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**DEMOCRATIC SOCIALIST REPUBLIC  
 OF SRI LANKA**  
**AERONAUTICAL INFORMATION SERVICES (AIS/HQ)**  
**AIRPORT & AVIATION SERVICES (S.L) (PRIVATE) LTD.**  
**BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO**  
**KATUNAYAKE, SRI LANKA.**

**AIRAC AIP  
 AMENDMENT  
 NR 1/23  
 15 DEC 22**

**EFFECTIVE DATE: 26 JAN 2023**

1. This amendment contains :

Subject	AIP Pages Affected / Aeronautical Infor. Product Incorporated
1. E-mail address of AIS	GEN 3.1-1 and ENR 1.10-1 (NOTAM A0642/22)
2. Aerodrome Charges	GEN 4.1-1 ,GEN 4.1-5 to GEN 4.1-15
3. Longitudinal Separation Minima	ENR 1.1-19 ,ENR 1.6-3 and ENR 1.6-5 (NOTAM A0754/22 and A0756/22)
4. Addressing of Flight Plan Messages	GEN 1.2-3,GEN 3.3-3,GEN 3.4-7,ENR 1.1-33 and ENR 1.11-1 (NOTAM A0594/22)
5. Use of the Air Traffic Incident Report Form	ENR 1.14-1 and ENR 1.14-3 (NOTAM A0576/22)
6. Outer Marker (ILS) RWY04 Withdrawn	VCBI AD2-17,VCBI AD2-105 and VCBI AD2-113 (NOTAM A0712/22)
7. AD Reference Temperature	VCBI AD2-1,VCCA AD2-1,VCCB AD2-1, VCCC AD2-1, VCCG AD2-1, VCCH AD2-1 , VCCK AD2-1 ,VCCN AD2-1, VCCS AD2-1, VCCT AD2-1 VCCV AD2-1 , VCCW AD2-1 and VCRI AD2-1
8. ATS Communication Facilities	VCCC AD 2-19
9. VCCS AD Data	VCCS AD2-3
10. VCRI AD Data	VCRI AD2-5,VCRI AD2-9 ,VCRI AD2-11 and VCRI AD2-13

2. Remove and insert the following pages :

	Remove			Insert	
	Page No.	Date		Page No.	Date
GEN	0.2-1	11 AUG 22	GEN	0.2-1	26 JAN 23
	0.3-11	11 AUG 22		0.3-11	26 JAN 23
	0.3-13	11 AUG 22		0.3-13	26 JAN 23
	0.4-1	11 AUG 22		0.4-1	26 JAN 23
	0.4-3	11 AUG 22		0.4-3	26 JAN 23
	0.4-5	11 AUG 22		0.4-5	26 JAN 23
	0.4-7	11 AUG 22		0.4-7	26 JAN 23

	Remove			Insert	
	Page No.	Date		Page No.	Date
GEN	0.6-5	12 MAY 16	GEN	0.6-5	26 JAN 23
	1.2-3	24 MAY 18		1.2-3	26 JAN 23
	3.1-1	11 AUG 22		3.1-1	26 JAN 23
	3.1-7	18 JUL 19		3.1-7	26 JAN 23
	3.3-3	15 JUL 21		3.3-3	26 JAN 23
	3.4-1	11 AUG 22		3.4-1	26 JAN 23
	3.4-7	11 AUG 22		3.4-1	26 JAN 23
	4.1-1	11 AUG 22		4.1-1	26 JAN 23
	4.1-5	12 OCT 17		4.1-5	26 JAN 23
	4.1-7	11 AUG 22		4.1-7	26 JAN 23
	4.1-9	11 AUG 22		4.1-9	26 JAN 23
	4.1-11	12 OCT 17		4.1-11	26 JAN 23
	4.1-13	15 JUL 21		4.1-13	26 JAN 23
				4.1-15	26 JAN 23
ENR	1.1-19	17 OCT 13	ENR	1.1-19	26 JAN 23
	1.1-21	17 OCT 13		1.1-21	26 JAN 23
	1.1-33	24 MAY 18		1.1-33	26 JAN 23
	1.6-3	15 JUL 21		1.6-3	26 JAN 23
	1.6-5	15 JUL 21		1.6-5	26 JAN 23
	1.10-1	11 AUG 22		1.10-1	26 JAN 23
	1.11-1	15 JUL 21		1.11-1	26 JAN 23
	1.14-1	12 JUN 03		1.14-1	26 JAN 23
	1.14-3	12 JUN 03		1.14-3	26 JAN 23
	1.14-5	04 JUL 11			
	1.14-7	04 JUL 11			
	1.14-9	04 JUL 11			
	1.14-11	04 JUL 11			
AD	VCBI AD 2-1	11 AUG 22	AD	VCBI AD 2-1	26 JAN 23
	VCBI AD 2-17	12 OCT 17		VCBI AD 2-17	26 JAN 23
	VCBI AD 2-105	11 OCT 18		VCBI AD 2-105	26 JAN 23
	VCBI AD 2-113	11 OCT 18		VCBI AD 2-113	26 JAN 23
	VCCA AD 2-1	24 MAY 18		VCCA AD 2-1	26 JAN 23
	VCCB AD 2-1	11 AUG 22		VCCBAD 2-1	26 JAN 23
	VCCC AD 2-1	11 AUG 22		VCCC AD 2-1	26 JAN 23
	VCCC AD 2-19	11 AUG 22		VCCC AD 2-19	26 JAN 23
	VCCG AD 2-1	11 AUG 22		VCCG AD 2-1	26 JAN 23
	VCCH AD 2-1	12 MAY 16		VCCH AD 2-1	26 JAN 23
	VCCK AD 2-1	15 NOV 06		VCCK AD 2-1	26 JAN 23
	VCCN AD 2-1	15 NOV 06		VCCN AD 2-1	26 JAN 23
	VCCS AD 2-1	18 JUL 19		VCCS AD 2-1	26 JAN 23
	VCCS AD 2-3	15 NOV 06		VCCS AD 2-3	26 JAN 23
	VCCT AD 2-1	24 MAY 18		VCCT AD 2-1	26 JAN 23
	VCCV AD 2-1	12 MAY 16		VCCV AD 2-1	26 JAN 23
	VCCW AD 2-1	17 OCT 13		VCCW AD 2-1	26 JAN 23
	VCRI AD 2-1	11 AUG 22		VCRI AD 2-1	26 JAN 23
	VCRI AD 2-5	17 OCT 13		VCRI AD 2-5	26 JAN 23
	VCRI AD 2-9	30 JAN 15		VCRI AD 2-9	26 JAN 23
	VCRI AD 2-11	03 APR 14		VCRI AD 2-11	26 JAN 23
	VCRI AD 2-13	17 OCT 13		VCRI AD 2-13	26 JAN 23

3. New or revised information is indicated either by a horizontal arrow or a vertical line on the relevant pages.

4. Manuscript amendments: Nil

5. Manuscript amendments carried forward :

a) Pages VCCA AD 2-5 (Chart) and VCCA AD 2-7 (Chart), NDB 'AN' location COORD to read as 081835N 0802616E.

b) Pages VCCT AD 2-5 (Chart) and VCCT AD 2-7 (Chart), amend NDB 'CHB' frequency to read as 500 KHz and amend **APP** frequency to read as 123.6MHz.

6. Record entry of amendment on page GEN 0.2-1.

7. This amendment incorporates information contained in the following are hereby superseded.

7.1

NOTAM Nr	Issued Date
A0576/22	26 JUL 2022
A0594/22	03 AUG 2022
A0642/22	24 AUG 2022
A0712/22	30 SEP 2022
A0754/22	21 OCT 2022
A0756/22	21 OCT 2022

7.2 NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 10<sup>th</sup> FEB 2023.

**GEN 0.2 – RECORD OF AIP AMENDMENT**

Nr/Year	Publication Date	Date Inserted	Inserted By	Nr/Year	Publication Date	Date Inserted	Inserted By
1/03	04 SEP 03	04 SEP 03		1/19 (AIRAC)	06 JUN 19	18 JUL 19	
1/04	11 OCT 04	11 OCT 04		1/20 (AIRAC)	05 DEC 19	30 JAN 20	
1/06	15 NOV 06	15 NOV 06		1/21 (AIRAC)	03 JUN 21	15 JUL 21	
1/08	01 OCT 08	01 OCT 08		1/22 (AIRAC)	30 JUN 22	11 AUG 22	←
1/09	06 OCT 09	06 OCT 09		1/23 (AIRAC)	15 DEC 22		←
1/10	15 JUL 10	15 JUL 10					
2/10	08 OCT 10	08 OCT 10					
1/11	04 JUL 11	04 JUL 11					
2/11	20 DEC 11	20 DEC 11					
1/12	02 OCT 12	02 OCT 12					
1/13 (AIRAC)	05 SEP 13	17 OCT 13					
1/14 (AIRAC)	24 FEB 14	03 APR 14					
1/15	30 JAN 15	30 JAN 15					
1/16	12 MAY 16	12 MAY 16					
1/17 (AIRAC)	13 APR 17	25 MAY 17					
2/17 (AIRAC)	31 AUG 17	12 OCT 17					
1/18 (AIRAC)	12 APR 18	24 MAY 18					
2/18 (AIRAC)	16 AUG 18	11 OCT 18					

Nr/Year	Subject	AIP Section(s) affected	Period of Validity	Cancellation Record
05/2019	Primary Surveillance RADAR (PSR) System Decommissioned	ENR	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/21)
06/2019	VCCH - ATS Communication Facilities	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/20)
07/2019	VCRI – Aerodrome Geographical and Administrative Data	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/20)
08/2019	Aerodrome Data Kankasanturai/Jaffna Airport (VCCJ)	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/20)
09/2019	Public Holidays - 2020	GEN	Cancelled	Self Cancelled
10/2019	Sunrise/Sunset Tables - 2020	GEN	Cancelled	Self Cancelled
01/2020 (AIRAC)	Renaming Existing Way Point DABAR as SAGOR	ENR/AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/21)
02/2020 (AIRAC)	Implementation of ADSB	ENR	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/21)
03/2020	Operation of Unmanned Weather Balloons	ENR	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/21)
04/2020	Status of Certification of Aerodromes	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/21)
05/2020	Exemption of Landing and Parking Charges at Aerodromes	GEN	Cancelled	Self Cancelled
06/2020	Revision of Passenger Services Charges at Aerodromes	GEN	Cancelled	Self Cancelled
07/2020	Public Holidays - 2021	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/21)
08/2020	Sunrise/Sunset Tables - 2021	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/21)

Nr/Year	Subject	AIP Section(s) affected	Period of Validity	Cancellation Record
01/2021	Establishment of Apron E and Link Taxiways at Katunayake/Bandaranaike International Airport Colombo (VCBI)	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/22)
02/2021	Sunrise/Sunset Tables - 2022	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/22)
03/2021	Public Holidays - 2022	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/22)
01/2022 (AIRAC)	Aerodrome Data – Ratmalana/Colombo International Airport Ratmalana (VCCC)	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/22)
02/2022	Aerodrome Obstacle Chart – ICAO Type A Ratmalana/Colombo International Airport Ratmalana (VCCC)	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/22)
03/2022	Limitations to ongoing aircraft operations at Bandaranaike International Airport (VCBI)	AD	Cancelled	INFO replaced by AIP SUP 05/2022 ←
04/2022	Tower Crane operations at Bandaranaike International Airport (VCBI)	AD	Current	
05/2022	Limitations to ongoing aircraft operations at Bandaranaike International Airport (VCBI) (AIP Supplement 03/22 is revised)	AD	Current	←
06/2022	Public Holidays - 2023	GEN	Current	←
07/2022	Sunrise/Sunset Tables - 2023	GEN	Current	←

