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**DEMOCRATIC SOCIALIST REPUBLIC  
 OF SRI LANKA**

AERONAUTICAL INFORMATION SERVICES (AIS/HQ)  
 AIRPORT & AVIATION SERVICES (S.L) LTD  
 BANDARANAIKE INTL. AIRPORT COLOMBO.  
 KATUNAYAKE

**AIRAC  
 AIP  
 SUPPLEMENT  
 01/13  
 31 JAN 2013**

**AD**

(REVISED AND CORRECTED VERSION OF AIRAC AIP SUP 07/12 DATED 15<sup>TH</sup> NOVEMBER 2012 )  
 (EFFECTIVE 7<sup>TH</sup> MARCH 2013)

**COMMENCEMENT OF OPERATIONS AT MATTALA RAJAPAKSA  
 INTERNATIONAL AIRPORT (VCRI)**

**1. INTRODUCTION**

1.1 The purpose of this AIP Supplement is to inform the aviation community that the Mattala Rajapaksa International Airport (VCRI) will be available for international operations from 18<sup>th</sup> March 2013 ( the exact time will be notified by NOTAM in advance) and to provide information about the facilities, services and the operational procedures which would be initially available and applicable at this airport.

**2. AERODROME DATA / INFORMATION**

**2.1 AERODROME LOCATION INDICATOR AND NAME**

1	Location Name	Mattala
2	Name of Aerodrome	Mattala Rajapaksa International Airport
3	ICAO Location Indicator	VCRI

**2.2. STATUS OF CERTIFICATION OF AERODROME**

Aerodrome Name and Location indicator	Status of Certification	Date of Certification	Validity of Certification	Remarks
1	2	3	4	5
MATTALA / Mattala Rajapaksa International Airport (VCRI)	Certification in progress	-	-	AD Reference Code : 4F

**2.3. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	061704.08N 0810726.86E (Centre of RWY)
2	Direction and distance from City	9NM, Bearing 001 <sup>o</sup> , from Hambantota town.
3	Elevation / reference Temperature	48M / 31 <sup>o</sup> C
4	MAG VAR / Annual change	2 <sup>o</sup> DEG W /2009 Annual change – Negligible
5	AD Administration, Address, Telephone, Fax, AFS	Airport & Aviation Services (S. L) Ltd, Mattala Rajapaksa International Airport, Mattala, Sri Lanka. Tel : 94 11 2263548 Fax : 94 11 2263549 AFS : VCRIYDYX e-mail : ammria@airport.lk
6	Types of Traffic permitted	IFR / VFR
7	Remarks	Nil

**2.4. OPERATIONAL HOURS**

1	Aerodrome Administration	H24
2	Customs and Immigration	H24
3	Health and Sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	Met Briefing Office	H24
7	Air Traffic Services	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24

**2.5. HANDLING SERVICES AND FACILITIES**

1	Cargo Handling facilities	Available for all anticipated requirements.
2	Fuel / oil types	Fuel : Lanka Aviation Turbine Fuel (Jet A-1) - No limitation. Aviation Gasoline (AVGAS 100LL) - In 200ltr barrels on request
3	Fuelling Facilities / Capacities	One No. 'BENZE/ROHR' 19,000 IG 600GPM Refuller One No. 'BENZE'/Fluid Transfer 6500 IG 600 GPM.
4	Hanger space for visiting aircraft	Nil
5	Repair facilities for visiting aircraft	Line Maintenance Facility
6	Remarks	Nitrogen available. Basic transit handling, Other Facilities with prior arrangements with SriLankan Airlines.

**2.6. PASSENGER FACILITIES**

1	Hotels	Hotel counters available in the arrival lobby.
2	Restaurants	Available in the public and transit area.
3	Transportation	Taxis to city/Rent a Car service, Travel agents
4	Medical Facilities	First Aid & Ambulance available. at airport. Hambantota Base Hospital - 27Km
5	Bank and Post Office	Available at Airport
6	Tourist Office	Available at Airport
7	Remarks	Snack bars, shops available in the public lobby area & Transit. Bond Baggage, Left Luggage facility available.

**2.7 RESCUE AND FIRE FIGHTING SERVICES**

1	AD Category for fire fighting	Cat 10 ( No facilities for foaming of RWY)
2	Rescue Equipment	Adequate rescue and fire fighting vehicles, equipment and personnel available
3	Capability for removal of disable aircraft	Hydraulic Jacks, Max. A320

**2.8. SEASONAL AVAILABILITY – CLEARING**

AD available throughout the year

## 2.9. APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Concrete, PCN86/R/B/W/T
2	Taxiway width, surface and strength	TWY A – width 25M Asphalt , Right angle exit TWY, Strength PCN71/F/B/W/T (( 17.5M shoulders either side), TWY B – width 15M, Asphalt, Right angle exit TWY, Strength PCN/71/F/B/W/T (5M shoulders either side)
3	ACL location and elevation	At Apron, 50M
4	INS Check Points	See Aircraft Parking / Docking chart ( <b>Attachment – B</b> )
5	VOR Check Points	On TWY A - 231.5 <sup>0</sup> R MTL , 1.54 DME On TWY B - 232.0 <sup>0</sup> R MTL, 1.28 DME
6	Remarks	Nil

## 2.10. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidance lines and visual docking/parking guidance system of aircraft stands	TWY guidance system : Nose wheel guidance on TWYs and Apron.  Indicators and ground signaling systems: WDI - Lighted TWY guidance indicators - Lighted Apron guidance indicators - Not Lighted
2	RWY and TWY marking and LGT	RWY Centerline lights : Variable White from THR to the point 900M from RWY END; ALTN Red and Variable White from 900M to 300M from the RWY END; and Red from 300M to the RWY END.  RWY Edge lights : Bi-directional elevated White/Amber  Threshold lights : Inset Green at both RWY ends Touchdown Zone lights : Nil RWY End lights : Inset RED at Both ENDS TWY lights : Blue elevated  Marking Aids : RWY designation, RWY Centerline, RWY edge, TWY centerline, TWY edge, RWY Ends, Touchdown Zone, Fixed distance, TORA signs, Apron guide lines, Threshold Marking, Enhanced Taxiway Marking, Aiming point, Runway Turn Pad marking, Runway Holding Position Marking
3	Stop Bars	Nil
4	Remarks	Nil

