



Above: The Heathrow Express

Suburban networks. He concluded that railways were a "Win Win" situation for airports and passengers, with only taxis and busses being the losers.

Parsons Brinkerhoff Ltd – Mr. Roy McKimm, Regional Associate, gave an enlightening insight to "Tunnelling". PB offer Feasibility and Design Studies, Site Investigation and advise on optimum Construction Methods to suit the local needs and prevailing geological conditions. Examples of airports with tunnels were given and the methods used, LHR was a prime example. Examples of tunnel boring machines and methods were presented, along with the different systems of tunnel lining.

Parsons Brinkerhoff Ltd (2) – Mr. John Oakshot, Director of Aviation, outlined PB's experience of working in Saudi Arabia on significant non-aviation projects and presented a paper on the problems encountered in Saudi Arabia with the use of concrete for paving and structures. The wide temperature range, humidity and corrosive elements encountered in Jeddah need to be addressed carefully to ensure longevity and structural integrity. Epoxy coatings for steel reinforcement was considered essential. For flexible pavements to endure the Jeddah conditions, modified Asphalt materials need to be specified and used.

Honeywell Airport Systems – Mr. Paul Crombie, put forward the case for the balance of airport Safety and Security, against Productivity and Efficiency. He was able to offer the Honeywell solution of "The Intelligent Airport". Honeywell is a "World Player" in Airport and Aerospace Developments.

By integrating all the individual communicative functions of an airport, information can be readily available to the management for better and faster decision-making. This alone would improve any necessary real-time emergency response.

Geo Robson & Co (Conveyers) Ltd – Mr. Robert Edley, introduced GR as a prime company in Handling

Technology and specializing in the "Integration of Hold Baggage Screening". He emphasized that the technology was more than "an X-Ray Machine" and must be considered as an entire Baggage Conveyer System. With the process starting at Check-In it is essential for a continuous flow. In the case of "Level 3" detection, arrangements need to apply to divert baggage for closer analysis to avoid stoppages. GR offer a Sore Loop System for Level 3 baggage examination which will not compromise productivity or security. The GR systems can operate with Bar Codes or RF tags and offer a secure Track and Trace facility.

Zoeflig & Co Ltd – Mr Graham Tait, enlightened the gathering with an insight to Passenger Terminal Seating. The Zoeflig system offers a wide range of styles and materials available in a modular format. The seating may be arranged in numerous configurations to suit all likely needs and styles. Many accessories are available, for comfort or convenience and to suit different levels of class. The manufacturer offers special trolleys to facilitate moving sections of seating, quickly and efficiently to adapt the layout as may be needed.

National Air Traffic Services – Mr. Andy Sampson, Deputy Director. NATS is the UK national body for Air Traffic Control within the UK air space. Although KKI has an existing ATC system, a new control tower will necessitate a smooth transition from the old to the new. NATS are recommending using the "ATC CONOPS" solution, being key to the entire ATC Tower program as it develops. This will cover procedures and standards, design and situation of operation, scope and timescales for training. The whole concept covers arrivals, departures, airspace dimensions and co-ordination, restrictions to operations, military flights, use of terminal, VIP areas, stand usage, size restrictions on gates, handling airport vehicles, runway inspections and crossings.

Vector Management Ltd – Mr. John Davie, Int'l Business Dev. Manager, presented Vector's expertise to manage Operational Readiness and Transition, as will be needed for projects such as the extensive KKI expansion and development. Vector offers a full management structure including Communications, Planning, Risk Management, Contingency Planning Training and Operational Start Up. The company offers a Control Team, Working Groups and an Implementation Team.

At the conclusion of the Seminar, interested participants were invited to have one-to-one discussions with the visiting delegates. It is understood that the success of the Saudi British Airports Seminar will encourage another one in 2008.

With special thanks to the General Authority of Civil Aviation, UK Trade & Investment and the British Airports Group for use of material during the preparation of these notes.