**GEN 0.4 – CHECKLIST OF AIP PAGES**

PART ONE GENERAL (GEN)		PART ONE GENERAL (GEN)		PART ONE GENERAL (GEN)	
Page	Date	Page	Date	Page	Date
0.1-1	24 MAY 18	1.7-9	08 OCT 10	3.5-5	15 JUL 10
0.1-3	25 MAY 17	1.7-11	08 OCT 10	3.5-7	01 OCT 08
0.1-5	12 MAY 16	1.7-13	02 OCT 12	3.5-9	01 OCT 08
*0.2-1	<b>26 JAN 23</b>	2.1-1	15 NOV 06	3.6-1	15 JUL 21
0.3-1	12 MAY 16	2.1-3	11 AUG 22	3.6-3	15 JUL 21
0.3-3	12 MAY 16	2.2-1	11 AUG 22	3.6-5	30 JAN 15
0.3-5	25 MAY 17	2.2-3	06 OCT 09	3.6-7	30 JAN 15
0.3-7	18 JUL 19	2.2-5	15 JUL 21	3.6-9	25 MAY 17
0.3-9	15 JUL 21	2.2-7	06 OCT 09	*4.1-1	<b>26 JAN 23</b>
*0.3-11	<b>26 JAN 23</b>	2.2-9	06 OCT 09	4.1-3	11 AUG 22
*0.3-13	<b>26 JAN 23</b>	2.2-11	06 OCT 09	*4.1-5	<b>26 JAN 23</b>
*0.4-1	<b>26 JAN 23</b>	2.2-13	15 JUL 21	*4.1-7	<b>26 JAN 23</b>
*0.4-3	<b>26 JAN 23</b>	2.2-15	06 OCT 09	*4.1-9	<b>26 JAN 23</b>
*0.4-5	<b>26 JAN 23</b>	2.2-17	06 OCT 09	*4.1-11	<b>26 JAN 23</b>
*0.4-7	<b>26 JAN 23</b>	2.2-19	06 OCT 09	*4.1-13	<b>26 JAN 23</b>
0.5-1	12 MAY 16	2.2-21	06 OCT 09	*4.1-15	<b>26 JAN 23</b>
0.6-1	12 OCT 17	2.2-23	06 OCT 09	4.2-1	12 JUN 03
0.6-3	12 MAY 16	2.3-1	12 JUN 03		
*0.6-5	<b>26 JAN 23</b>	2.3-3	12 JUN 03		
0.6-7	15 JUL 21	2.4-1	15 JUL 21		
1.1-1	11 AUG 22	2.5-1	11 AUG 22		
1.1-3	11 OCT 18	2.6-1	12 JUN 03		
1.2-1	25 MAY 17	2.6-3	12 JUN 03		
*1.2-3	<b>26 JAN 23</b>	2.7-1	11 AUG 22		
1.2-5	30 JAN 20	2.7-3	11 AUG 22		
1.2-7	30 JAN 20	2.7-5	11 AUG 22		
1.2-9	30 JAN 20	2.7-7	11 AUG 22		
1.2-11	30 JAN 20	*3.1-1	<b>26 JAN 23</b>		
1.2-13	30 JAN 20	3.1-3	25 MAY 17		
1.2-15	15 JUL 21	3.1-5	15 JUL 21		
1.3-1	12 JUN 03	*3.1-7	<b>26 JAN 23</b>		
1.3-3	12 JUN 03	3.1-9	15 JUL 21		
1.3-5	12 JUN 03	3.2-1	11 AUG 22		
1.3-7	11 OCT 18	3.2-3	11 AUG 22		
1.4-1	30 JAN 15	3.2-5	11 AUG 22		
1.4-3	30 JAN 15	3.2-7	11 AUG 22		
1.4-5	24 MAY 18	3.2-9	11 AUG 22		
1.5-1	12 OCT 17	3.3-1	11 AUG 22		
1.6-1	11 OCT 18	*3.3-3	<b>26 JAN 23</b>		
1.6-3	11 OCT 18	*3.4-1	<b>26 JAN 23</b>		
1.6-5	11 OCT 18	3.4-3	01 OCT 08		
1.6-7	11 OCT 18	3.4-5	03 APR 14		
1.7-1	15 JUL 21	* 3.4-7	<b>26 JAN 23</b>		
1.7-3	15 JUL 21	3.4-9	03 APR 14		
1.7-5	11 OCT 18	3.5-1	15 JUL 21		
1.7-7	08 OCT 10	3.5-3	15 JUL 21		

PART TWO EN-ROUTE (ENR)			PART TWO EN-ROUTE (ENR)			PART TWO EN-ROUTE (ENR)	
Page	Date		Page	Date		Page	Date
0.6-1	30	JAN 20	<b>*1.11-1</b>	<b>26</b>	<b>JAN 23</b>		
0.6-3	15	JUL 21	1.12-1	08	OCT 10		
0.6-5	12	MAY 16	1.12-3	08	OCT 10		
0.6-7	15	JUL 21	1.13-1	08	OCT 10		
1.1-1	15	JUL 21	<b>*1.14-1</b>	<b>26</b>	<b>JAN 23</b>		
1.1-3	24	MAY 18	<b>*1.14-3</b>	<b>26</b>	<b>JAN 23</b>		
1.1-5	15	JUL 21	2.1-1	15	JUL 21		
1.1-7	20	DEC 11	2.1-3	15	JUL 21		
1.1-9	25	MAY 17	2.1-5	15	JUL 21		
1.1-11	06	OCT 09	2.1-7	11	AUG 22		
1.1-13	17	OCT 13	2.2-1	30	JAN 15		
1.1-15	06	OCT 09	2.2-3	04	JUL 11		
1.1-17	17	OCT 13	2.2-5	30	JAN 15		
<b>*1.1-19</b>	<b>26</b>	<b>JAN 23</b>	2.2-7	17	OCT 13		
<b>*1.1-21</b>	<b>26</b>	<b>JAN 23</b>	3.1-1	15	JUL 21		
1.1-23	20	DEC 11	3.1-3	24	MAY 18		
1.1-25	11	OCT 04	3.1-5	24	MAY 18		
1.1-27	11	OCT 04	3.1-7	24	MAY 18		
1.1-29	11	OCT 04	3.1-9	24	MAY 18		
1.1-31	11	OCT 04	3.1-11	24	MAY 18		
<b>*1.1-33</b>	<b>26</b>	<b>JAN 23</b>	3.1-13	24	MAY 18		
1.1-35	11	OCT 04	3.1-15	24	MAY 18		
1.1-37	11	OCT 04	3.1-17	24	MAY 18		
1.1-39	11	OCT 04	3.1-19	24	MAY 18		
1.1-41	11	OCT 04	3.1-21	24	MAY 18		
1.1-43	24	MAY 18	3.1-23	24	MAY 18		
1.1-45	11	OCT 04	3.1-25	15	JUL 21		
1.1-47	30	JAN 20	3.2-1	12	JUN 03		
1.1-49	30	JAN 20	3.3-1	12	JUN 03		
1.1-51	30	JAN 20	3.4-1	12	JUN 03		
1.2-1	11	AUG 22	3.5-1	03	APR 14		
1.2-3	11	AUG 22	3.5-3	24	MAY 18		
1.3-1	06	OCT 09	3.5-5	15	JUL 21		
1.3-3	06	OCT 09	3.6-1	12	JUN 03		
1.4-1	15	JUL 21	4.1-1	15	JUL 21		
1.4-3	25	MAY 17	4.2-1	12	JUN 03		
1.4-5	25	MAY 17	4.3-1	12	MAY 16		
1.5-1	11	OCT 18	4.4-1	15	JUL 21		
1.6-1	15	JUL 21	4.4-3	12	MAY 16		
<b>*1.6-3</b>	<b>26</b>	<b>JAN 23</b>	4.5-1	12	MAY 16		
<b>*1.6-5</b>	<b>26</b>	<b>JAN 23</b>	5.1-1	11	AUG 22		
1.6-7	15	JUL 21	5.1-3	11	AUG 22		
1.6-9	15	JUL 21	5.1-5	11	AUG 22		
1.7-1	15	JUL 21	5.1-7	11	AUG 22		
1.7-3	24	MAY 18	5.1-9	11	AUG 22		
1.8-1	08	OCT 10	5.2-1	12	MAY 16		
1.8-3	08	OCT 10	5.2-3	12	MAY 16		
1.8-5	08	OCT 10	5.2-5	15	JUL 21		
1.9-1	11	AUG 22	5.3-1	15	JUL 21		
1.9-3	01	OCT 08	5.4-1	12	JUN 03		
1.9-5	01	OCT 08	5.5-1	12	JUN 03		
1.9-7	01	OCT 08	5.6-1	24	MAY 18		
1.9-9	01	OCT 08	5.6-3	12	JUN 03		
1.9-11	01	OCT 08	6.1-1	12	JUN 03		
1.9-13	01	OCT 08					
<b>*1.10-1</b>	<b>26</b>	<b>JAN 23</b>					
1.10-3	11	AUG 22					

**CONTINUED...  
PART THREE  
AERODROME  
(AD)**



PART THREE AERODROME (AD)		PART THREE AERODROME (AD)		PART THREE AERODROME (AD)	
Page	Date	Page	Date	Page	Date
0.6-1	11 AUG 22	VCBI AD 2-67	11 OCT 18	VCCC AD 2-25	11 AUG 22
0.6-3	15 JUL 21	VCBI AD 2-69	11 AUG 22	VCCC AD 2-27	11 AUG 22
0.6-5	15 JUL 21	VCBI AD 2-71	11 OCT 18	VCCC AD 2-29	11 AUG 22
0.6-7	15 JUL 21	VCBI AD 2-73	15 JUL 21	VCCC AD 2-31	11 AUG 22
0.6-9	15 JUL 21	VCBI AD 2-75	15 JUL 21	VCCC AD 2-33	11 AUG 22
1.1-1	11 AUG 22	VCBI AD 2-77	11 AUG 22		
1.1-3	11 AUG 22	VCBI AD 2-79	11 OCT 18	<b>*VCCG AD 2-1</b>	<b>26 JAN 23</b>
1.1-5	11 AUG 22	VCBI AD 2-81	11 AUG 22	VCCG AD 2-3	17 OCT 13
1.1-7	11 AUG 22	VCBI AD 2-83	11 OCT 18		
1.1-9	11 AUG 22	VCBI AD 2-85	15 JUL 21	<b>*VCCH AD 2-1</b>	<b>26 JAN 23</b>
1.2-1	12 JUN 03	VCBI AD 2-87	15 JUL 21	VCCH AD 2-3	30 JAN 20
1.3-1	15 JUL 21	VCBI AD 2-89	11 AUG 22		
1.3-3	17 OCT 13	VCBI AD 2-91	11 OCT 18	VCCJ AD 2-1	11 AUG 22
1.4-1	02 OCT 12	VCBI AD 2-93	11 AUG 22	VCCJ AD 2-3	11 AUG 22
1.5-1	11 AUG 22	VCBI AD 2-95	11 OCT 18	VCCJ AD 2-5	11 AUG 22
		VCBI AD 2-97	11 OCT 18	VCCJ AD 2-7	11 AUG 22
<b>*VCBI AD 2-1</b>	<b>26 JAN 23</b>	VCBI AD 2-99	11 OCT 18	VCCJ AD 2-9	11 AUG 22
VCBI AD 2-3	01 OCT 08	VCBI AD 2-101	18 JUL 19	VCCJ AD 2-11	11 AUG 22
VCBI AD 2-5	01 OCT 08	VCBI AD 2-103	18 JUL 19	VCCJ AD 2-13	30 JAN 20
VCBI AD 2-7	11 AUG 22	<b>*VCBI AD 2-105</b>	<b>26 JAN 23</b>	VCCJ AD 2-15	30 JAN 20
VCBI AD 2-7a	06 OCT 09	VCBI AD 2-107	11 OCT 18	VCCJ AD 2-17	11 AUG 22
VCBI AD 2-7b	06 OCT 09	VCBI AD 2-109	11 OCT 18	VCCJ AD 2-19	11 AUG 22
VCBI AD 2-7c	06 OCT 09	VCBI AD 2-111	11 OCT 18	VCCJ AD 2-21	11 AUG 22
VCBI AD 2-9	01 OCT 08	<b>*VCBI AD 2-113</b>	<b>26 JAN 23</b>		
VCBI AD 2-11	11 OCT 18	VCBI AD 2-115	11 OCT 18	<b>*VCK AD 2-1</b>	<b>26 JAN 23</b>
VCBI AD 2-13	11 AUG 22	VCBI AD 2-117	11 OCT 18	VCK AD 2-3	17 OCT 13
VCBI AD 2-15	11 AUG 22	VCBI AD 2-119	11 OCT 18		
<b>*VCBI AD 2-17</b>	<b>26 JAN 23</b>			<b>*VCCN AD 2-1</b>	<b>26 JAN 23</b>
VCBI AD 2-19	01 OCT 08	<b>*VCCA AD 2-1</b>	<b>26 JAN 23</b>	VCCN AD 2-3	17 OCT 13
VCBI AD 2-21	30 JAN 20	VCCA AD 2-3	12 OCT 17		
VCBI AD 2-23	30 JAN 20	VCCA AD 2-5	12 JUN 03	<b>*VCCS AD 2-1</b>	<b>26 JAN 23</b>
VCBI AD 2-25	15 JUL 21	VCCA AD 2-7	12 JUN 03	<b>*VCCS AD 2-3</b>	<b>26 JAN 23</b>
VCBI AD 2-27	11 OCT 18				
VCBI AD 2-29	15 JUL 21	<b>*VCCB AD 2-1</b>	<b>26 JAN 23</b>	<b>*VCCT AD 2-1</b>	<b>26 JAN 23</b>
VCBI AD 2-31	15 JUL 21	VCCB AD 2-3	11 AUG 22	VCCT AD 2-3	15 JUL 21
VCBI AD 2-33	11 OCT 18	VCCB AD 2-5	30 JAN 20	VCCT AD 2-3a	15 JUL 21
VCBI AD 2-35	11 AUG 22	VCCB AD 2-7	30 JAN 20	VCCT AD 2-5	12 JUN 03
VCBI AD 2-37	11 AUG 22	VCCB AD 2-9	30 JAN 20	VCCT AD 2-7	12 JUN 03
VCBI AD 2-39	11 AUG 22	VCCB AD 2-11	30 JAN 20		
VCBI AD 2-41	11 OCT 18			<b>*VCCV AD 2-1</b>	<b>26 JAN 23</b>
VCBI AD 2-43	11 OCT 18	<b>*VCCC AD 2-1</b>	<b>26 JAN 23</b>	VCCV AD 2-3	17 OCT 13
VCBI AD 2-45	11 OCT 18	VCCC AD 2-3	11 AUG 22		
VCBI AD 2-47	11 OCT 18	VCCC AD 2-5	11 AUG 22	<b>*VCCW AD 2-1</b>	<b>26 JAN 23</b>
VCBI AD 2-49	11 AUG 22	VCCC AD 2-7	11 AUG 22	VCCW AD 2-3	17 OCT 13
VCBI AD 2-51	11 OCT 18	VCCC AD 2-9	11 AUG 22		
VCBI AD 2-53	11 OCT 18	VCCC AD 2-11	11 AUG 22	<b>*VCRI AD 2-1</b>	<b>26 JAN 23</b>
VCBI AD 2-55	11 AUG 22	VCCC AD 2-13	11 AUG 22	VCRI AD 2-3	17 OCT 13
VCBI AD 2-57	11 OCT 18	VCCC AD 2-15	11 AUG 22	<b>*VCRI AD 2-5</b>	<b>26 JAN 23</b>
VCBI AD 2-59	11 OCT 18	VCCC AD 2-17	11 AUG 22	VCRI AD 2-7	17 OCT 13
VCBI AD 2-61	11 OCT 18	<b>*VCCC AD 2-19</b>	<b>26 JAN 23</b>	<b>*VCRI AD 2-9</b>	<b>26 JAN 23</b>
VCBI AD 2-63	11 AUG 22	VCCC AD 2-21	11 AUG 22	<b>*VCRI AD 2-11</b>	<b>26 JAN 23</b>
VCBI AD 2-65	11 OCT 18	VCCC AD 2-23	11 AUG 22	<b>*VCRI AD 2-13</b>	<b>26 JAN 23</b>

