



International Civil Aviation Organization

The Second Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/2)

Bangkok, Thailand, 22 – 25 May 2012

Agenda Item 3: Review Current Operations and Problem Areas

SUVARNABHUMI AIRPORT RUNWAY MAINTENANCE (11 JUN – 10 AUG 2012)

(Presented by Thailand)

SUMMARY

The purpose of this information paper is to present Bangkok Suvarnabhumi Airport Runway Maintenance work tentatively planned for 11 June 2012 – 10 August 2012 (H24).

1. INTRODUCTION

1.1 The meeting is advised of recently released and cancelled Thailand AIP A05/12 on Runway Maintenance work at the Bangkok Suvarnabhumi Airport scheduled for 23 April – 20 June 2012, which portions of Runway 19L/01R would be under maintenance for 60 days (H24) as depicted in Figure 1.

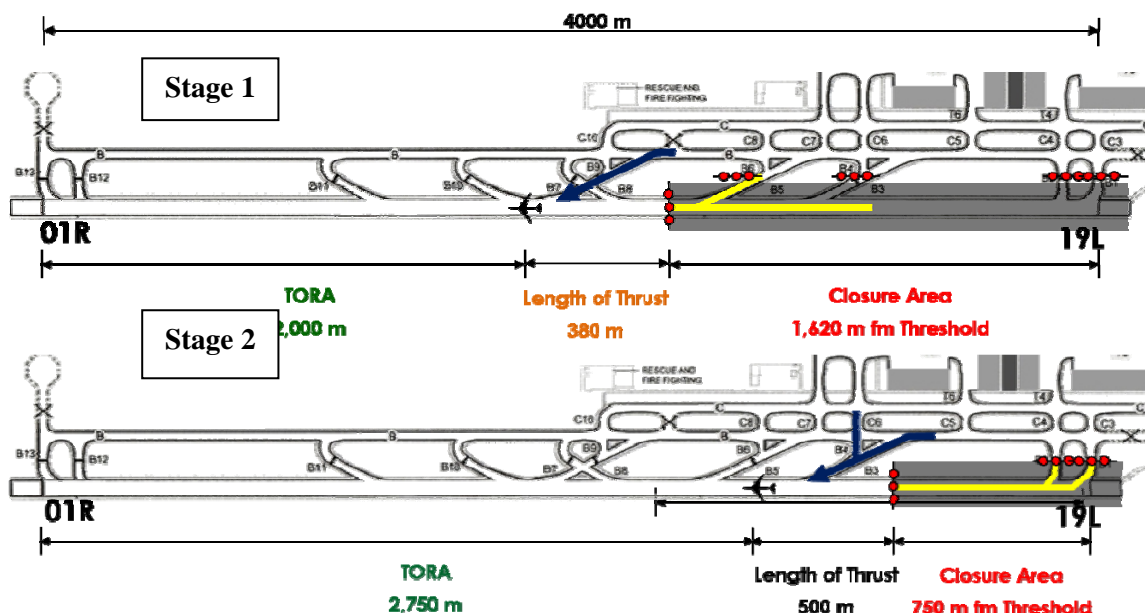


Figure 1: Portions of Runway 19L/01R Under Maintenance

1.2 As a result of the maintenance work, runway utilization plan is depicted in Figure 2.

Runway 19	Runway 01
Runway 19R: Normal Operations	Runway 01L: Normal Operations
Runway 19L: Stage 1: Departures TORA 2,000 m Stage 2: Departures TORA 2,750 m Not usable for landing	Runway 01R: Not usable

Figure 2: Planned Runway utilization during maintenance

1.3 Based on the runway utilization plan, it was estimated that runway capacity of the airport would be reduced from 60-76 movements/hour to 34-40 movements/hour during VMC weather. Runway capacity could further decrease during adverse weather conditions.

1.4 Consequently, the runway maintenance was rescheduled to tentative date of 11 June – 10 August 2012 due to results of various simulation models using schedule data for 23 April 2012 indicating delays in order of hours as well as numerous potential diversions, potentially becoming a major disruption to the regional air transport network.

2. DISCUSSIONS

2.1 Since it was expected that runway maintenance work at the Bangkok Suvarnabhumi Airport cannot be simply be managed tactically, strategic/pre-tactical management process is being put in place.

2.2 Strategic/Pre-tactical process would start at least seven (7) days prior to operations by identifying aircraft being able to use Runway 19L for departure based on the following assumptions:

- a) Code C aircraft such as A320, ATR 72, Boeing 737;
- b) Departures northbound, eastbound or southbound; and,
- c) Destination up to 700 NM from Bangkok using Great Circle Distance.

2.3 On the one hand, aircraft using Runway 19L would not require departure window slot due to minimal traffic congestion expected. On the other hand, aircraft requiring Runway 19R would be allocated departure and landing slot based on daily simulation process starting 7 days prior to operation.

2.4 These departure (Calculated Take-Off Time window: CTOT window) and landing windows (Calculated Landing Time window: CLDT window) would be provided to the airlines through coordination process with Airport Slot Coordinator and AOC.

2.5 CTOT/CLDT window would start off as proposed timing 7 days prior to day of operation with the airlines able to adjust their schedule and use of runway through Airport Slot Coordinator.

2.6 Proposed CTOT/CLDT window would be adjusted daily based on schedule adjustment process with CTOT/CLDT window released one day prior to operation. Daily teleconference would be setup to discuss CTOT/CLDT window and other operational issues.

2.7 CTOT/CLDT window information would also be coordinated with affected ANSPs to minimize operational impact.

2.8 Tactical ATC process would facilitate those adhering to the CTOT/CLDT window to minimize overall impact of the runway maintenance on operations.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note the information presented in this paper.

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