## 2.11 AERODROME OBSTACLES

In approach /TKOF area			In circling area at AD		Remarks
RWY/Area Affected	Obstacle Type Elevation Marking/LGT	Co-ordinates	Obstacle Type Elevation Marking/LGT	Co-ordinates	
a	b	c	a	b	c
See Aerodrome Obstacle Chart – Type A {Attachment - C}}			See IACs		

## 2.12 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MATTALA/ Mattala Rajapaksa Intl. Airport
2	Hours of Service MET Office	H24 -
3	Office responsible for TAF preparation: Period of validity:	MATTALA/ Mattala Rajapaksa Intl. Airport, 30Hrs
4	Type of landing forecast intervals of issuance	TREND, ½ hr
5	Briefing consultation provided	P,T,D,U,C
6	Flight documentation : Language(s) used :	C, TB English
7	Charts and other information available for briefing consultation	S,P,U,W
8	Supplementary equipment available for providing information	SADIS system, GTS System, AWOS, WXR , APT
9	ATS Units provided with information	Colombo FIC, RCC, TWR
10	Additional Information	Tel : 94 47 2030199 Fax : 94 47 2030199 AFS : VCRIYMYX e-mail : met.mria@airport.lk
<p>P - Personal consultation / Prognostic upper air chart  T - Telephone  C - Charts  D - Self Briefing  TB - Tabular forms  U - Upper air analysis (current chart)  W - Significant weather chart  S - Surface analysis (current)  WXR - Weather radar  APT - Receiver for Satellite cloud picture.</p>		

## 2.13 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY Nr	TRUE BRG	Dimensions of RWY (M)	Strength and surface of RWY and SWY	THR Coordinates
1	2	3	4	5
05	45.80 <sup>0</sup> GEO	3500 X 60	PCN 71/F/B/W/T Asphalt	061624.53N 0810645.88E
23	225.80 <sup>0</sup> GEO			061743.63N 0810807.84E

Designation RWY Nr	THR Elevation	Slope of RWY / SWY	Dimensions of SWY(M)	Dimensions of CWY(M)
1	6	7	8	9
05	41.43M	0.2 %	Nil	300 X 150
23	48.30M	0.2 %	Nil	300 X 150

Designation RWY Nr	Strip Dimensions	Obstacle Free Zone	Remarks
1	10	11	12
05	3620 X 300	Nil	RESA - RWY 05 - 240(M) X 150(M) RWY 23 - 240(M) X 150(M)
23		Nil	

## 2.14. DECLARED DISTANCES

RWY DESIGNATOR	TORA(M)	TODA(M)	ASDA(M)	LDA(M)	Remarks
1	2	3	4	5	6
05	3500	3800	3500	3500	Nil
23	3500	3800	3500	3500	

## 2.15. APPROACH AND RWY LIGHTING

RWY	Approach LGT Type, Length Intensity	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Spacing Colour Intensity	RWY Centerline LGT Length Spacing Colour Intensity	RWY Edge LGT Colour	RWY End LGT Colour WBAR	SWY LGT Length (M) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Simple approach Lighting System 420m, Five steps brightness change	Green No WBAR	PAPI both sides 3 <sup>0</sup> MEHT 22.5M	N/A	15M, RED – upto 300M from RWY END Alternate RED / WHITE 300M – 900M from RWY END.  High Intensity	AMBER in 600M to RWY END. Rest WHITE  High intensity	RED No WBAR  High intensity	Nil	Nil
23	ICAO CAT I Precision Approach Lighting system. Five cross bars. Five steps brightness change	Green WBAR AVBL	PAPI both sides 3 <sup>0</sup> MEHT 19.53M	N/A	15M, RED – upto 300M from RWY END Alternate RED / WHITE 300M – 900M from RWY END.  High Intensity	AMBER in 600M to RWY END. Rest WHITE  High intensity	RED No WBAR  High intensity	Nil	Nil

## 2.16 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN / IBN location, characteristics and hours of operation	ABN : At TWR Building FLG Altn (12) W & (12) G EV 2.5 SEC, HO IBN : Nil
2.	LDI location and LGT Anemometer location and LGT	Nil Anemometer : Not lighted
3.	TWY edge and centreline lighting	Edge : BLUE Centreline : Nil
4.	Secondary power supply / switch over time	Switch over time : 15 Sec
5.	Remarks.	Nil

## 2.17. ATS AIRSPACE

1.	Designation and lateral limits	MATTALA- CTR. An airspace bounded by laterally by; i) North-Western arc of the circle of 10NM radius centred on VCRI ARP coords; 061704.08N 081 07 26.86E. ii) South-Eastern arc of the circle of 10NM radius centred on Wirawila (VCCW) RWY mid-point cords: 061516.82N 0814017.14E, and; iii) two tangents drawn between the arcs of circles referred to i) and ii) above.
2.	Vertical Limits.	SFC to 4000FT ALT
3.	Airspace Classification	C
4.	ATS Unit Call sign Language(s)	Mattala Tower English
5.	Transition Altitude	11000FT
6.	Remarks.	Wirawila CTR ( Ref. AIP page VCCW AD 2-3, item VCCW AD 2-17 ATS AIRSPACE) has been merged into MATTALA CTR and the Airspace Classification upgraded from D to C.

## 2.18. ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
TWR / APP	Mattala Tower	119.85MHz *124.35MHz	H24	* - Standby Frequency
TWR/ SMC	Mattala Ground	121.70MHZ		Controlling Authority: AASL

## 2.19 REVISION TO COLOMBO ATS ROUTE STRUCTURE

2.19.1 WEF 7<sup>th</sup> MAR 2013, the Colombo ATS route structure will be revised with the introduction of new ATS routes M513, Q110, Q210, Y510 and Z610 and re-alignment of the existing ATS route L897 specially to supplement traffic to VCRI (Mattala Rajapaksa Intl. Airport). The details of the new ATS routes and the re-aligned ATS route L897 as follows :

Route Designator, Name of Significant Points. Coordinates	Track MAG(GEO) VOR RDL DIST (COP)	<u>Upper Limits</u> <u>Lower Limits</u> Minimum flight Altitude, Airspace Classification	Lateral Limits NM	Direction of Cruising Levels		Remarks, Controlling Unit, Frequency
				Odd	Even	
1	2	3	4	5	6	