<b>PART THREE AERODROME (AD)</b>	
<b>Page</b>	<b>Date</b>
VCRI AD 2-15	17 OCT 13
VCRI AD 2-17	17 OCT 13
VCRI AD 2-19	30 JAN 20
VCRI AD 2-21	18 JUL 19
VCRI AD 2-23	17 OCT 13
VCRI AD 2-25	17 OCT 13
VCRI AD 2-27	17 OCT 13
VCRI AD 2-29	15 JUL 21
VCRI AD 2-31	15 JUL 21
VCRI AD 2-33	15 JUL 21
VCRI AD 2-35	15 JUL 21
VCRI AD 2-37	18 JUL 19
VCRI AD 2-39	18 JUL 19
VCRI AD 2-41	18 JUL 19
VCRI AD 2-43	18 JUL 19
VCRI AD 2-45	18 JUL 19
VCRI AD 2-47	18 JUL 19
VCRI AD 2-49	18 JUL 19

**GEN 3 SERVICES**

<b>GEN 3.1</b>	<b>AERONAUTICAL INFORMATION SERVICE</b>	<b>GEN 3.1-1</b>
GEN 3.1.1	Responsible Service(s)	GEN 3.1-1
GEN 3.1.2	Area of Responsibility	GEN 3.1-1
GEN 3.1.3	Aeronautical Publications	GEN 3.1-3
GEN 3.1.4	AIRAC System	GEN 3.1-9
GEN 3.1.5	Pre-flight Information Service at Aerodromes	GEN 3.1-9
<b>GEN 3.2</b>	<b>AERONAUTICAL CHARTS</b>	<b>GEN 3.2-1</b>
GEN 3.2.1	Responsible Service(s)	GEN 3.2-1
GEN 3.2.2	Maintenance of Charts	GEN 3.2-1
GEN 3.2.3	Purchase Arrangements	GEN 3.2-1
GEN 3.2.4	Aeronautical Chart Series Available	GEN 3.2-1
GEN 3.2.5	List of Aeronautical Charts Available	GEN 3.2-5
<b>GEN 3.3</b>	<b>AIR TRAFFIC SERVICES</b>	<b>GEN 3.3-1</b>
GEN 3.3.1	Responsible Service(s)	GEN 3.3-1
GEN 3.3.2	Area of Responsibility	GEN 3.3-1
GEN 3.3.3	Types of Services	GEN 3.3-1
GEN 3.3.4	Co-ordination between the Operator and the ATS	GEN 3.3-3
GEN 3.3.5	Minimum Flight Altitudes	GEN 3.3-3
GEN 3.3.6	ATS Units Address List	GEN 3.3-3
<b>GEN 3.4</b>	<b>COMMUNICATION AND NAVIGATION SERVICES</b>	<b>GEN 3.4-1 ←</b>
GEN 3.4.1	Responsible Service(s)	GEN 3.4-1
GEN 3.4.2	Area of Responsibility	GEN 3.4-1
GEN 3.4.3	Types of Services	GEN 3.4-3
GEN 3.4.4	Requirements and Conditions	GEN 3.4-3
TABLE -	Aeronautical Fixed Services – National and Intl. Circuits	GEN 3.4-5
DIAGRAM -	Aeronautical Fixed Telecommunication Network	GEN 3.4-7
DIAGRAM -	Aeronautical Fixed Services - Telephone	GEN 3.4-9

3.1.4. The minimum notice required to process an application is as follows:

Nature of Flight	Type of Operation	Minimum Notice Required
a. Non Scheduled Commercial (Passenger)	Landing	30 Days
b. Non Scheduled Commercial (Cargo)	Landing	7 Days
c. Helicopters / Airships / Gliders / Balloons	Landing / Overflying	14 Days
d. Non-Scheduled Commercial (Pax/Cargo)	Technical Stop Only	3 Days
e. Non-Scheduled (Pax/Cargo/Ferry)	Overflying only	3 Days
f. Private	Landing	7 Days
g. Private	Overflying / Tech Stop	3 Days
h. Ambulance/Search & Rescue/Relief	Landing / Overflying	At the earliest
i. Any other Non-Scheduled flights	Overflying / Tech Stop	3 Days
j. Any other Non-Scheduled flights	Landing	7 Days

3.1.5 Air Navigation Services Section may, in approving such flights, assign a Flight Clearance Number (FCN) which should be quoted by the operator / flight crew as and when necessary.

3.1.6 Director General of Civil Aviation may impose such conditions as he considers desirable in respect of the carriage of passengers and cargo to and from Sri Lanka . Such conditions (if any) may be specified in the Flight Clearance at the time of notifications to the operator.

3.1.7 Carriage of cargo by air is liberalized in Sri Lanka and therefore there is no restriction with regard to the operation of cargo flight to/from Sri Lanka subject to observance of provisions detailed in the clearance message.

3.1.8 The applications for the operation of a non-scheduled flight/private flight into/over Sri Lanka should be according to the Format of the Application for a Non-Scheduled flight /Private flight into/over Sri Lanka given in the AIP page GEN 1.2-5. The applications should be directed preferably through AFS to the addresses VCCCYAYX,VCCCFICX and VCCFZQZX. (Ref also para 3.1.16 below for contact information).

3.1.9 All Non-scheduled Charter flight operators requesting approval to land at an International airport in Sri Lanka shall submit their applications to the VCCCYAYX in the format given in AIP Page GEN 1.2-5 and simultaneous application shall be forwarded to the SLOT Committee to obtain landing SLOT Clearance. Allocation of a SLOT will be done only after the approval to land at such airport is issued by the DGCA Sri Lanka with a copy to the SLOT Committee for necessary follow up action.

3.1.10 Flight clearance or Re-clearance once granted remains valid for 48 hours from the time of intended operations. If the actual operations delayed beyond 48 hours, Re-clearance should be obtained afresh.

3.1.11 Re-clearance request shall quote the Flight Clearance Number (if available) and send according to the format given in the page GEN 1.2-5.

3.1.12 A Flight that is re-cleared, will be issued with a Re-clearance number, which shall be quoted as and when necessary.

3.1.13 Delayed Operations that fall within 02 days of planned operation or cancellation should be notified forthwith to VCCCYAYX,VCCCFICX and VCCFZQZX.

3.1.14 In order to facilitate proper and efficient flight identification process at the ATS Units, all Non-scheduled / Private operators are required to quote the Flight Clearance Number (FCN) { or the Re-Clearance Number (FCN) issued as per paras 3.1.5 and 3.1.12 above} in the field 18 of the Flight Plan filed.

3.1.15 Pilot-in-command is required to hold the Flight Clearance Number or the Re-clearance Number on board and quote the same when required by the ATC.

**GEN 3 SERVICES**  
**GEN 3.1 AERONAUTICAL INFORMATION SERVICES**

**1. RESPONSIBLE SERVICE(S)**

1.1 The Sri Lanka Aeronautical Information Services (AIS), operated by the Airport & Aviation Services (Sri Lanka) (Private) Limited on behalf of the Civil Aviation Authority of Sri Lanka, ensures the flow of information necessary for the safety and efficiency of international and national air navigation within the area of its responsibility as indicated under paragraph 2 below.

1.2 The AIS consists of three main sections as follows:

**1.2.1 AIS Headquarters:**

Postal Address:

Aeronautical Information Services (H/Q)  
Bandaranaike Intl. Airport Colombo,  
Katunayake, Sri Lanka.

Tel : +94-11-2264203  
Fax : +94-11-2259916  
AFS : VCBIYOYX  
e-mail : aimhq@airport.lk

Service Provided during Office Hours.

**1.2.2 International NOTAM Office (NOF)**

Postal Address:

International NOTAM Office(NOF)  
Aeronautical Information Services,  
Bandaranaike Intl. Airport Colombo,  
Katunayake,  
Sri Lanka.

Tel : +94-11-2264225  
Fax : +94-11-2259916  
AFS : VCBIYNYX  
e-mail : aimnof@airport.lk

Service provided during 24 hours

**1.2.3 AIS Aerodrome Briefing/ARO Units:**

a) AIS Aerodrome Briefing/ARO Unit at Bandaranaike International Airport.

Postal Address:

AIS Flight Briefing / ARO Unit,  
Aeronautical Information Services,  
Bandaranaike Intl. Airport Colombo,  
Katunayake, Sri Lanka.

Tel : +94-11-2264226/7  
Fax : +94-11-2259916  
AFS : ARO /Briefing :VCBIZPZX  
e-mail : aim@airport.lk

Service provided during 24 Hours.

b) AIS Aerodrome Briefing/ARO Unit at Mattala Rajapaksa International Airport

Postal Address:

AIS Flight Briefing / ARO Unit,  
Aeronautical Information Services,  
Mattala Rajapaksa Intl. Airport,  
Mattala.  
Sri Lanka.

Tel : +94-47-2031292 or  
+94-47-2031293  
Tele Fax : +94-47-2031304  
AFS : ARO / Briefing :VCRIZPZX  
e-mail : aimmria@airport.lk

Service provided during 24 Hours

c) AIS Aerodrome Briefing/ARO Unit at Colombo International Airport Ratmalana.

Postal Address:

Aeronautical Information Service,  
Colombo Intl. Airport Ratmalana,  
Ratmalana, Sri Lanka.

Tel : +94-11-2623030 Ext.254  
Tele fax : +94-11-2623030 Ext.254  
AFS : ARO / Briefing: VCCCZPZX

e-mail : aimrma@airport.lk

Service provided: HO.

**2. AREA OF RESPONSIBILITY**

2.1 The AIS is responsible for the collection and dissemination of information for the entire territory of Sri Lanka and for the airspace over the high seas under the jurisdiction of the Sri Lanka for air traffic control purposes.

3.5.6 Pre-flight Information Bulletins (PIB), which contains recapitulation of current NOTAM and other information of urgent character for the operator /flight crews are available at the aerodrome AIS units. The status and extent of this service is further described in the paragraph 5.

**3.6 Aeronautical Information Circulars (AIC)**

3.6.1 Aeronautical Information Circulars (AIC) contain information on the long term forecast of any major change in legislation, regulation, procedures or facilities, information of a purely explanatory or advisory nature liable to affect flight safety, and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are issued in two series ( A and B). AIC series A contains information affecting international civil aviation and is given international distribution while AIC series B contains information affecting national aviation only and is given national distribution.

3.6.2 Each AIC is numbered consecutively on a calendar year basis. The year indicated by two digits, is a part of the serial number of the AIC.( i.e, AIC A 01/13, AIC B 01/13. A checklist of AIC currently in force is issued as an AIC once a year).

**3.7 Checklist and List of valid NOTAM**

3.7.1 A Checklist of Valid NOTAM is issued monthly via AFS. The checklist is followed by List of Valid NOTAM and distributed by post or via e-mail to all recipients of the integrated information package. List of Valid NOTAM contains a plain language (in English) presentation of the valid NOTAM and information about the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP, AIRAC AIP SUP and AIC. The latest List of Valid NOTAM (A Series only) can be viewed in the AIS Web site at URL : <http://www.airport.lk/aasl/AIS/web.Home.htm> or, <http://www1.airport.lk/aasl/AIS/web.Home.htm> (For AASL use only)

**3.8 Electronic AIP (eAIP) available on CD -ROM and in the internet.**

3.8.1 eAIP Sri Lanka also is published as per the ICAO AIP specimen (ICAO DOC 8126).

The eAIP CD-ROM includes following IAIP elements current as on the effective date of the eAIP :

- AIP Sri Lanka (with the latest AIP AMDT incorporated).
- Latest AIP AMDT.
- AIP Supplements current as on the effective date of the eAIP.
- AICs current as on the effective date of the eAIP
- Online access to the AIS web site to view latest List of Valid NOTAM and the subsequent updates for AIP SUP and AIC.

3.8.2 eAIP is updated by issuing replacement CD-ROM. A new CD-ROM is issued each time when an AIP AMDT is issued. The AIP AMDT number and the effective date are printed on the CD-ROM.

3.8.3 Electronic version of all IAIP elements are also available in the AIS website(URL: <http://www.airport.lk/aasl/AIS/web.Home.htm> or <http://www1.airport.lk/aasl/AIS/web.Home.htm>). (For AASL use only)  
This site is continually updated by the AIS/HQ and all IAIP publications are maintained current up to the date.

**3.9 Sale of Publications**

3.9.1 The AIP paper version and eAIP CD-ROM may be purchased from the AIS Headquarters located at Bandaranaike Intl. Airport Colombo, Katunayake. The details of subscription fees for AIP (paper) and eAIP are given in the following table:

Publication	Initial Sub- scription per copy	Annual sub- scription per copy
AIP paper version (excluding postage) with binder	US\$ 40	-
AIP AMDT/AIP SUP/AIC/ List of Valid NOTAM – paper version (excluding postage)	-	US\$ 35
eAIP CD-ROM (Excluding postage)	-	US\$ 40



- 3.6 Radar service is an integral part of the ATS system. A description of radar services and procedures is given in subsection ENR 1.6. Additional procedures applicable in Colombo TMA are contained in subsection ENR 1.5.
- 3.7 The description of the airspace designated for Air Traffic purposes is found in several tables forming part of sub section ENR 2.1.
- 3.8 In general, Air Traffic Rules and procedures in force and organization of Air Traffic Services are in conformity with ICAO Standards, Recommended Practices and Procedures.
- 3.9 A few Prohibited Areas, Restricted Areas and Danger Areas are established within Colombo FIR. These areas are shown in sub section ENR 5.1. Activation of areas subject to intermittent activity is notified well in advance by NOTAM, giving reference to the area only by its identification.  
e.g. VCD6.

