and operational readiness of the new airport. Mr Mulberge went on to explain that full operations of an airport would require certain tasks things to be done and these could be found within the established ICAO Annexes. For example. Amongst these, within Annex 3 contains the requirement for a license to be issued by the state aviation regulator and that would be the DCA in the case of the new airport.

Currently, at the new airport, a lot of infrastructure is still the responsibility of and under the control of the contractors. Meanwhile, some of the hardware has would have been transferred over to AEROTHAI for their operational preparation and training.

ICAO has in place a Universal Safety Oversight Audit Programme (USOAP) established under the resolutions A32-11 and A33-11. Under this programme almost every individual ICAO state regulatory body is audited by an ICAO team, the results of which also leads to a cor-

## New Bangkok Airport (Suvarnabhumi) Factsheet

**Official name:** Suvarnabhumi Airport. The name Suvarnabhumi was chosen by HM King Bhumibol Adulyadej which means "The Golden Land", specifically referring to the continental Indochina. "Golden Peninsula" or "Golden Land" is a traditional name for the Thailand-Cambodia-Laos-Burma region

**How it is pronounced:** "su-wan-na-poom"

**Airport Code:** Suvarnabhumi International Airport will inherit its IATA airport code BKK from Bangkok Don Muang International Airport. The four-letter ICAO airport code will be VTBS which replacing the code for Don Muang VTBD.

**Location:** The airport is located in Racha Thewa in the Bang Phli district of Samut Prakan province, 30 kilometers east of Bangkok.

**Site:** The site is almost rectangular in shape oriented in a NNE/SSW direction and covering an area of 32 Km<sup>2</sup>.

**Architects:** Murphy/Jahn Architects

**Capacity:** The airport has 2 parallel runways (60 m. wide, 4,000 m. and 3700 m. long) and 2 parallel taxiways to accommodate simultaneous departures and arrivals. It has a total of 120 parking bays (51 with contact gates and 69 remote gates) of which 8 are capable of accommodating the Airbus A380 aircraft, (5 contact gates and 3 remote gates). With a capacity of handling 76 flight operations per hour, both international and domestic flights will share the airport terminal but will be assigned to different parts of the concourse. In the initial phase of construction, it will be capable of handling 45 million passengers and 3 million tonnes of cargo per year. Between the airport hotel and the terminal building are the two 5-storey car park buildings with a combined capacity of 5,000 cars.

### Runway Statistics:

01L/19R 3700 X 60 metres, PCN 137/F/D/X/T Asphalt, grooved  
01R/19L 4000 x 60 metres, PCN 137/F/D/X/T Asphalt, un-grooved

**Runway lateral separation:** 2200 metres

### Taxiway Statistics:

30 metres wide with 15 metre shoulders

**Long-term plans:** Long-term plans for four runways flanking two main terminals and two satellite buildings with a combined capacity capable of handling up to 100 million passengers and 6.4 million tonnes of cargo a year are on the drawing board. The second phase of airport expansion involving the construction of a satellite building south of the main terminal is expected to begin three to five years after the completion of the first main terminal.

When complete the airport will have 120 stands (51 airbridge and 69 remote) including five that will be A380 capable.



rective action plan. This process is carried out on a six year cycle. The audits are carried out based on Annexes 1, 6 and 8, and s. So far the USOAP has been carried out for 175 of the 189 member states.

We went on to discuss how both ICAO and IFALPA can move on from here to bring about positive changes to aviation in the region. It was agreed that we would build upon this positive rapport should be built upon to enhancefor our future cooperative efforts and that b. Both organizations can count on one another as an important resource. An action plan was drawn up to enhance this effort with the first step being to prepare for a familiarization visit to the Rregional Ooffice by members of the THAIPA Technical Committee.

Another way that area where the Thai pilots could an contribute would be to be nominated as the IFALPA representative to sit onin the various ICAO sub-committees. Capt Korn confirmed that this process had already been initiated by IFALPA andas he has attended the ICAO CNS/ATM Implementation meetings recently.

Airport Operation Readiness Programme Project Office The IFALPA Team was met by Michiel Vreedenburgh (Project Coordinator, Operational Readiness Programme, Souvarnabhumi International Airport) at histheir office in the AOT headquarters which was locat-ed at Don Mueang. Mr. Vreedenburgh explained that his office was set up based upon a contractual agree-ment between the ICAO Technical Coordination bureau and the AOT in order to provide technical support for the development of the new airport.

Mr. VreedenburghHe provided some background on the issues that had been negatively reported in the local press and for the need to be mindful of the poten-tial impact of comments made to the media. It was also

clear that he was reassured by past dealings with the Federation and its reputation for accuracy in reporting on issues, and thus was able to share more sensitive information with us.

Following the visits we prepared a number of recom-mendations which have been forwarded to AOT for their consideration.