**Q110** - RNP 10 OPS ( RNP 10 requirements specified in AIP Sub section ENR 1.1, para 16 are applicable.)

▲ MATTALA DVOR/DME (MTL) ( 06°18'14.13"N 081°08'39.46"E)						Controlling Authority: Colombo ACC FREQ: 124.9MHz  AWY  ** below FL280 -Class 'C'
	045 <sup>0</sup> 225 <sup>0</sup> 50NM	FL460 10500FT ALT **A	20	↓	↑	
▲ HA ( 06° 55' 19"N 081° 41' 56"E)						
	045 <sup>0</sup> 225 <sup>0</sup> 106NM	FL460 11000FT ALT **A		↓	↑	
▲ ESPAP (08°13'42"N 082°52'18"E) –TERMINATES AT INT P762 / M300						

**Y510** - RNP 10 OPS ( RNP 10 requirements specified in AIP Sub section ENR 1.1, para 16 are applicable.)

▲ MATTALA DVOR/DME (MTL) ( 06°18'14.13"N 081°08'39.46"E)						Controlling Authority: Colombo ACC FREQ: 124.9MHz  AWY  ** below FL280 -Class 'C'
	077 <sup>0</sup> 257 <sup>0</sup> 50NM	FL460 10500FT ALT **A	20	↓	↑	
▲ HB ( 06° 31' 15"N 081° 56' 50"E)						
	077 <sup>0</sup> 257 <sup>0</sup> 134NM	FL460 11000FT ALT **A		↓	↑	
▲ KASGO (07°06'11"N 084°06'10"E)						
	077 <sup>0</sup> 257 <sup>0</sup> 76NM	FL460 FL260 **A		↓	↑	
▲ IDUDO (07°26'31"N 085°18'29"E) –TERMINATES AT INT L645 / M300						

**Z610** - RNP 10 OPS ( RNP 10 requirements specified in AIP Sub section ENR 1.1 para 16 are applicable.)

▲ MATTALA DVOR/DME (MTL) ( 06°18'14.13"N 081°08'39.46"E)						Controlling Authority: Colombo ACC FREQ: 124.9MHz  AWY  ** below FL280 -Class 'C'
	$\frac{104^0}{284^0}$ 50NM	FL460 3000FT ALT **A	20	↓	↑	
▲ HC ( 06° 08' 40"N 081° 57' 57"E)						
	$\frac{093^0}{273^0}$ 122NM	FL460 11000FT ALT **A		↓	↑	
▲ TEBIT (06°07'12"N 084°00'00"E) –TERMINATES AT INT P570						

**Q210** - RNP 10 OPS ( RNP 10 requirements specified in AIP Sub section ENR 1.1 para 16 are applicable.)

▲ MATTALA DVOR/DME (MTL) ( 06°18'14.13"N 081°08'39.46"E)						Controlling Authority: Colombo ACC FREQ: 124.9MHz  AWY  ** below FL280 -Class 'C'
	$\frac{147^0}{327^0}$ 50NM	FL460 3000FT ALT **A	20	↓	↑	
▲ HE ( 05° 37' 38"N 081° 38' 06"E)						
	$\frac{149^0}{329^0}$ 148NM	FL460 11000FT ALT **A		↓	↑	
▲ RUXER (03°35'14"N 083°01'07"E) –TERMINATES AT INT M641 / P756						

**M 513** - RNP 10 OPS ( RNP 10 requirements specified in AIP Sub section ENR 1.1 para 16 are applicable.)

▲ MATTALA DVOR/DME (MTL) ( 06°18'14.13"N 081°08'39.46"E)						Controlling Authority: Colombo ACC FREQ: 124.9MHz  AWY  ** below FL280 -Class 'C'
	$\frac{241^0}{061^0}$ 50NM	FL460 6500FT ALT **A	20	↑	↓	
▲ HF ( 05° 51' 42"N 080° 26' 27"E)						
	$\frac{241^0}{061^0}$ 174NM	FL460 11000FT ALT **A		↑	↓	
▲ MANRU ( 04°19'31"N 078°00'00"E ) - VCCF / VRMF FIR BDRY – NEXT SABDI (INT P756 / G454)						



**T 310** - RNP 10 OPS ( RNP 10 requirements specified in AIP Sub section ENR 1.1, para 16 are applicable.)

▲ MATTALA DVOR/DME (MTL) ( 06°18'14.13"N 081°08'39.46"E)					
	$\frac{261^0}{081^0}$ 50NM	<u>FL460</u> 6500FT ALT **A	20	↑	↓
▲ HG ( 06° 08' 36"N 080° 19' 23"E)					
	$\frac{261^0}{081^0}$ 94NM	<u>FL460</u> 11000FT ALT **A		↑	↓
▲ SAPTA (05°49'54"N 078°47'44"E)					
	$\frac{261^0}{081^0}$ 49NM	<u>FL460</u> FL260 **A		↑	↓
▲ ANIVE ( 05°40'54"N 078°00'00"E) - VCCF / VRMF FIR BDRY - INT M512					

Controlling Authority:  
Colombo ACC  
FREQ: 124.9MHz  
  
AWY  
  
\*\* below FL280 -Class'C'

**L 897 Re-aligned** – ( IBADA –MTL) and (MTL – KAT) - RNP 10 OPS ( RNP 10 requirements specified in AIP Sub section ENR 1.1, para 16 are applicable.)

▲ IBADA (04°52'10"N 085°22'10"E)					
	$\frac{305^0}{125^0}$ 109NM	<u>FL460</u> FL260 **A	20	↑	↓
▲ HD (05°49'42"N 081°49'54"E)					
	$\frac{307^0}{127^0}$ 50NM	<u>FL460</u> 3000FT ALT **A		↑	↓
▲ MATTALA DVOR/DME (MTL) ( 06°18'14.13"N 081°08'39.46"E)					
	$\frac{307^0}{127^0}$ 50NM	<u>FL460</u> 10500FT ALT **A		↑	↓
▲ HK (06°46'10"N 080°26'56"E)					
	$\frac{307^0}{127^0}$ 42NM	<u>FL460</u> 10500FT ALT **A		↑	↓
▲ KATUNAYAKE DVOR/DME (KAT) ( 07°09'41"N 079°52'07"E)					

Controlling Authority:  
Colombo ACC  
FREQ: 124.9MHz  
  
ATS Reporting Point  
INVAN withdrawn  
  
\*\* below FL280 -Class'C'

2.19.2 WEF, 7<sup>th</sup> March 13, the existing ATS route system and AIR TRAFFIC SYSTEM CHART given in AIP sub section 3.1 should be used in conjunction with above route information.