#### 4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS.

- 4.1 Co-ordination between the operator and Air Traffic Services is effected in accordance with Chapter 2, para 2.17 of Implementing Standard 025 and para 11.2.1.1.4 and 11.2.1.1.5 of ICAO DOC 4444- Procedures for Air Navigation Services - Air Traffic Management (DOC 4444, PANS-ATM).

#### 5 MINIMUM FLIGHT ALTITUDES.

- 5.1 The minimum flight altitudes on ATS routes as prescribed in section ENR 3 have been determined so as to ensure at least 1000ft (300m) vertical clearance above the highest obstacle within 18 km on each side of the centerline of the route. However, where the angular divergence of the navigational aid signal in combination with the distance between the navigational aids could result in the aircraft being more than 8km on either side of the centerline, the 18km protection limit is increased by the extent to which the divergence is more than 8km from the centerline.

#### 6. ATS UNIT ADDRESS LIST

Unit Name	Postal Address	Telephone Nr.	Tele Fax Nr.	AFS Address
COLOMBO ACC	Colombo Area Control Centre, Colombo Intl. Airport Ratmalana, Ratmalana, Sri Lanka.	+94-11-2625555 +94-11-2623030- EXT 259/260	+94-11-2635106	VCCCFICX and VCCFZQZX ←
COLOMBO RADAR	Area Radar Control Centre, Colombo Intl. Airport Ratmalana, Ratmalana, Sri Lanka.	+94-11-2625555 +94-11-2611572	+94-11-2625555	VCCFZQZX ←
RATMALANA TOWER	ATC Tower, Colombo Intl. Airport Ratmalana, Ratmalana, Sri Lanka.	+94-11-2632564 +94-11-2623030- EXT 261	+94-11-2632564	VCCCZTZX
COLOMBO DIRECTOR APP	Approach Control Centre, (Radar), NSC Building, Bandaranaike Intl. Airport Colombo, Katunayake, Sri Lanka.	+94-11-2252299 +94-11-2264211 +94-11-2264212 +94-11-2264213	+94-11-2252299	VCBIZRZX
COLOMBO TOWER	ATC Tower, NSC Building, Bandaranaike Intl. Airport Colombo, Katunayake, Sri Lanka.	+94-11-2252455 +94-11-2264220 +94-11-2264221 +94-11-2264222	+94-11-2252455	VCBIZTZX
MATTALA TOWER	ATC Tower, NSC Building, Mattala Rajapaksa Intl. Airport, Mattala, Sri Lanka.	+94-47-2031280 +94-47-2031281	+94-47-2031300	VCRIZTZX
JAFFNA TOWER	ATC Tower, Jaffna Intl. Airport, Kankesanturai, Jaffna, Sri Lanka.	+94-11-2263390	-	VCCJZTZX

**GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES****1. RESPONSIBLE SERVICE(S)**

- 1.1 The Aeronautical Telecommunication Services and Air Navigation facility services in Sri Lanka are provided and maintained by the Airport & Aviation Services (S.L) (Private) Ltd.

Postal Address:

The Chairman,  
Airport & Aviation Services (S.L) (Private) Ltd,  
Bandaranaike Intl. Airport Colombo,  
Katunayake,  
Sri Lanka

Tel : 94-11-2252745, 2252666  
Telefax : 94-11-2253187  
Telex : 22481 APACMB  
AFS : VCCCYAYS  
E-mail : [chairman@airport.lk](mailto:chairman@airport.lk)

- 1.2 Arrangements regarding the operation of Aeronautical Telecommunication Services in Sri Lanka or inquiries, suggestions and complaints regarding Aeronautical Telecommunication Services should be referred to the Head of Air Navigation Services of the Airport & Aviation Services (S.L) (Private) Ltd.

Postal Address:

Head of Air Navigation Services,  
Airport & Aviation Services (S.L) (Private) Ltd,  
Bandaranaike Intl. Airport Colombo,  
Katunayake,  
Sri Lanka.

Tel : 94-11-2252062  
Telefax : 94-11-2252062  
AFS : VCCCYTYX or VCBIYVYX  
E-mail : [head.ans@airpot.lk](mailto:head.ans@airpot.lk)

**AERO COM CENTRE- RATMALANA**

Tel : 94-11-2635759  
Telefax : 94-11-2635760  
AFS : VCCCYFYX  
E-mail : [aerocomaasl@sltnet.lk](mailto:aerocomaasl@sltnet.lk)

**AERO COM CENTRE-KATUNAYAKE**

Tel : 94-11-2252328  
Telefax : 94-11-2264233  
AFS : VCBIYFYX

- 1.3 Arrangements regarding the operation of navigation facility services or inquiries, suggestions and complaints should be referred to the Head of Air Navigation Services of the Airport and Aviation Services (S.L) (Private) Ltd.

Postal Address:

Head of Air Navigation Services ,  
Airport & Aviation Services (S.L) (Private) Ltd,  
Bandaranaike Intl. Airport Colombo,  
Katunayake,  
Sri Lanka.

Tel : 94-11-2252062  
Telefax : 94-11-2252062  
AFS : VCCCYTYX or VCBIYVYX  
E-mail : [head.ans@airport.lk](mailto:head.ans@airport.lk)

- 1.4 The service is provided in accordance with the provisions contained in the following ICAO documents.

Annex 10 - Aeronautical Telecommunications Vol. i,ii,iii,iv and v.

DOC 8400 - Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)

DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

DOC 7030 - Regional Supplementary Procedures for MID/ASIA.

DOC 7910 - Location Indicators

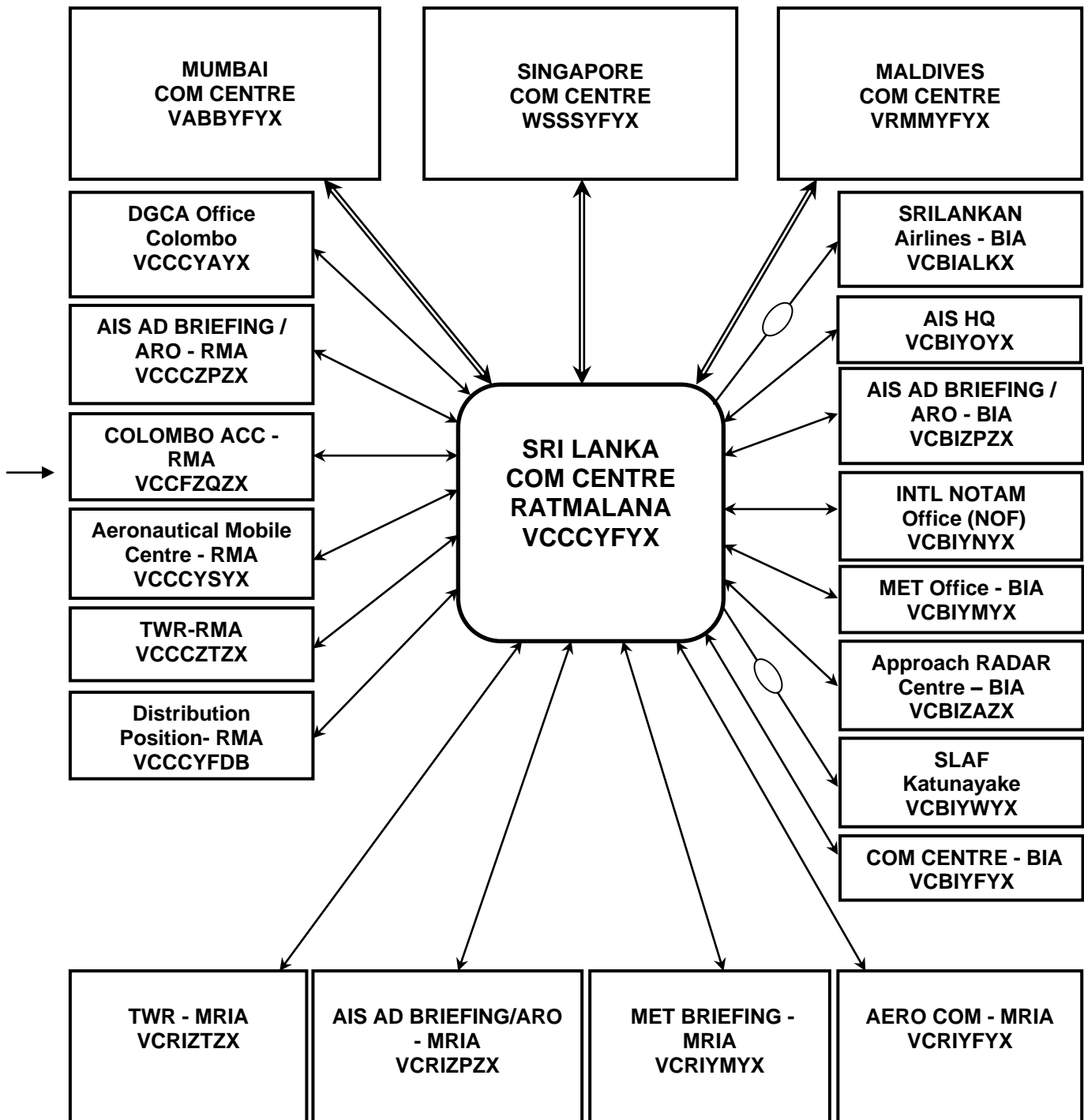
DOC 9705 - Manual of Technical Provisions for the Aeronautical Telecommunication Network (ATN).

**2. AREA OF RESPONSIBILITY.**

- 2.1 Communication services are provided for the entire Colombo FIR.



## AERONAUTICAL FIXED SERVICES - TELEGRAPH



Duplex -  $\longleftrightarrow$

Simplex -  $\rightarrow \circ \rightarrow$

International -  $\longleftrightarrow$

**GEN 4 - CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES  
GEN 4.1 AERODROME CHARGES.****1 GENERAL**

The charges set out hereunder paragraph 2 are for the airports available for International operations. The charges for the domestic airports are detailed in paragraph 3.

- 2** Fees and charges for Bandaranaike International Airport Colombo (VCBI), Mattala Rajapaksa International Airport (VCRI), Colombo International Airport Ratmalana (VCCC) and Jaffna International Airport (VCCJ).

**2.1 Landing & Parking Charges.****2.1.1 Basis**

Every aircraft landing at Bandaranaike International Airport Colombo (VCBI), Mattala Rajapaksa International Airport (VCRI), Colombo International Airport Ratmalana (VCCC) and Jaffna International Airport (VCCJ) shall pay the Landing and Parking charges based on the following criteria to the Airport & Aviation Services (S.L) (Private) Ltd;

**(a) International Flights:****Landing Charge**

US\$ 4 per 1000kg of MTOW of aircraft or part thereof subject to a minimum charge of US\$ 250 per landing.

**Parking Charges:**

First 03 hours free. 10% of applicable landing charge for 06 hours or part thereof after first 03 hours.

**(b) Domestic Flights including training Flights:****Landing Charges:**

S.L Rs.300/- per 1000kg of MTOW of aircraft or part thereof subject to a minimum charge of S.L Rs.3000/- per landing.

**Parking Charges**

First 03 hours free. 10% of applicable landing charge for 03 hours or part thereof after first 03 hours.

**Note:**

- i. Training flights are charged only in respect of the last landing of a training sortie based on the above formula.
- ii. Any training flight breaking-off on Final Approach of a Visual Approach or of an Instrument Approach Procedure, or carries-out 'Circuit and Landing' (Touch-&-Go's) without a landing at the aerodrome will be considered as a single landing for the purpose of charging fees.

**2.1.2 Rules**

2.1.2.1 The payment of landing charges shall entitle an aircraft to :

- (a) use of en-route air navigation and telecommunication services.
- (b) use of the aerodrome for landing and take-off.
- (c) use of radio navigation, visual navigation and other landing aids.
- (d) use of facilities in the terminal building; and
- (e). use of the apron for parking of the aircraft free of charge for a period not exceeding three (03) hours.

2.1.2.2 The parking charge payable for use of the apron in excess of first three (03) hours from the landing time shall be ten per centum (10%) of the landing charge for every six (06) hours or part thereof except when the aircraft is detained for the purpose of inspection by a Government Aircraft Inspector or due to such other cause which in the opinion of the DGCA or any person authorized in writing by him, is not attributable to the owner or the operator.

## 2.2 Aero-bridge Charges

- 2.2.1 Aero-bridge charges shall be levied based on the aircraft category as set out in the table below:  
(Applicable to VCBI and VCRI)

Aircraft Category	Base Charge	Additional Charges
A320,A321, A20N A310,A318,A319, B727,B737,B738, B739,B757,IL62	US\$ 100 For first 75 minutes	US\$ 35 for next 15 minutes or fraction thereof
A300,A330, B767, B772, B787,B788, B789, B762, B763, IL86,IL96,	US\$ 125 for first 90 minutes	US\$ 40 for next 15 minutes or fraction thereof
A340,A350, A359, A380,B773,B77W, B77L,B747,DC10, MD11,L1011	US\$ 150 for first 90 minutes	US\$ 50 for next 15 minutes or fraction thereof

### 2.2.2 Rules

- a) Minimum charge per single operation will be as per Base charge specified in the above table.
- b) Allocation of parking bays will be done by the TWR. Unless for valid reason agreed by the TWR, it is mandatory for airlines to accept the allocated bay.
- c) Depending on the operational requirements the TWR may request the airline to tow the aircraft away from the aerobridge to another bay and reposition the aircraft at a bridge bay for departure. Under such circumstances, it is mandatory that the airline makes necessary arrangement to tow the aircraft out and in. Unless for special reasons, the TWR would not make such request to tow out within 02 hours from the initial docking. The aircraft will be later allowed to be re-docked for operations. Charges on such cases will be as for a single operation calculated based on the total occupancy time of the aircraft kept docked at the bridge. In the event the airline fails to tow out the aircraft from aerobridge upon request by the TWR without justifiable reasons, aerobridge charges will be levied for the total period which it had

occupied the bridge bay not withstanding the terms given in item e) below. In addition, a penalty which is equal to the total aerobridge charge will also be imposed.

