



27 July 2017

Mr. H.M.C. Nimalsiri
Director General of Civil Aviation and Chief Executive Officer
Civil Aviation Authority of Sri Lanka

Dear Mr. H.M.C Nimalsiri,

SECOND RUNWAY DEVELOPMENT AT BANDARANAIKE INTERNATIONAL AIRPORT (BIA)

As a follow up to the letter to your office on 12 May 2017 regarding the need for an updated assessment for BIA's Master Plan, IATA would like to provide some additional recommendations specifically in relations to the development options of the 2nd Runway which we believe are currently under consideration by the Government of Sri Lanka.

IATA understands that the current trigger being used for the new runway development is based on the ICAO Master Planning manual from 1987 which states that a second runway should be in place once air traffic movements reach 100,000 per annum. Please note that this outdated guidance from 30 years ago does not reflect and take into consideration the progress we have made with aircraft and ATM performance (modern aircraft separations etc.). Instead of referring to an annual number of air traffic movements, it would be more appropriate to trigger a second runway based on Peak Hour Movements (PHMs). Depending on the aircraft mix and ATM capabilities, single runways can accommodate 40+ PHMs. Some airports have demonstrated their capability to achieve more than 50+ PHMs on a single runway operation.

Nevertheless, it is timely to start thinking about the planning for a second runway provided that it is done in a holistic manner by addressing the airport development as a whole through proper airport master planning and not focusing on the requirement for a new runway only. It is not advisable to plan a new runway without a greater understanding of the full context in terms of other necessary airport developments.

As part of the airport master planning process, all key requirements of a runway (dimensions, location, nav aids, flight paths etc.) should be studied in detail, taking into account all the interactions/relationships between different airport components. For example, the following factors affect the planning of a new runway in terms of location and configuration (length, width etc.):

- future operational concept (midfield terminal development? etc.)
- future design aircraft
- prevailing wind direction
- land availability
- population density (to be relocated or to be affected by future noise)
- noise impact
- physical condition of existing facilities (such as the current terminal and aircraft stands

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- in case it makes sense to use/develop these existing terminal facilities, then this would rather call for a southern RWY development, establishing a midfield development area)
 - should the existing facilities be not fit for future use (very dated, poor physical condition), then new terminal facilities could also be build north of the existing runway, calling for a new northern runway
- obstacles
 - ground/soil conditions
 - future landside airport access modes/systems
 - current and future flights paths (airspace configuration)

Please also note that a number of standards in ICAO Annex 14 will be revised shortly – this also relates to new separations distances and dimensions of airfield facilities that will significantly affect the airport master planning process. It is advisable that the Government of Sri Lanka be apprised of and take into consideration the impending changes.

IATA respectfully requests that more information be made available and users consulted on the possible options relating to the 2nd Runway, new terminal and the overall BIA master plan development to ensure timely delivery of functional and cost effective infrastructure in ensuring the best outcomes for all stakeholders.

We are also keen to discuss possible options on how IATA can add value to the BIA master planning process. IATA's Area Manager, Mr. Azhar Azahari at azaharia@iata.org will be in contact with your office in due course. In the meanwhile, please feel free to contact Azhar or myself should you need further clarification.

Yours sincerely,

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