## 2.20. RADIO NAVIGATION AND LANDING AIDS

Type of Aid and variation	ID	Frequency / CH	Hours of Operation	Site of Transmitting Antenna Co-ordinates	DME Transmitting Antenna Elevation / Remarks
1	2	3	4	5	6 & 7
DVOR / DME (2°W/2009)	MTL	116.7 MHz / CH 114X	H24	061814.13N 0810839.46E	DME Co-located with DVOR. DME Antenna ELEV: 55.30M
ILS / LLZ RWY 23	IME	109.5 MHz	H24	061617.86N 0810638.97E	ICAO CAT I , EM: A0 / A2
ILS GP RWY 23	-	332.6 MHz	H24	061733.12N 081080305E	GP Angle 3 deg , EM A0/A2 Ref. Datum 15.64M (51.3FT)
ILS DME RWY 23	IME	CH 32X	H24	-	DME co-located with GP RWY 23 EM: P0 DME Antenna ELEV: 50.65M
MM RWY 23	Dot - dash	75 MHz	H24	061806.22N 0810831.25E	0.70 DME / IME 1.0W EM: A0 / A2

## 3. LOCAL TRAFFIC REGULATIONS AND PROCEDURES

### 3.1 Airport regulations

- 3.1.1 AD is restricted to aircraft capable of maintaining two way radio communications with Mattala ATC.
- 3.1.2 Prior permission required for non-scheduled and private flights as described in the para 3 of sub section GEN 1.2 of Sri Lanka AIP.
- 3.1.3 Pilots intending to conduct local flights are required to obtain prior permission from DGCA.
- 3.1.4 Local flights overflying VCRI below 5000FT within 30NM of VCRI AD will be required to use the QNH value of VCRI.

### 3.2 Taxing To/From Stands

- 3.2.1 Follow ATC instructions. also see Attachments A & B ( Aerodrome Chart and Aircraft Parking/Docking Chart).

### 3.3 Parking Area for small aircraft (General Aviation)

- 3.3.1 As specified by ATC.

### 3.4 Helicopter operations

- 3.4.1 As specified by ATC.
- 3.4.2 Engine ground running with rotors turning is not permitted within 200M of other aircraft, Motor vehicles or buildings.

3.4.3 Where surface taxiing is involved, existing TWY system is to be utilized. Whenever possible, taxi manoeuvring should be confined to the existing TWY system.

### 3.5. Aircraft Parking, Marshalling and Towing

3.5.1 All aircraft parking bays and aerobridges are allocated by the tower controller considering the aircraft type involved and the prevailing or anticipated traffic situation.

3.5.2 Only Nose-in parking is permitted.

3.5.3 All ARR/DEP aircraft irrespective of their size should make use of Marshalling service which will be provided by SriLankan airlines.

3.5.4 Carriage of tow-bar is mandatory for the following or similar aircraft types of aircraft :

IL18, IL62, IL 86, AN12,AN26, AN124

### 3.6 Special Procedure for Push-back & Start-up.

3.6.1 Aircraft departing VCRI shall adhere to the procedure for push-back and assignment of flight levels.

3.6.2 Assignment of flight levels to departing aircraft shall be made on first-come-first served basis. Aircraft normally will be assigned the level requested unless an alternative level is offered after coordination with the adjacent ATC Centres.

3.6.3 Pilots shall use the correct phraseology as specified in para 3.6.4 below when requesting clearance to push-back in order to avoid confusion.

3.6.4 When an aircraft is ready to push-back and start within five (05) minutes, the pilot shall notify ATC using the following phraseology :

- Call sign
- Destination Proposed flight level (in the Flight Plan) and alternate if any,
- Parked position
- POB
- "Ready to Push-back and start in five minutes"

3.6.5 On receipt of the "ready to push-back and start" call, ATC will advise the pilot of any delay and reason, and after the pre-departure coordination with adjacent centres, the ATC clearance will be issued. An alternate flight level may be given by ATC if the flight-planned level cannot be assigned.

3.6.6 Once the ATC clearance is accepted by the pilot, the aircraft must be pushed-back within five (05) minutes. The ATC clearance will be cancelled after five (05) minutes grace period.

3.6.7 At the end of the push-back, and/or after the completion of being towed on the taxiway to a point which provides adequate clearance to other parked aircraft on the apron from its jet-blast, the departing aircraft must have all engines started and be ready to taxi immediately, unless otherwise instructed by ATC.

3.6.8 An ATC clearance once issued to a departing aircraft as per para 3.6.5, may be cancelled under the following circumstances:

- a) The aircraft is unable to push-back still on expiry of the grace period as per para 3.6.6 unless authorized by ATC.
- b) After pushing-back, the pilot advises that the aircraft is returning to the bay.
- c) If the aircraft is unable to commence/continue taxiing due to an operational or technical reason.

3.6.9 ATC will inform the aircraft when a clearance is cancelled.

3.6.10 After a cancellation of an ATC clearance already issued, the pilot of such aircraft will follow the same procedure laid down in paras 3.6.4 to 3.6.7.

### 3.7 **Taxing** Limitations

3.7.1 Taxiway 'B' is the most likely taxiway for light aircraft.

3.7.2 Strictly adhere to ATC instructions on taxiing for protection from any jet-blast of Turbo-jet aircraft

### 3.8 **Light aircraft Operations**

#### 3.8.1 **VFR Operations**

3.8.1(a) Light aircraft operations may be authorized at the discretion of ATC when traffic conditions permit.

3.8.1(b) Light aircraft operations shall be conducted under VFR, within Mattala CTR..

3.8.1(c) Light aircraft not equipped with two-way communication shall not be permitted to operate flights within Mattala CTR..

3.8.1(d) For circuit and landings or local flights of not more than 30 minutes duration, verbal flight notification is acceptable. In such cases, the following information shall be provided to the ATC Tower;

- i. Aircraft identification and type,
- ii. Name of Pilot
- iii. Departure Aerodrome & ETD
- iv. Provisional ETA for VCRI
- v. Flight duration
- vi. Area of flight operation.

#### 3.8.2 **IFR Operations**

3.8.2 (a) Requests for operations under IFR may be approved if the aircraft is suitably equipped for IFR operations and the pilot is appropriately rated.

3.8.2 (b) Mattala ATC shall be the final authority in authorizing such operations from the point of view of air traffic.