- d) The airline has the option to tow out bays.
- e) Aerobridge will be retracted and re-docked at any time on request by the airline. The charges will be calculated based on total occupancy time of the aircraft kept docked at the aerobridge, considering as a single operation. However, in such situations, US\$ 25 will be levied as an additional operational charge. Use of step ladders in place of aerobridges is not permitted.
- f) **Long lay over aircraft:**

If aerobridge is not required for any other operation, the TWR may decide to allow the aircraft to continue parking at the aerobridge to a maximum period of six (06) hours. Aerobridge may be retracted or continued to be docked based on the requirement of the airline.

- i. if the airline needs the aerobridge be docked continuously, the charges will be calculated as specified in para 2.2.1 above.
- ii. if the airline needs to retract the aerobridge and re-docked, the charges will be as specified in para 2.2.2, item e).

### 2.2.3 Exemptions and Reductions

- a) 10% Discount for Airlines exceeding 50 Aerobridge Movements per fortnight
- b) 5% Discount for Airlines above 30 up to 49 Aerobridge Movements per fortnight.

**2.2.4 Payment of Charges**

- a) The charges for a particular month should be settled in full on or before the last working day of subsequent month. Airline is required to produce a bank guarantee to cover charges accumulated during the credit period. Penalty rate for delayed payment is two per centum (2%) per month.
- b) Credit period for aerobridge invoice to 59 days from the date of the invoice.
- c) Government taxes such as value added tax (VAT) imposed by the government from time to time will have to be paid in addition to the aerobridge charges.

**→ 2.3 Embarkation Charges**

2.3.1 Each airline shall pay to the Director General of Civil Aviation Sri Lanka a sum of Sixty United States Dollars (US\$60) as the Embarkation Levy in respect of each passenger carried by the airline from Sri Lanka on an international flight, unless such passenger is exempted from the payment of Embarkation Levy. The equivalent Rupee amount shall be calculated based on the exchange rates published by the Central Bank of Sri Lanka in every first working day of the ending month of the previous quarter.

2.3.1.1 Srilankan Airlines is entrusted to collect embarkation levy from passengers who are leaving the country on all private aircraft/airlines and remit such collection to the Civil Aviation Authority (fortnightly depending on the need).

**2.3.2 Exemptions**

- (a) Children under 2 years of age.
- (b) Any member of operating crew of the aircraft who is on duty.
- (c) Any transit passenger who depart from the international airport on a connecting flight within twenty four (24) hours from the time of arrival.

2.3.3 The competent authority in all matters in relation to the charging embarkation levy from persons leaving Sri Lanka by aircraft is the Director General of Civil Aviation.

**2.4 Charges for other Facilities and Services**

Following fees or charges will be levied **subject to availability** of such facility or services at the airports.

**2.4.1 Apron Transport Service**

This service is available to the airlines that require the vehicles for the movement of staff in the apron at the given rates and contact ground handling manager for further details.

2.4.2 The registration fee for taxies or passenger coaches permitted to pick fares from the airport will be determined by the Airport and Aviation Services (S.L) (Private) Ltd.

2.4.3 The following fees are levied for parking of private passenger vehicles in below mentioned vehicle parks and contact ground handling manager for further details.

2.4.3.1 At Bandaranaike International Airport Colombo.

**(a) Terminal Car Park**

Cars	- S.L.Rs.300/=
Jeeps, Double cabs, Vans	- S.L.Rs.350/=

**(b) BOI Remote Car Park**

Motor Cycles	- S.L.Rs.50/=
Cars/Vans/Three Wheelers	- S.L.Rs.200/=
Lorries/Busses	- S.L.Rs.300/=

**(c) Naikanda Remote Car Park**

Motor Cycles	- S.L.Rs.50/=
Cars/Vans/Three Wheelers	- S.L.Rs.200/=
Lorries/Busses	- S.L.Rs.300/=

**(d) Air Cargo Village Vehicle Park**

Motor Cycles	- S.L.Rs.50/=
Cars/Vans/Three Wheelers/	
Double cabs	- S.L.Rs.200/=
Lorries/Containers/Busses/	
Trucks	- S.L.Rs.300/=
20ft Containers	- S.L.Rs.400/=
40ft Containers	- S.L.Rs.500/=

2.4.3.2 At Mattala Rajapaksa International Airport.

**(a) Terminal Car Park**

Three Wheelers, Motor Cycles	- S.L.Rs.100/=
Cars	- S.L.Rs.150/=
Jeeps, Double cabs, Vans	- S.L.Rs.200/=
Coaches, Buses, Lorries	- S.L.Rs.300/=

**2.4.4 Medical Facilities**

- i. Doctor's charges : S.L. Rs. 750/= + VAT per passenger .
- ii. Charges for Medicines given to any passengers at the Medical Centre.
  - 1 day medicine - Rs 250.00 +VAT
  - 2 day medicine - Rs 400.00 +VAT
  - 3 day medicine - Rs 600.00 +VAT
  - More than 3 days & up to 1 week - Rs 1500.00 +VAT
- iii. Transit patient monitoring charges in emergency room - Rs. 1000.00 per hour +VAT
- iv. Ambulance services available to nearby hospitals and charges depend on the distance traveled.

**2.4.5 Security Charges****2.4.5.1 Airside flight escort (On request)**

First hour or part thereof US\$ 15 + VAT per head, additional man hour for first 30minutes US\$ 10 + VAT per head and exceeding 30 minutes US\$ 15 + VAT per head.

2.4.6 Following facilities and services are available to the passengers (only at Bandaranaike International Airport) at the given rates.

**(a) Bond Baggage Service**

US\$ 30 per piece of baggage for a period of 24 hours or part thereof.

**(b) Left Luggage Service**

- One time non refundable fee USD 3 or equivalent amount in LKR at BOC ( Bank of Ceylon) selling rate per piece of baggage at one time of acceptance of left luggage.
- US\$ 06 or equivalent amount in LKR at the BOC selling rate per piece of 23 Kg or less than 3 feet in length or height ( for 24 hours or part thereof)
- US\$ 08 or equivalent amount in LKR at the BOC selling rate per piece of more than 23 Kg or more than 3ft in length or height ( for 24 hours or part thereof).

**2.4.7 Charges for Lounges**

Below facilities and services are managed by Airport and Aviation Services(S.L.)(Private)Ltd. and the charges for the same are collected by an officer of Airport and Aviation Services (S.L.)(Private) Ltd. individually upon the utilization of the facilities and services.

Advanced booking by logging in to [www.airport.lk](http://www.airport.lk) or calling +94 11 2254993 or via e-mail to [head.am@airport.lk](mailto:head.am@airport.lk).

**2.4.7.1 At Bandaranaike International Airport Colombo.****(a) Executive Lounge**

US\$ 20 per passenger for 03 hours period or part thereof

**(b) Araliya Lounge**

US\$ 25 +VAT per passenger for 06 hours period or part thereof

**(c) Lotus Lounge**

US\$ 30 + VAT per passenger for 06 hours period or part thereof

**(d) Silk Route Lounge**

**Package Ruby** – Silk Route Arrival/Silk Route Departure and Executive Lounge - US\$ 120

**Package Sapphire** – Silk Route Departure and Executive Lounge - US\$ 70

**Package Amethyst**–Silk Route Arrival and Silk Route Departure - US\$ 95

**Package Topaz**–Silk Route Arrival or Silk Route Departure - US\$ 50

**Package Garnet**– Executive Lounge - US\$ 20 per passenger for 03 hours period or part thereof

**(e) Detention Room**

US\$ 75 + VAT per person for 24 hours

**2.4.7.2 At Colombo International Airport Ratmalana****(a) CIP Lounge**

Rs. 3000.00 + VAT per Passenger

**2.4.7.3 At Mattala Rajapaksa International Airport.****(a) Business Class Lounge**

US\$ 25 per Passenger

**2.5 Ground Handling Facilities and Services Charges**

2.5.1 The charges for provision of ground handling facilities and services for all aircraft operating to/from Bandaranaike International Airport Colombo shall be paid to Sri Lankan Airlines Ltd.

2.5.2 An aircraft may be refused for take-off clearance by ATC on the instructions of DGCA in the event of the aircraft being reported to not having settled all charges or portion thereof payable to the Ground Handling Agency for the provision of ground handling facilities and/or services, until all such charges are fully settled.

2.5.3 Full details of charges in respect of above charges and services may be obtained from following address.

Airport Services & Cargo Contracts Manager,  
Airport Services and Cargo Contracts Department, Airline Centre,  
Srilankan Airlines Limited,  
Bandaranaike International Airport,  
Katunayake, Sri Lanka.

Tele : +94(0) 19733 2573/2577  
E-mail : ul\_gha@srilankan.com  
Web Site : http://www.srilankan.aero

2.5.4 The Block Charge (per flight) to provide ground handling services at Colombo International Airport Ratmalana (VCCC) and Jaffna International Airport (VCCJ) are as follows.

MTOW category	Airport	Block Charge (USD)
Up to 19,999 KG	VCCC/VCCJ	450
20,000 KG and Above	VCCC	600
	VCCJ	700

2.5.4.1 Following services are comprising in the Block Charge. If obtained more than two services, the block charge is applicable.

1. Chocks and Marshaling
2. Passenger Service
3. Baggage services

4. Water service (once)
5. Ground power Unit (per Hour)
6. Toilet service (once)
7. Aircraft interior cleaning
8. Heat Set
9. Co-ordination Service
10. Service Step

2.5.4.2 Contact following officers for individual ground handling services charges.

1. Ground Handling Manager  
Phone Direct: +94 112623030 Ex 708  
General : +94 112623033  
Mobile : +94 742418007  
Fax : +94 112635711  
E-mail : ghmciar@airport.lk

2. Chief Airport Manager, Colombo International Airport Ratmalana  
Phone Mobile: +94 773047661  
General : +94 112623030  
Fax : +94 112635711  
E-mail : amrma@airport.lk

**2.6 Custom Fees and Charges**

2.6.1 Full details of charges in respect of custom services at the customs aerodromes may be obtained from following address:

Director of Customs, Sri Lanka  
Customs, "Customs House" No.40,  
Main Street, Colombo 11, Sri Lanka.

Tel : +94 11 2221510  
Fax : +94 11 2446361  
E-mail : ddcppnr@customs.gov.lk

**2.7 Fire Cover Charges (For all INTL Airports)**

Refueling standby on request: US\$ 100 + VAT per one hour or part thereof

Special fire cover (passengers transfer from one flight to another): Rs.30000.00 +VAT per one hour or part thereof

Oil Spillage; US\$ 100 + VAT per one hour or part thereof

Water Cannon Charges: Rs.60000.00 +VAT per event (2 Fire Vehicles)

**3 FEES AND CHARGES FOR DOMESTIC AIRPORTS**

The charges set out hereunder are for the Domestic airports (NTL) listed in the sub section AD 1.3

These charges shall be payable to the service provider, providing aerodrome services, appointed by the minister in terms of the Civil Aviation Act, No.14 of 2010.

**3.1 Landing Charges****3.1.1 Basis**

Both Landing charges for Passenger operations and Cargo operations are same and based on the maximum all-up weight of the aircraft as shown in the Certificate of Airworthiness.

In all cases, total weight of the aircraft is calculated to the nearest thousand KG and charges to be rounded off to the nearest rupee

MAXIMUM ALL-UP WEIGHT IN THE CERTIFICATE OF AIRWORTHINESS	CHARGES FOR LANDING Rs. Cts.
Up to 10,000 KG	Rs. 200.00 per 1,000 KG
10,000 KG to 20,000 KG	Rs. 2000.00 plus Rs.300.00 per 1,000 KG in excess of 10,000 KG
Over 20,000 KG	Rs. 5000.00 plus Rs.500.00 per 1,000 KG in excess of 20,000 KG

**3.1.2 Rules**

The payment of the landing charges shall entitle the aircraft:

- The use of the aerodrome for landing and take-off.
- The use of radio and such night lighting facilities available at the aerodrome.
- The supply of all available information as to routes and weather conditions.
- The service of the aerodrome personnel, if available, for manual assistance in guiding, housing or parking the aircraft.

**3.1.3 Payment of Charges**

Landing charges is payable at the time of using the aerodrome or in case of regular users approved by Director General of Civil Aviation on demand at the end of such calendar month in respect of charges accruing in the month.

- 3.1.3.1 Notwithstanding the provisions of item (a) of paragraph 3.1.5 below, aircraft operated by the Armed Forces and aircraft in the use of the Government of Sri Lanka, where such aircraft are engaged in the carriage of passengers and cargo for hire or for reward shall pay charges mentioned in paragraph 3.1.1 whenever applicable.

**3.1.4 Reductions**

All Training flights shall be charged fifty per centum (50%) of landing charges mentioned in paragraph 3.1.1

**3.1.5 Exemptions:**

- Aircraft those operated by the Armed Forces of Sri Lanka.
- Foreign military aircraft.
- Test flights during the hours of day light when prior notice is given to DGCA.
- Civil aircraft owned and operated by a foreign government when on a purely non-commercial flight and its passengers consist entirely of officials or representatives of the government concerned traveling on official business.
- Private owners of Sri Lanka registered aircraft are entitled to free landing facilities only at their home aerodromes in Sri Lanka provided such machines are not used for commercial purposes.
- Training flights in daylight by an air transport undertaking for its own personnel or by a private pilot to secure endorsements on his licence when exceeding two landings on the same day will be charged as for two landings.
- Aircraft engaged in emergency, search and rescue and humanitarian purposes.