*Capt. Ho Lye Huat (Jimmy Ho) flies B-747-400s for Singapore Airlines. He is also the Chairman of the IFALPA Airport and Ground Environment (AGE) Committee. In addition, Jimmy also teaches the Airport Liasion Representative Seminar and at the IFALPA Safety School.*

# HUPER Committee receive radiation briefing



## James Eales reports from Singapore

IFALPA's first Human Performance (HUPER) Committee Meeting of the year took place in Singapore from 10-12 July 2006 and was hosted by the Air Line Pilots Association of Singapore Pilots Association. The meeting was well attended and included representatives from the region including Hong Kong, Korea, Malaysia, Thailand and Japan.

Although this first meeting was later in the year than usual it was timed to coincide with the Asia Oceania Geoscience Society (AOGS) 3rd Annual Meeting, which was held in Singapore during the same week. This allowed HUPER Committee Members to attend two sessions of this meeting dedicated to Cosmic/Solar Radiation Monitoring, Observation and Modelling. The HUPER Committee has been working on draft policy regarding cosmic / solar radiation at its recent meetings and overlapping-coinciding the meeting with AOGS meant that experts in this field were able to give presentations to the Committee. Speakers included Professor Keran

O'Brien, one of the inaugural researchers in Cosmic and Solar Radiation research in the USA. The Committee also welcomed presentations regarding Cosmic Radiation from Joe Kunches, Chief of Forecast and Analysis Branch of Space Weather at the National Oceanic Atmospheric Administration, Capt Ian Getley, HUPER Committee Member and Peer Wollenberg from GlobalLog.

The meeting was also attended by Jean Jacques Speyer from Airbus who gave a presentation regarding the Human Factors Toolkit project that he is involved with, Captain Liew Kok Wah of the Singapore Flying College who gave a presentation regarding an MPL programme for ab-initio pilots in Singapore and Dr Jarnail Singh, Chairman of the Civil Aviation Medical Board in Singapore and board member of the Aerospace Medical Association, who updated the Committee regarding current aero medical issues.

# Current Recruitment Bans

The following airlines are currently subject to recruitment bans and or other sanctions while they are in dispute with an IFALPA Member Association. For full details please see the IFALPA website [www.ifalpa.org](http://www.ifalpa.org)

## Argentina:

LAN Argentina  
Aerolineas Argentinas

## India:

Air India  
Air India Charters  
Air India Express

## Kenya:

Kenya Airways

## Bolivia:

Lloyd Aereo Boliviano

## Cyprus:

Cyprus Airways

## *Dates for your Diary*

### August

8th

#### *2nd Executive Committee Meeting*

Warsaw, Poland

Contact Heather Price [heatherprice@ifalpa.org](mailto:heatherprice@ifalpa.org)

9th-11th

#### *2nd Executive Board Meeting*

Warsaw, Poland

Contact Heather Price [heatherprice@ifalpa.org](mailto:heatherprice@ifalpa.org)

### September

4-6th

#### *IFALPA Safety School*

Johannesburg, South Africa

Contact: James Eales [jameseales@ifalpa.org](mailto:jameseales@ifalpa.org)

14th

#### *North America Regional Meeting*

Herndon, USA

Contact: Carole Couchman [carolecouchman@ifalpa.org](mailto:carolecouchman@ifalpa.org)

25th-26th

#### *Industrial Committee Meeting*

Prague, Czech Republic

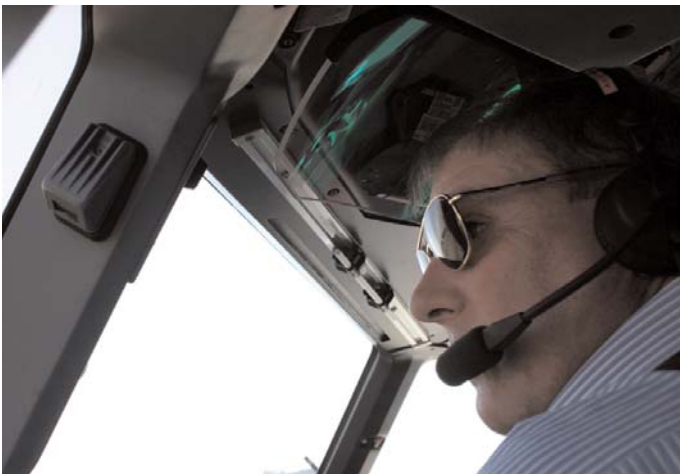
Contact: Rick Brennan [rickbrennan@ifalpa.org](mailto:rickbrennan@ifalpa.org)

27th-29th

#### *SCAMPI Committee Meeting*

Prague, Czech Republic

Contact: David Clayton [davidclayton@ifalpa.org](mailto:davidclayton@ifalpa.org)



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