#### 3.8.3 **Cross country Flights**

3.8.3 (a) Pilots of aircraft proceeding on cross country flights departing VCRI and/or expecting to transit Mattala CTR shall be flight plan with ATC at least Thirty (30) minutes before the ETD.

3.8.3 (b) The flight shall be conducted strictly in accordance with the clearance obtained.

### 3.9 **School and Training Flights-Technical Test Flights – Use of Runway**

3.9.1 Training flights and technical test flights necessary for ascertaining the airworthiness of an aircraft shall be conducted only after permission has been obtained from ATC.

### 3.10 **Noise Abatement Procedures :**

3.10.1 It is a mandatory requirement to have a Noise Certificate on board every aircraft arriving at VCRI.

### 3.11 **Removal of Disabled Aircraft from Runway**

3.11.1 When an aircraft is wrecked on the runway, it is the duty of the owner or the operator of such aircraft to have it removed as soon as possible.

### 3.12 **Ground Handling Facilities and Services**

3.12.1 SriLankan Airlines is the designated agency responsible for the provision of ground handling facilities and services for all aircraft operating to / from MATTALA / Mattala Rajapaksa Intl. Airport (VCRI). It is therefore necessary that the operator should arrange with Sri Lankan airlines for the ground handling of aircraft before landing. (website: <http://www.srilankan.com/ground-handling/contact-us/ul-contacts.htm> ) and such arrangement shall be made known to the Director General of Civil Aviation, Sri Lanka .

## 4. **FLIGHT PROCEDURES**

### 4.1 **ILS/DME Approach –RWY 23**

The ILS/DME Approach Procedure shown on **Attachment – D** may be used by the arriving IFR flights on RWY 23 when specified by ATC.

### 4.2 **DVOR/DME Approach – RWY 05**

The DVOR/DME Approach Procedure shown on **Attachment – E** may be used by the arriving IFR flights on RWY 05 when specified by ATC

### 4.3 **DVOR/DME Approach – RWY 23**

The DVOR/DME Approach shown on **Attachment – F** may be used by the arriving IFR flights on RWY 23 when specified by ATC.

### 4.4 **Standard Instrument Departures (SIDs) – RWY 05**

The SID's shown on **Attachment – G** shall be used by the departing IFR flights on RWY 05 except when otherwise instructed by ATC. Departure clearance will include a reference to the appropriate SID to be followed, if required by ATC.

### 4.5 **Standard Instrument Departures (SIDs) – RWY 23**

The SID's shown on **Attachment – H** shall be used by the departing IFR flights on RWY 23 except when otherwise instructed by ATC. Departure clearance will include a reference to the appropriate SID to be followed, if required by ATC.

### 4.6 **Standard Terminal Arrival Routes (STARs) – RWY 05**

The STAR's shown on **Attachment – I** shall be used by the arriving IFR flights on RWY 05 except when otherwise instructed by ATC. Inbound clearance will include a reference to the appropriate STAR to be followed, if required by ATC.

#### **4.7 Standard Terminal Arrival Routes (STARs) – RWY 23**

The STAR's shown on **Attachment – J** shall be used by the arriving IFR flights on RWY 23 except when otherwise instructed by ATC. Inbound clearance will include a reference to the appropriate STAR to be followed, if required by ATC.

#### **4.8 Radar Services and Procedures**

4.8.1 Radar services will be available above 5000FT for arriving and departing aircraft to/from VCRI including transiting traffic.

#### **5. APPLICABILITY / CANCELLATION**

5.1 This AIP SUP will become effective at 0000 UTC, 7<sup>th</sup> March 2013 and will remain current until the contents are incorporated in the AIP.

5.2 With the applicability of above revised information effective 7th March 2013, the AIRAC AIP SUP 07/12 dated 15 Nov 2012 should be treated as obsolete.