**3.2 Parking, Housing and Terminal Charges**

**3.2.1 Basis**

**(a) Parking Charges**

Ten per centum (10%) of the landing charges for each period of three (03) hours or part thereof in excess of the first three (03) hours of parking.

**(b) Housing Charges**

Fifty per centum (50%) of the landing charge for each complete period of twenty-four (24) hours and part thereof.

**(c) Terminal Charges**

Five per centum (5%) of the landing charges levied.

3.2.2 Payment of charges shall be made at the time of using the aerodrome. In case of regular users approved by DGCA on demand, at the end of the calendar month charges incurred during that month.

**3.2.3 Reductions**

Refer paragraph 3.1.4

**3.2.4 Exemptions**

- a) Military aircraft.
- b) Civil aircraft owned and operated by a foreign government when on a purely noncommercial flight and its passengers consists entirely of officials or representatives of the government concerned traveling on official business.
- c) Private owner of Sri Lanka registered aircraft may be provided with free hanger facilities as may be available at the time subject to the conditions that aircraft for which a charge is to be levied and/or aircraft of subsidized flying training establishments are given preference. Subsidized flying training establishments are subject to the same conditions.





- g) Initiate a level change based on the following criteria.

Route Centerline Track	Deviation > 10 NM	Level Change
EAST 000 <sup>0</sup> - 179 <sup>0</sup> magnetic	LEFT RIGHT	DESCEND 90m (300ft) CLIMB 90m (300ft)
WEST 180 <sup>0</sup> - 359 <sup>0</sup> magnetic	LEFT RIGHT	CLIMB 90m (300ft) DESCEND 90m (300ft)

- h) When returning to track, be at its assigned level, when the aircraft is within approximately 10 NM of centerline.
- i) If contact was not established before deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

**16. RNP 10 OPERATIONS WITHIN COLOMBO FIR**

**16.1 RNP 10 Airspace**

The airspace detailed below has been designated as RNP 10 Airspace within Colombo FIR:

**16.1.1 Lateral and Vertical Limits:**

**Lateral Limits :**

The lateral limits of the RNP 10 Airspace is identical to those limits of Colombo FIR inclusive of the delegated airspace (Ref. ENR 2.2, para 1.1.1) as follows:

100000N 0800000E-100000N 0820000E-060000N 0920000E-020000S 0920000E-020000S 0780000E-060000N 0780000E-060000N 0770000E-070000N 0770000E-090000N 0793000E-100000N 0800000E.

**Vertical Limits :**

FL245 to FL460 ( both inclusive).

**16.1.2 Class of Airspace : Class A**

**16.2 RNP 10 NAVIGATION REQUIREMENTS:**

**16.2.1 SEPARATION MINIMA**

**Lateral Separation Minima:**

Lateral separation minima of 50NM will only be applied between aircraft equipped in accordance with RNP 10 navigation requirements.

**Longitudinal Separation Minima:**

50 NM longitudinal separation minima with Mach Number Technique(MNT) will be applied between RNP10 approved aircraft equipped with FANS 1/A, which are successfully able to Logon to Colombo CPDLC (VCCF) meeting the requirement of DCPC (VHF & ADS/CPDLC) within Colombo RNP 10 Oceanic Airspace.

10 minutes Longitudinal Separation with Mach Number Technique (MNT) will be applied between RNP10 approved aircraft that does not meet the DCPC requirement within Colombo RNP10 Oceanic Airspace.

16.3 Pilots must advise ATC of any deterioration or failure of the navigation systems below the navigation requirements for RNP 10 ATC shall then provide alternative clearance to the pilot.

16.4 Pilots of aircraft meeting RNP 10 requirements must indicate "R" in item 10a and "PBN/A1" in item 18 of the ICAO Flight Plan.

**16.5 Safety Assessment Criteria**

16.5.1 The safety criteria associated with the introduction of the reduced lateral separation minima of 50 NM will be in accordance with the requirement for RNP 10 navigation performance. i.e aircraft navigation performance shall be such that the standard deviation of lateral track errors shall be less than 8.7KM (4.7NM).

**16.6 Monitoring of Aircraft Navigation Performance**

16.6.1 Monitoring of aircraft navigation performance is a joint responsibility between operators, States of Registry or States of Operators (as applicable), regulatory authorities and the ATS providers. The detection and reporting of non-conformance with the navigation requirements against the following parameters will rely primarily on radar and ADS monitoring by ATC units:

- a) **Large Lateral Deviation (LLD)**  
LLD is classified as any deviation of 15NM or more to the left or right of the current flight plan track.
- b) **Large Longitudinal Error (LLE)**  
Any unexpected change in longitudinal separation between an aircraft pair, or for an individual aircraft the difference between an estimate for a given fix and the actual time of arrival over that fix, as applicable, in accordance with the criteria set out for longitudinal deviations;

Category of error	Criteria for reporting
Aircraft – pair (Time-based separation applied)	Infringement of longitudinal separation standard based on routine position reports
Aircraft – pair (Time-based separation applied).	Expected time between two aircraft varies by 3 minutes or more based on routine position reports.
Individual aircraft (Time-based separation applied)	Pilot estimate varies by 3 minutes or more from that advised in a routine position report.
Aircraft-pair (Distance-based separation applied)	Infringement of longitudinal separation standard, based on ADS-C, radar measurement or special request for RNAV position report.
Aircraft-pair (Distance-based separation applied)	Expected distance between an aircraft pair varies by 10NM or more, even if separation standard is not infringed, based on ADS-C, radar measurement or special request for RNAV position report.

16.6.2 ATC will advise the pilot when such deviations are observed and implement the required investigation procedure in conjunction with the aircraft operator and the State of Registry, or the State of the Operator, as applicable.

**16.7 Operations By Aircraft Not Meeting RNP 10 Requirements.**

16.7.1 Pilots of aircraft not meeting RNP 10 requirements also may flight plan to operate below the lower limits of the RNP 10 airspace.

16.7.2 Operations at or above the lower limit of the RNP 10 airspace by aircraft not meeting RNP 10 requirements would be subject to coordination and approval by ATC.

16.7.3 Pilots of aircraft not meeting RNP 10 requirements wishing to operate at or above the lower limit of the RNP 10 airspace should indicate their level requirements in item 18 of the ICAO flight Plan as RMK/REQ FL (insert level).

16.7.4 ATC units receiving a request for a non-RNP 10 approved aircraft to operate in the RNP 10 airspace at or above the lower limit, will coordinate with the adjacent ATC units affected by the flight. In deciding whether or not to approve the flight, each ATC unit will take into consideration;

- a) Traffic density,
- b) Communications, including the non-availability of normal communication facilities.
- c) Weather conditions en-route.
- d) Any other factors pertinent at the time.

- 17.10.6 Aircraft operators requesting approval as above shall;
- a) if departing within COLOMBO FIR, obtain approval from Colombo Area Control Centre normally not more than 72 hours and not less than 4 hours prior to intended departure time. The Colombo Area Centre will provide notification of approval via telephone, AFS, FAX or e-mail as appropriate; or
  - b) if transiting Colombo FIR, obtain approval from the first RVSM affected Centre. (Note: the first centre will coordinate with next centre).
  - c) Include the “ STS / NONRVSM “ in field 18 of the ICAO flight plan.
- (Note: Approval means able to operate in the RVSM stratum. Assignment of cruising levels will be subject to ATC clearance ).
- 17.10.7 Contact details for approval request are as follows:
- Colombo Area Control Centre.  
Telephone : +94-11-2625555 or  
+94-11-2611572
- AFS : VCCCFICX and  
VCCFZQZX
- Fax : +94-11-2635106  
e-mail : acc.ans@airport.lk
- 17.10.8 This approval process is intended exclusively for the purpose indicated above and not as a means to circumvent the normal RVSM approval process.
- 17.11 **Delivery Flights For Aircraft that are RVSM Compliant on Delivery:**
- 17.11.1 An aircraft that is RVSM compliant on delivery may operate in RVSM airspace provided that the crew is trained on RVSM policies and procedures applicable in the airspace and the responsible State issues the operator a letter of authorization approving the operation. State notification to the APARMO should be in the form of a letter, e-mail or fax documenting the one-time flight. The planned date of the flight, flight identification, registration number and aircraft type / series should be included.
- 17.12 **Procedure for Suspension of RVSM.**
- 17.12.1 Air Traffic Services will consider suspending RVSM procedure within affected areas of the Colombo FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2000ft.
- 17.13 **Guidance for Pilots and Controller for Action in the Event of Aircraft System Malfunction or Turbulence Greater Than Moderate.**
- 17.13.1 See pages ENR1.1-35 to ENR 1.1-41 for guidance in these circumstances.
- 17.14 **Procedure for Air-Ground Communication Failure.**
- 17.14.1 The air-ground communication failure procedure specified in AIP page ENR 1.1-5 in conjunction with ICAO PANS-ATM Doc 4444 should be applied.

- b.) Provide monitoring of aircraft and vectoring identified aircraft when necessary,
- I) To effect expeditious climb of departing traffic to cruising levels.
  - II) For resolving potential conflict with other traffic.
  - III) To assist in the navigation of aircraft when required.
  - IV) For expeditious descent from cruising levels in preparation for approach and landing.
  - V) To intercept ILS or terminal approach aids.
  - VI) To accommodate pilot preferred trajectories.
  - VII) To monitor PBN-RNAV arrival, departures, approaches and conventional (ILS, VOR & NDB) approaches in order to advise aircraft deviations from normal approach paths.
- c.) To provide vectoring for visual approaches.
- d.) Provide separation and maintain normal traffic flow when an aircraft experiences communication failure within the area of surveillance coverage.
- 2.4.3 The Minimum Horizontal Separation.
- a.) Colombo Area Control Center.
    - I) Area Surveillance Radar or ADS-B Surveillance separation will be 5NM in Colombo FIR in following airspace.
      - From Piduruthalagala to 230NM radius : 10000FT to FL460
      - BTN 230NM - 330NM radius from Piduruthalagala : FL290 to FL 460
  - b.) Colombo Approach Control Center.
    - I) Terminal Approach Radar only  
Within 60NM from Katunayake: 5NM  
Subject to Minimum Vectoring Altitude.
- 2.4.3.1 Above minimum horizontal separation values may be increased at the discretion of the individual controller when the following circumstances so necessitates;
- a.) High rates of closure between aircraft of track convergence.
  - b.) Slow rates of renewal of surveillance information.
  - c.) When the controller expects communication difficulties due to congestion of communication channels.
- 2.4.3.2 Levels assigned by the controller to pilots will provide a minimum terrain clearance during entire phase of flight.
- 2.4.4 Surveillance & Communication Failure Procedure
- 2.4.4.1 Area Control Center
- a.) Radar Failure  
As a redundancy, Approach Radar, ADS-B or ADS-C is available.
  - b.) Communication Failure Refer 2.5.8
- 2.4.4.2 Approach Control Center
- a.) Radar Failure In the event of radar failure or loss of radar identification, instructions will be issued to restore procedural separation and change over to appropriate frequency if considered necessary
  - b.) Communication Failure In case of controlled aircraft experiencing communication failure and is an area where radar separation is applied, such radar separation shall continue to be applied.  
If the aircraft is one which has not been identified, the radar controller shall maintain separation between aircraft under radar control and any identified aircraft observed along the expected route of the aircraft with communication failure, until it is known that the aircraft has passed through the airspace concerned or has landed elsewhere. Also refer 2.5.8
- 2.5 Operating Procedures of Aircraft with Regard to Surveillance Service.
- 2.5.1 System of Transponder Code Assignment. (See ENR 1.6-2.4.1)
- 2.5.2 All aircraft flying within designated Controlled Airspace shall operate transponders selecting Mode A (4096 codes) and Mode C simultaneously.
- 2.5.3 All aircraft operating in Colombo FIR shall operate transponders in accordance with instructions given by ATC.
- 2.5.4 Pilots who have been received specific instructions from ATC concerning the setting of the transponder shall maintain that setting except in circumstances detailed in following paragraphs 2.5.6, 2.5.7 & 2.5.8.
- 2.5.5 When entering the airspace of a different ATC Unit, aircraft shall operate the transponder code last assigned by the previous ATC or if no code has been assigned, the ATC should be contacted for the required code or shall squawk A2000.
- 2.5.6 Emergency Procedure
- 2.5.6.1 The pilot of an aircraft encountering a state of emergency shall set the transponder code to A7700.