**H.M.C NIMALSIRI.**  
**DIRECTOR GENERAL OF CIVIL AVIATION & CEO**  
**CIVIL AVIATION AUTHORITY OF SRI LANKA.**

AERODROME CHART - ICAO

06 17 04N  
 081 07 27E

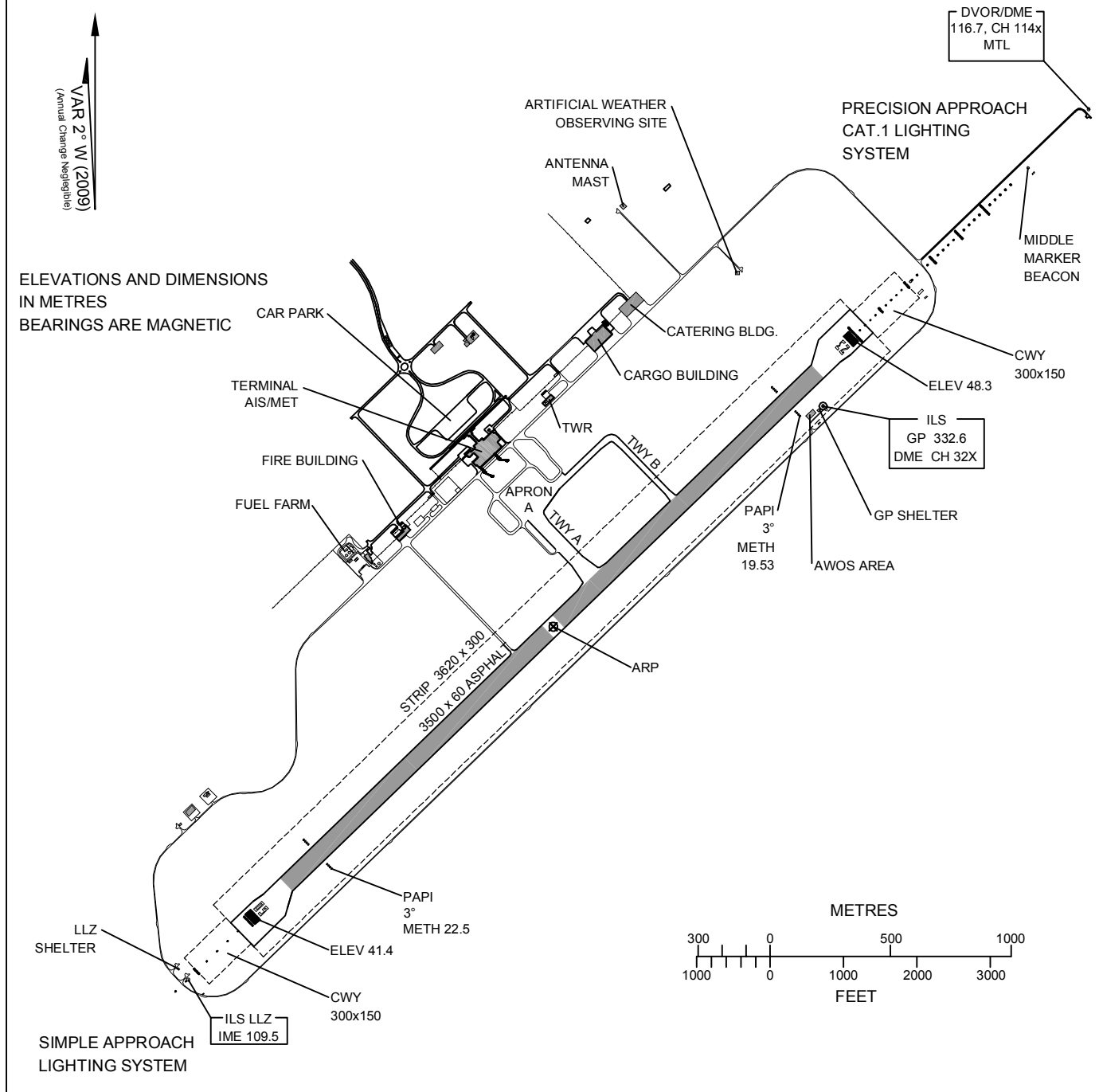
ELEV 48.3m

TWR 119.85  
 SMC 121.70

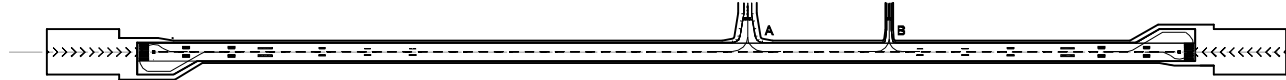
MATTALA / MATTALA RAJAPAKSA INTL.  
 AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
05	47°	06 16 24.53N 081 06 45.88E	PCN 71/F/B/W/T
23	227°	06 17 43.62N 081 08 07.84E	
APRONS			Ref. Attachment B

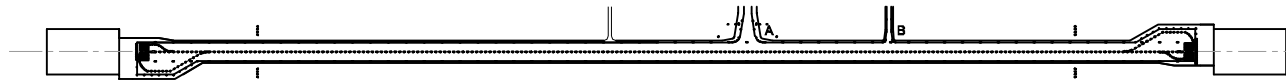
TWY A-25 m wide (17.5 m shoulders either side), TWY B-15 m wide (5 m shoulders either side)



MARKING AIDS RWY 05/23 AND EXIT TWY



LIGHTING AIDS RWY 05/23 AND EXIT TWY



# MATTALA RAJAPAKSA INTL. AIRPORT

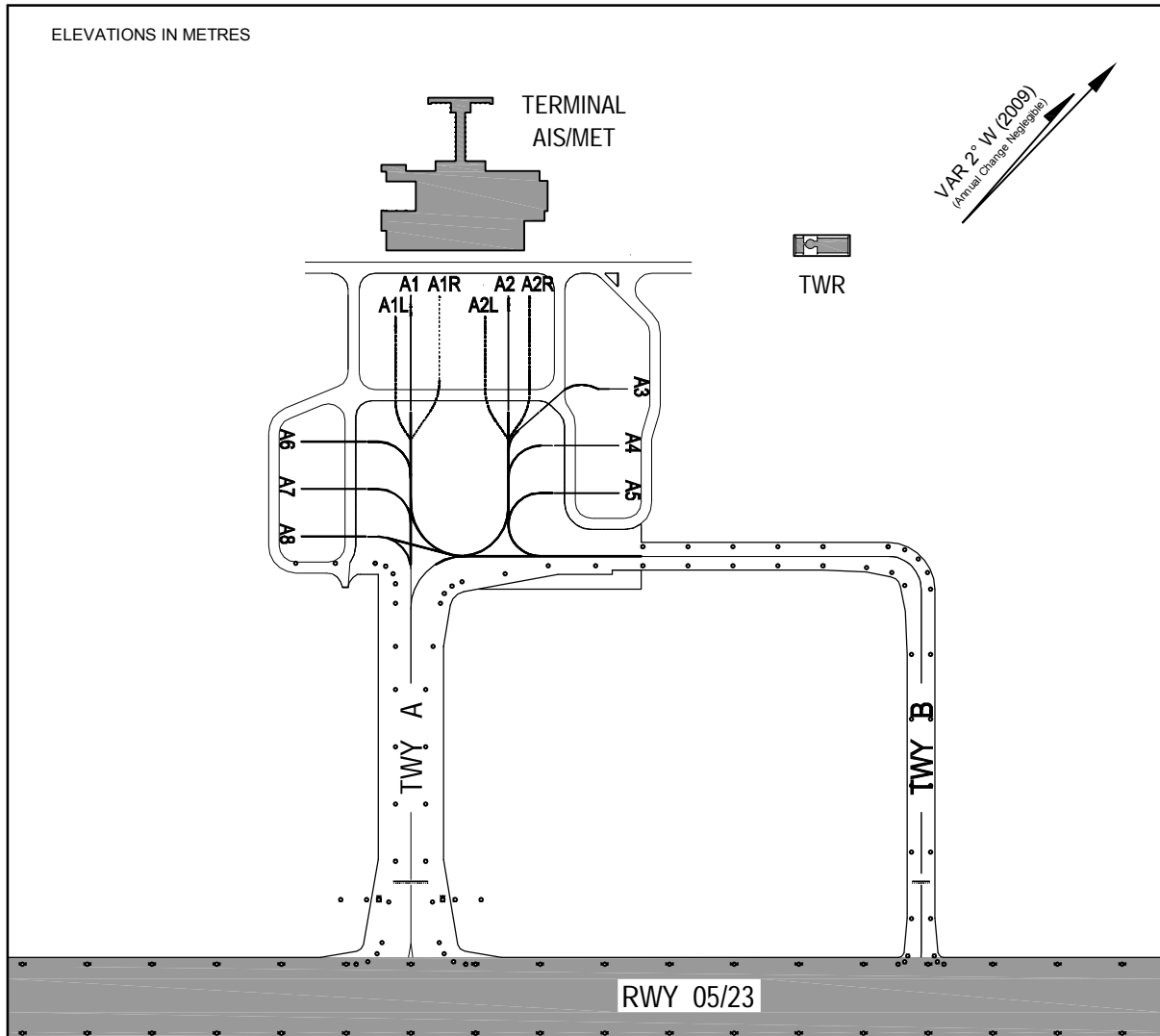
Attachment - B  
AIRAC AIP SUP 01/13  
(31 JAN 13)

AIRCRAFT PARKING/  
DOCKING CHART - ICAO

APRON ELEV  
50.0 m

TWR 119.85  
SMC 121.70

MATTALA / MATTALA RAJAPAKSA INTERNATIONAL  
AIRPORT



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	A1
TAXIWAY LIGHTS	o

TWY A - 25 M (17.5 M shoulders either side) - PCN 71/F/B/X/T  
TWY B - 15 M (5 M shoulders either side) - PCN 71/F/B/X/T

PARKING STAND	INS COORDINATES FOR AIRCRAFT STANDS	BEARING STRENGTH
<b>APRON A</b>		
A1L	06 17 24.40N 081 07 18.79E	PCN 86/R/B/W/T
A1	06 17 25.18N 081 07 18.67E	PCN 86/R/B/W/T
A1R	06 17 26.04N 081 07 19.02E	PCN 86/R/B/W/T
A2L	06 17 26.22N 081 07 20.73E	PCN 86/R/B/W/T
A2	06 17 27.34N 081 07 20.63E	PCN 86/R/B/W/T
A2R	06 17 27.90N 081 07 20.93E	PCN 86/R/B/W/T
A3	06 17 28.03N 081 07 25.44E	PCN 86/R/B/W/T
A4	06 17 26.63N 081 07 26.40E	PCN 86/R/B/W/T
A5	06 17 25.62N 081 07 27.38E	PCN 86/R/B/W/T
A6	06 17 19.65N 081 07 19.05E	PCN 86/R/B/W/T
A7	06 17 18.64N 081 07 20.03E	PCN 86/R/B/W/T
A8	06 17 17.63N 081 07 21.00E	PCN 86/R/B/W/T

PASSENGER BOARDING BRIDGES AVBL  
AT PARKING STANDS A1 AND A2

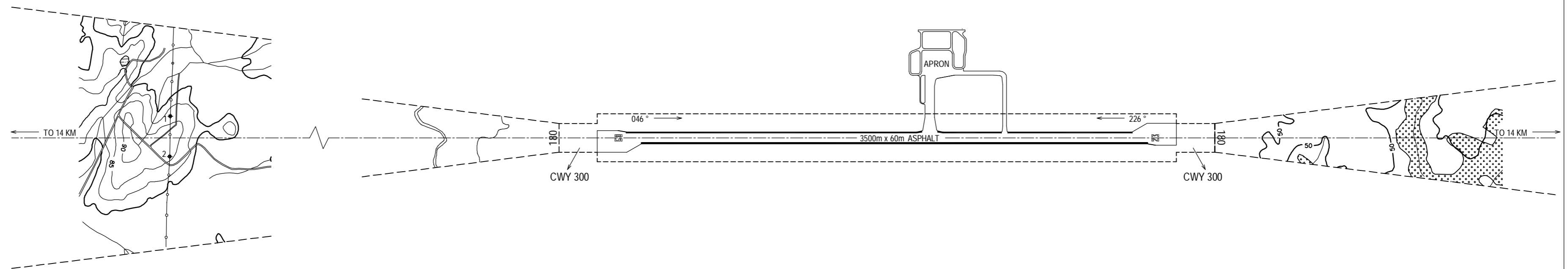
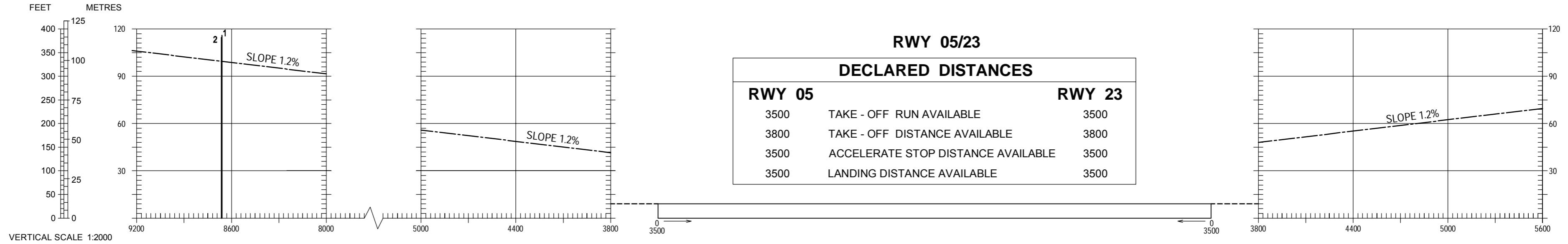


MAGNETIC VARIATION 2°W - 2009

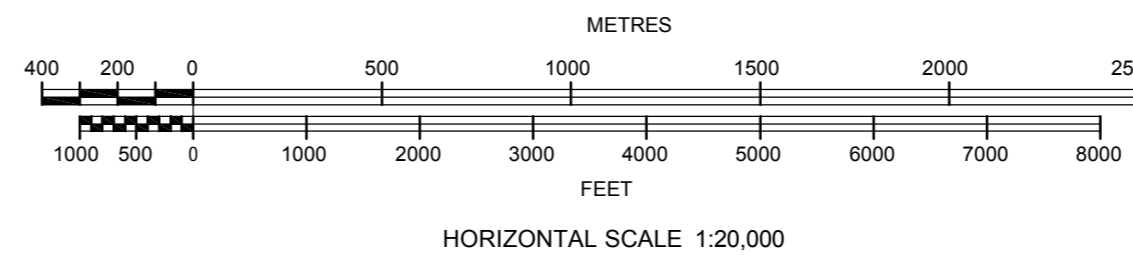
MATTALA / MATTALA RAJAPAKSA INTERNATIONAL AIRPORT  
SRI LANKA

# AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

**DIMENSIONS AND ELEVATION IN METRES**



LEGEND	
IDENTIFICATION NUMBER	8
INDEX CONTOUR	—
INTERMEDIATE CONTOUR	—
ROAD	—
ROCK	—
STREAM	—
TANK	—
FOREST	—
POWER LINE	—