- 2.5.7 Unlawful Interference
- 2.5.7.1 Pilot of an aircraft in flight subjected to unlawful interference shall endeavor to set the transponder to Mode A code 7500 to make the situation known, unless circumstances warrant the use of Mode A code 7700.
- 2.5.8 Radio Communication Failure
- 2.5.8.1 In case of an aircraft experiencing two-way radio communication failure, the pilot of the aircraft shall set his transponder to code A7600 and follow the established procedure and subsequent control of the aircraft will be based on these procedures.
- 2.6 Graphical Portrayal of Radar Coverage
- 2.6.1 Chart depicting the surveillance coverage (Radar) is not published.
- 3. Automatic Dependent Surveillance-Broadcast (ADS-B)**
- 3.1 Aircraft equipage mandate for ADS-B (OUT)
- 3.1.1 Aircraft operates within Colombo ADS-B (Out) airspace ;
- The aircraft must carry serviceable 1090MHz extended squitter (1090ES) ADS-B transmitting equipment that has been certificated as meeting:-
- (a) European Aviation Safety Agency - Certification Considerations for the Enhanced ATS in Non-Radar areas using ADS-B Surveillance (ADS-B-NRA) Application via 1090 MHz Extended Squitter (AMC 20-24), or
- (b) European Aviation Safety Agency - Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance Subpart D — Surveillance (SUR) (CS-ACNS.D.ADS-B) , or
- (c) Federal Aviation Administration – Advisory Circular No: 20-165A (or later versions) Airworthiness Approval of Automatic Dependent Surveillance – Broadcast (ADS-B) Out Systems, or
- (d) The equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.
- 3.1.2 Any registered aircraft with a maximum certified take-off mass exceeding 5700 kg or having a maximum cruising true airspeed capability greater than 250 knots, with a date of manufacture on or after 1 January 2020 which intends to operate within Colombo ADS-B airspace be equipped with ADS-B avionics compliant with Version 2 ES (equivalent to RTCA D0-260B) or later version.
- 3.1.3 Carriage of ADS-B equipment will remain as an option for aircraft flying below FL290 until further notice.
- 3.1.4 No Operational approval is required by the aircraft operators, to conduct ADS-B (Out) operations within Colombo ADS-B (Out) airspace.
- 3.1.5 Aircraft not complying with the equipment requirements specified in paragraph 3.1.1 and 3.1.2 will not be permitted to operate in the Colombo ADS-B (Out) airspace.
- 3.2 Surveillance and separation
- 3.2.1 ADS-B data may be used alone within the exclusive ADS – B airspace and in the rest of the surveillance airspace, in combination with data obtained by Radar.
- 3.2.2 All safety net features (MSAW, STCA, MTCD, RAM, DAIW etc.) shall possess the same responsiveness as equivalent radar safety net features.
- 3.2.3 ADS-B separation standard shall be 5NM within the Colombo ADS-B airspace.
- 3.3 Contingencies
- 3.3.1 ATC shall terminate the Surveillance separation and immediately provide the Procedural separation for aircraft, if the radar and or ADS-B contact is lost from an ATC air situation display.
- 3.3.2 The pilot-in-command, upon awareness of an onboard ADS-B equipment failure, shall inform ATC as soon as possible. ATC would then provide the necessary clearance to ensure separation with other flights operating in the delineated airspace.

**ENR 1.10 FLIGHT PLANNING**  
**(Restriction, Limitation or Advisory Information)****1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN**

1.1 A flight plan shall be submitted in accordance with ICAO Annex 2, para 3.3.1 prior to operate:

- a) Any IFR flight;
- b) Any VFR flight;
  - departing from, destined for or transiting to an aerodrome within a control zone;
  - across the FIR boundary, i.e international flights.

1.1.1 The format of the FPL shall be as per Amendment 1 to ICAO Doc 4444 15<sup>th</sup> edition.

**1.2 Time of Submission**

1.2.1 Except for repetitive flight plans a flight plan shall be submitted 120 hours (five days) at the earliest but not later than 60 minutes prior to the estimated time of departure, taking in to account the requirements for timely information to ATS units within the airspace along the proposed route to be flown.

1.2.2 Domestic civil helicopters, float planes and other fixed wing flight operations are permitted to file flight plans with a minimum of thirty minutes in advance notice prior to the intended take off time.

**1.3 Place of Submission**

- a) Flight plans shall be submitted to the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.
- b) Flight plans for all aerodromes can be submitted via e-mail, Tele Fax or AMHS/AFTN to Air Traffic Services Reporting Office(ARO) VCBI.

→ Note : If the flight plan is submitted via Email(aimaro\_brief@airport.lk), Tele Fax (+94112259916) or AMHS/AFTN (VCBIZPZX) it has to be confirmed at least one hour prior to ETD by pilot in Command or his authorized representative contacting +94 11 2264226, +94 11 2264227 or +94 11 2259916, otherwise the transmission of the flight plan is not guaranteed.

**1.4 VFR Flight plan for alerting service only**

1.4.1 Alerting service is provided in principle to flights for which a flight plan has been submitted.

**1.5 Adherence to ATS Route Structure**

1.5.1 No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the appropriate ATC authorities.

**1.6 Non-scheduled / Private Flights Into and Across the Territory of Sri Lanka – Flight Plan Requirements:**

1.6.1 All Non-scheduled / Private flight operations into and across Sri Lanka territory shall specify the Sri Lanka DGCA authority (Quote Flight Clearance Number – FCN or Re-Clearance Number) on the field 18 of the filed flight plan.( Also refer paragraph 3 of sub section GEN 1.2)

**2 OPERATION OF REPETITIVE FLIGHT PLAN (RPL)****2.1 General**

2.1.1 The procedure concerning the use of Repetitive Flight Plans (RPL) conform to ICAO) DOC 7030 and the PANS-RAC

2.1.2 RPL lists relating to flights in and to flights over flying the Colombo FIR shall be submitted at least two (02) weeks in advance, in duplicate to the following address.

The Head of Air Navigation Services  
Navigational Services Complex.  
Bandaranaike International Airport  
Colombo,  
Katunayake,  
Sri Lanka.

**ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES**

- 1 Flight movement messages relating to traffic into or via the Colombo FIR shall be addressed as stated below in order to facilitate correct relay and delivery.

**Note:** Flight movement messages in this context comprise flight plan messages, Departure messages, Delay messages, Arrival messages, Cancellation messages, Position-report messages and modification messages relevant thereto.  
(ICAO DOC 4444 PANS – ATM, Chapter 11.2 refers)

CATEGORY OF FLIGHT 1	ROUTE 2	MESSAGE ADDRESS 3
All Flights	Into or via Colombo FIR	VCCFZQZX
	Into Bandaranaike International Airport Colombo	VCCFZQZX VCBIZTZX
	Into Mattala Rajapaksa International Airport	VCCFZQZX VCRIZTZX
	Into Colombo International Airport Ratmalana	VCCFZQZX VCCCZTZX
	Into Jaffna International Airport	VCCFZQZX VCCJZTZX



<b>ENR 1.14 AIR TRAFFIC INCIDENTS</b>
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**1. DEFINITION OF AIR TRAFFIC INCIDENTS**

1.1 'Air traffic incident' is used to mean a serious occurrence related to the provision of air traffic services such as

- a). Aircraft proximity (AIRPROX);
- b). Serious difficulty resulting in a hazard to aircraft caused, for example, by;
  - 1). Faulty procedures.
  - 2). Non-compliance with procedures, or
  - 3). Failure of ground facilities.

**1.1.1. Definitions for aircraft proximity and AIRPROX**

Aircraft proximity : A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative position and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision : The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured : The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision : The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined : The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved or inconclusive or conflicting evidence precluded such determination.

AIRPROX : The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows :

Type	Designation
Air Traffic Incident	Incident
As a) above.	AIRPROX (aircraft proximity)
As b ) 1) and 2) above	Procedural
As b) 3) above	Facility.

**2 USE OF THE AIR TRAFFIC INCIDENT REPORT FORM.**

2.1 The 'Air Traffic Incident Report Form' is available at <https://portal.caa.lk/caa-reporting/> and shall be submitted via CAASL Online Occurrence Reporting portal. This Form is intended for use;

- a). by a pilot-in-command for filling a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note: The form if available on board may also be of use in providing pattern for making the initial report in flight.

- b). by an ATS unit for recording on air traffic incident report received by radio, telephone or tele-printer.

Note: The form may be used as the format for the text of a message to be transmitted over the AFS network.

2.2 All other occurrences within the territory of Sri Lanka that require mandatory reporting as per IS006 ([https://www.caa.lk/images/stories/pdf/implementing\\_standards/sn006.pdf](https://www.caa.lk/images/stories/pdf/implementing_standards/sn006.pdf)) shall be reported through Online Occurrence Reporting Portal of CAASL (<https://portal.caa.lk/caa-reporting/>)



**3. REPORTING PROCEDURES**

(Including in-flight procedures).

3.1 The following are the procedures to be followed by a pilot-in-command who is or has been involved in an incident;

a. during flight, use the appropriate air/ground frequency for reporting an incident or major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately.

b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form as mentioned in above 2.1;

1. for confirming a report of an incident made initially as above, or for making the initial report on such an incident if it had not been possible to report it by radio;

2. for reporting an incident which did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information of the incident report form;

A - AIRCRAFT IDENTIFICATION

B - TYPE OF INCIDENT

e.g - aircraft proximity.

C - THE INCIDENT; 1 a) and b); 2 a), b), c), d), and n); 3. a), b), c). and i); 4. a) and b);

D - MISCELLANEOUS : 1. e)

3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the ATS. Reporting office of the aerodrome of first landing, on the, Air Traffic Incident Report Form'. The pilot-in-command should complete the Air traffic Incident Report Form, Supplementing the details of the initial reports as necessary.

**4. PURPOSE OF REPORTING AND HANDLING OF THE FORM**

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety

of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as 'risk of collision', 'safety not assured' 'no risk of collision' or "risk not determined".

4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot-in-command or operator concerned the result of the investigation of the incident and, if appropriate, the remedial action taken.

<b>VCBI - KATUNAYAKE / Bandaranaike Intl Airport Colombo</b>
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**VCBI AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

1.	Location Name	Katunayake
2.	Name of Aerodrome	Bandaranaike International Airport Colombo
3.	ICAO Location Indicator	VCBI

**VCBI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	071048.68N 0795307.08E 314°, 200M FM Control Tower at the Navigation Services Complex (NSC)
2.	Direction and distance from (city)	008°, 32KM from Northern entrance to Colombo harbour
3.	Elevation / Reference temperature	9M (29.5FT) / 29.7° C
4.	Geoid undulation at AD ELEV PSN	(-)98M
5.	MAG VAR /Annual change	2°W ( 2017) / Negligible
6.	AD Administration, address, telephone, Tele fax, AFS	Airport & Aviation Services (S.L.)(Private) Ltd, Bandaranaike International Airport Colombo, Katunayake, Sri Lanka. Tel : +94-11-2252861-5 (5 lines) Tele fax : +94-11-2253187 Telex : 22481 AFS : VCBIYDYX e-mail : ambia@slt.lk
7.	Types of traffic permitted (IFR/VFR)	IFR / VFR
8.	Remarks	Nil

**VCBI AD 2.3 OPERATIONAL HOURS**

1.	Aerodrome Administration	H24, RWY 04/22 closed BTN 0900-1130 (UTC) on EV WED for SKED MAINT (Ref. Page VCBI AD2-11).
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
11.	Remarks	Nil

## VCBI AD 2.19 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/2017)	KAT	114.1 MHz CH88X	H24	070940.52N 0795206.63E	DME co-located with DVOR Antenna ELEV: 10M
ILS / LOC RWY 22	IKE	110.3 MHz	H24	071001.44N 0795222.65E	ICAO CAT I , EM: A0 / A2
ILS GP RWY 22		335.0 MHz	H24	071130.50N 0795325.60E	GP Angle 3 DEG , EM A0/A2 Ref. Datum 16.1M (53FT)
ILS DME RWY 22	IKE	CH 40X	H24	071130.50N 0795325.60E	DME co-located with GP RWY 22 EM: P0 DME Antenna ELEV: 12M
OM RWY 22		75 MHz	H24	071606.39N 0795702.25E	5.9 DME / IKE 1.3 W EM: A0/ A2
MM RWY 22		75 MHz	H24	071200.77N 0795354.35E	0.75 DME / IKE 0.5W EM: A0 / A2
ILS / LOC RWY 04	IKW	109.9 MHz	H24	071142.78N 0795339.84E	ICAO CAT I EM: A0 / A2
ILS GP RWY 04		333.8 MHz	H24	071017.86N 0795230.81E	GP Angle 3 DEG, EM A0/A2 Ref. Datum 16M (52FT)
ILS / DME RWY 04	IKW	CH36X	H24	071017.86N 0795230.81E	DME co-located with GP RWY04 EM:P0 DME Antenna ELEV:12M
MM RWY 04		75 MHz	H24	070939.78N 0795206.11E	0.76 DME / IKW 0.5 W EM: A0 / A2