AMENDMENT RECORD		
NO	DATE	ENTERED BY

Date of Survey - 09 November 2012

Drg. NO. - AASL/HIA/2690101

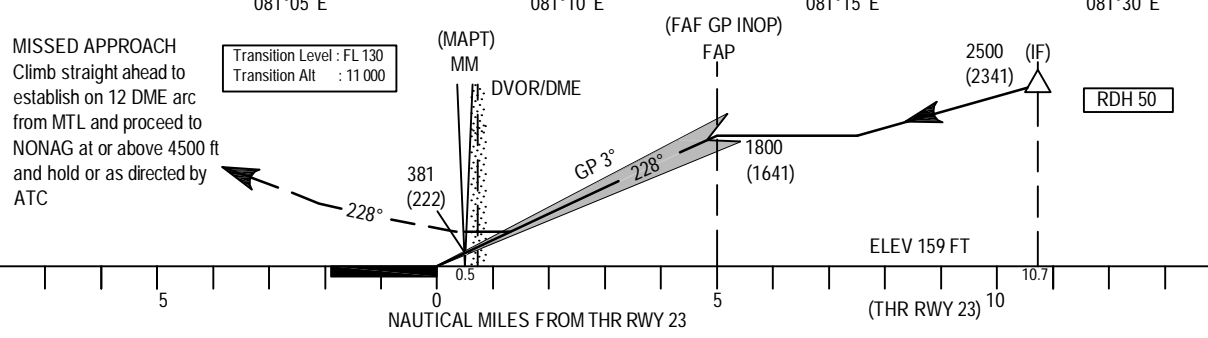
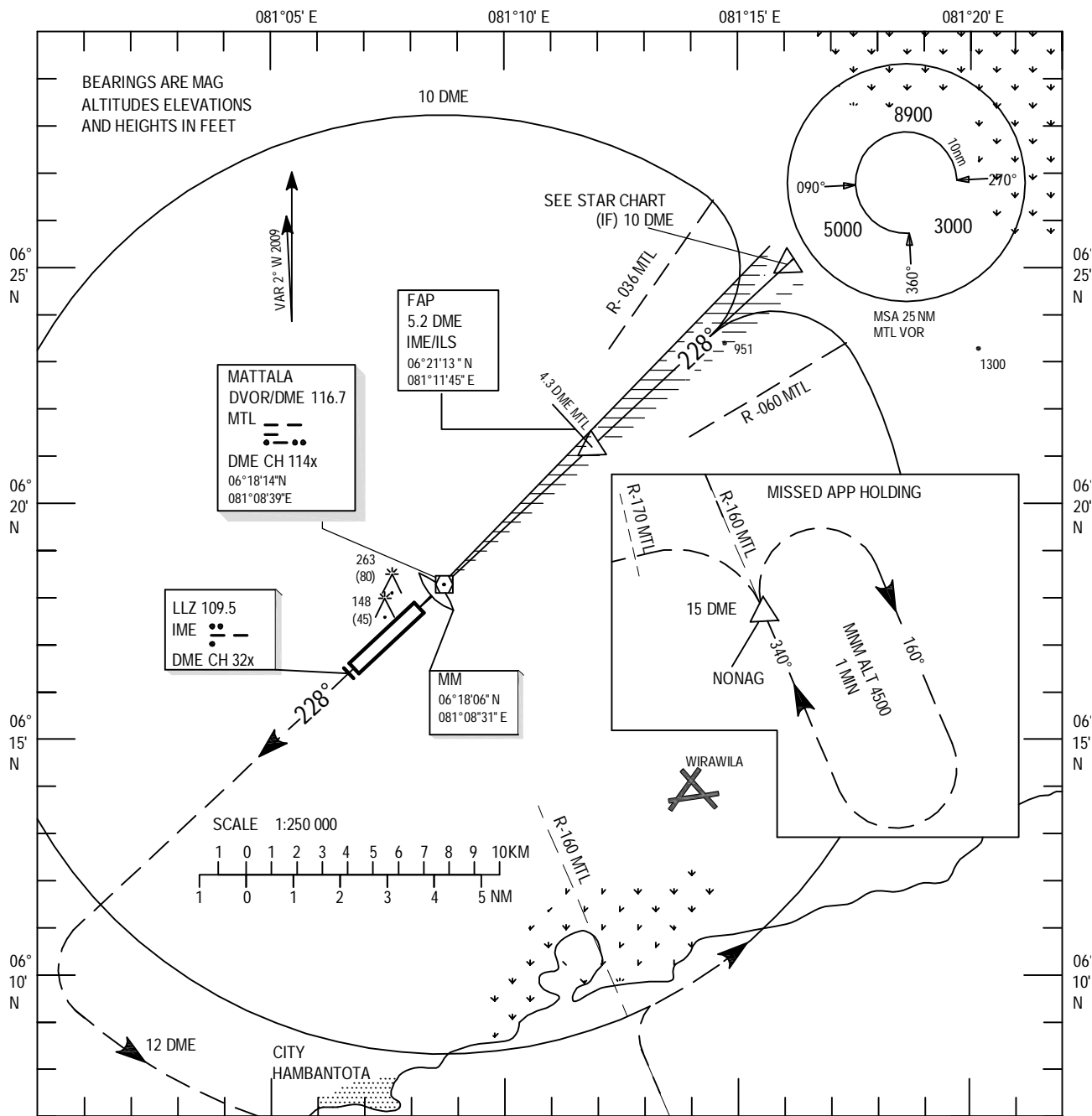
**INSTRUMENT  
 APPROACH  
 CHART-ICAO**

**AD ELEV 159 FEET**  
 HEIGHT RELATED TO  
 THR RWY 23-ELEV 159 FT

TWR 119.85  
 121.70  
 APP 124.35

**MATTALA/Mattala Rajapaksa  
 Intl. Airport (VCRI)**

**ILS/DME RWY23**



OCA(H)		A	B	C	D	Distance FAF-MM 4.5NM						
Straight-in	Cat I	290(130)	310(150)	310(150)	320(170)	GS	KT	100	150	200	250	300
	GP INOP	500(340)				TIME	min:s	2:41	1:47	1:20	1:04	0:54
						Rate of descent	ft/min	530	795	1061	1326	1591

INSTRUMENT  
 APPROACH  
 CHART-ICAO

AD ELEV 159 FEET  
 HEIGHTS RELATED TO  
 THR RWY 05-ELEV 136 FT

TWR 119.85  
 121.70  
 APP 124.35

MATTALA/Mattala Rajapaksa  
 Intl. Airport (VCRI)

DVOR/DME RWY 05