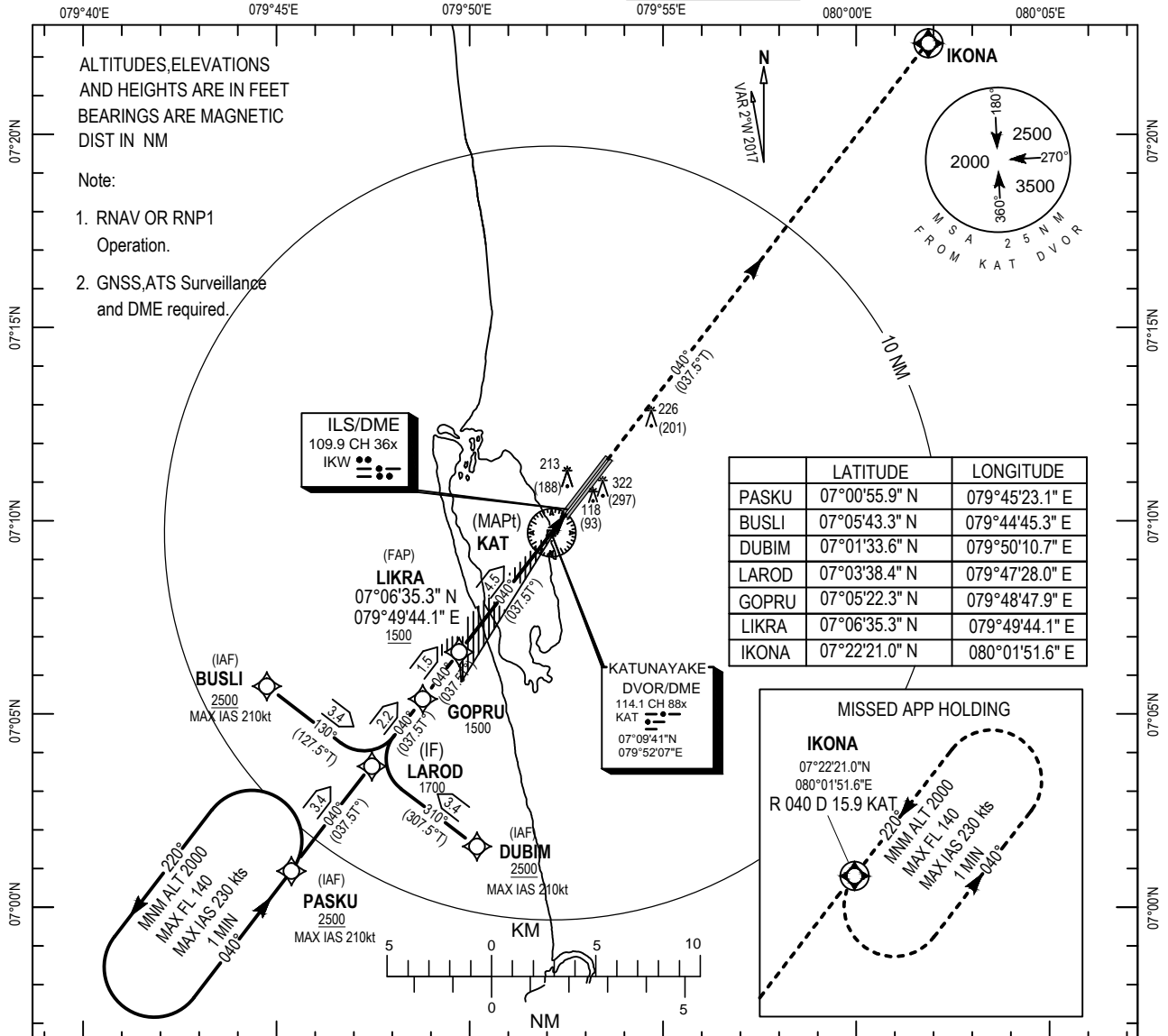
\* All Co-ordinates given in WGS-84

**INSTRUMENT APPROACH  
CHART - ICAO**

AD ELEV 29 ft  
HEIGHTS RELATED TO  
THR RWY04 ELEVATION 25ft

ATIS	127.2
Colombo	132.4 120.9
Director	
Colombo	118.7 123.8
Tower	
SMC	121.9

**KATUNAYAKE/BANDARANAIKE INTL.  
COLOMBO ( VCBI )  
ILS Z or LOC RWY04**

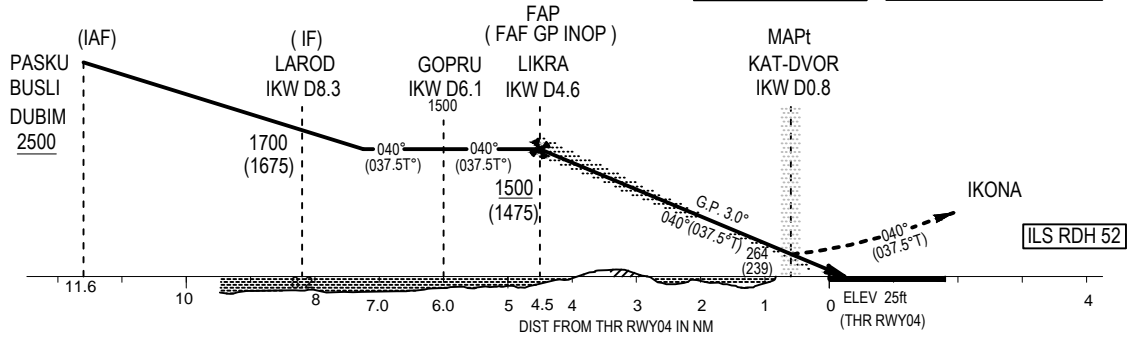


**MISSED APPROACH :**

Climb straight head to 2000ft. Track direct to IKONA and hold.

ILS DME CO-LOCATED WITH G.P

Transition Altitude 11000  
Transition Level FL130



OCA/OCH	A	B	C	D	Speed	kt	90	120	150	180
Straight-in Cat 1	234(210)	244(220)	254(230)	264(240)	FAP-MAPt 3.8 NM	min:s	2:35	1:56	1:33	1:17
Approach GP INOP	374(345)				Rate of Descent	ft/min	470	630	790	950
					FAF-MAPt 3° (5.24%)					

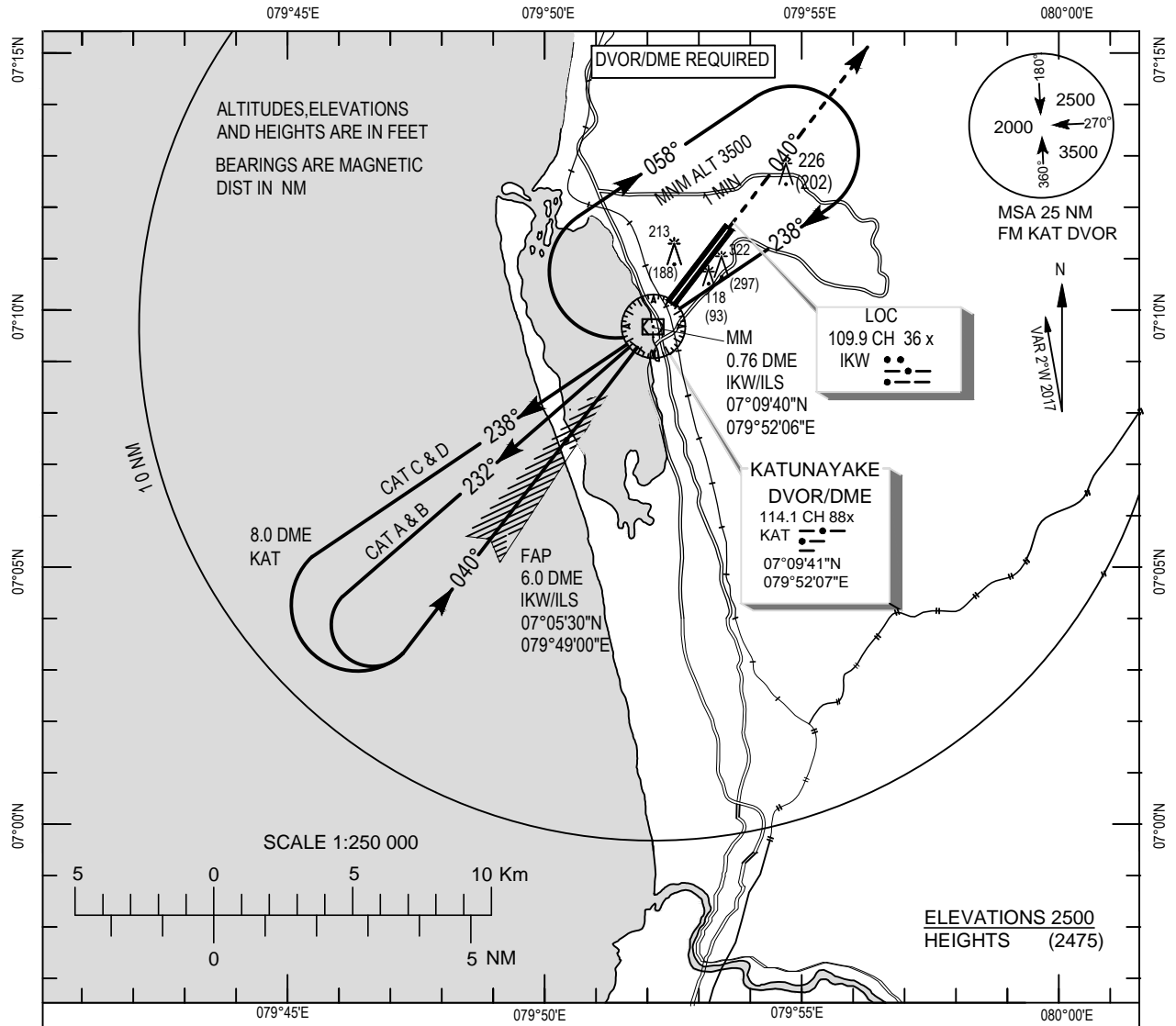
Change : OM Removed

INSTRUMENT APPROACH  
CHART-ICAO

AD ELEV 29 ft  
HEIGHTS RELATED TO  
THR RWY 04 - ELEV 25 ft

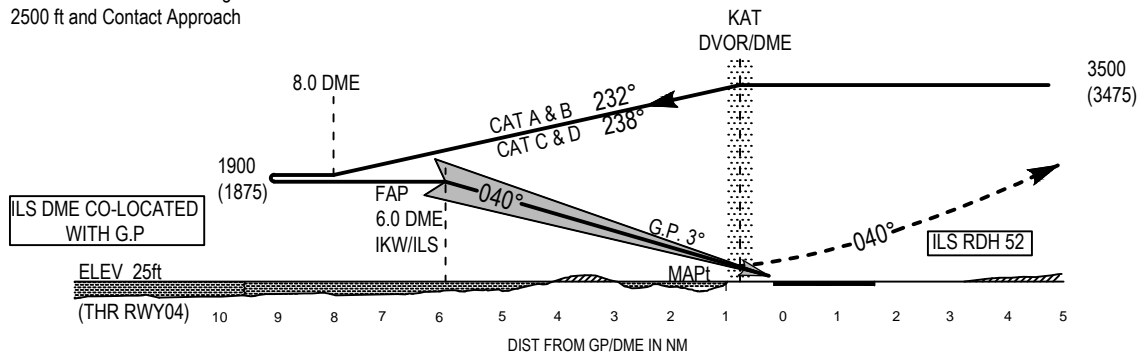
APP 132.4  
TWR 118.7

KATUNAYAKE/Bandaranaike Intl. Colombo  
(VCBI)  
ILS Y RWY 04



MISSED APPROACH  
Continue on 040° R climbing to  
2500 ft and Contact Approach

Transition Altitude 11000



OCA/OCH		A	B	C	D	Speed	Kt	90	120	150	180
Straight-in	Cat 1	234(210)	244(220)	254(230)	264(240)	FAP-MAPT	min:s	3:28	2:26	2:05	1:44
Approach	G.P INOP	374(350)				5.2 NM					
Circling						Rate of descent	ft/min	480	640	800	960

Change : OM Removed

**VCCA – ANURADHAPURA / Anuradhapura**

**VCCA AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Anuradhapura
2.	Name of Aerodrome	Anuradhapura
3.	ICAO Location Indicator	VCCA

**VCCA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	081806.80N 0802543.60E
2.	Direction and distance from (city)	165°, 2.5 NM from Anuradhapura Town
3.	Elevation / Reference temperature	99M(325FT) / 31.3°C
4.	MAG VAR	2° W (2017)
5.	AD Administration, address, telephone, telefax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel: +94-11-2441044 Tele Fax: +94-11-2343969 Telex : 21721 COMMAIR CE
6.	Types of traffic permitted (IFR/VFR)	IFR / VFR
7.	Remarks	Detailed information on Anuradhapura aerodrome may be obtained from SLAF H/Q

**VCCA AD 2.3 OPERATIONAL HOURS**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other traffic

**VCCA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision Approach RWY
1	2	3	4	5	6
05		1630 X 46	PCN 16/F/D/Y/T	081748.46N 0802524.30E(*)	THR ELEV 96.8M
23		1630 X 46		081825.15N 0802602.80E(*)	THR ELEV 93.0M

**VCCA AD 2.14 APPROACH AND RWY LIGHTING**

RWY LGT – Electric flare path

**VCCB – BATTICALOA / Batticaloa****VCCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Batticaloa
2.	Name of Aerodrome	Batticaloa
3.	ICAO Location Indicator	VCCB

**VCCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	074218.34N 0814037.64E
2.	Direction and distance from (city)	240°, 0.94NM from Batticaloa Town.
3.	Elevation / Reference temperature	4.2M(13.8FT) / 31.6 ° C
4.	MAG VAR /Annual change	2° W (2019) /Negligible
5.	AD Administration, address, telephone, tele fax, AFS	Airport & Aviation Services (S.L.) (Private) Ltd. Batticaloa Airport, Batticaloa, Sri Lanka. Tel: +94-654549966 Tele Fax: +94 654549967 AFS : VCCBYDYX e-mail : oic.bda@airport.lk
6.	Types of traffic permitted (IFR/VFR)	VFR
7.	Remarks	Both civil and military traffic OPR

**VCCB AD 2.3 OPERATIONAL HOURS**

1.	Aerodrome Administration	HJ
2.	Air Traffic Services	HJ
3.	Fire and Rescue Services	H24
4.	Security	H24

**VCCB AD 2.4 HANDLING SERVICES AND FACILITIES**

1.	Fuelling Facilities / Capacity	Operators' responsibility to arrange fuel in coordination with Ceylon Petroleum Corporation and SLAF
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**VCCB AD 2.5 PASSENGER FACILITIES**

1.	Hotels	At closed proximity – 0.94 NM
2.	Restaurants	At closed proximity – 0.94 NM
3.	Transportation	Taxis are on call

**VCCC - RATMALANA/ Colombo International Airport Ratmalana**

**VCCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

1.	Location Name	Ratmalana
2.	Name of Aerodrome	Colombo International Airport Ratmalana
3.	ICAO Location Indicator	VCCC

**VCCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	064923N 0795306E 454M BRG 300 <sup>0</sup> GEO from Tower in main Terminal Building.
2.	Direction and distance from (city)	14KM From Colombo
3.	AD Elevation / Reference temperature /Mean low temperature	7.01M(23FT)/30.2 <sup>0</sup> C
4.	Geoid undulation at AD ELEV PSN	( - ) 98.52M
5.	MAG VAR /Annual change	2 <sup>0</sup> W (2021) / Negligible
6.	AD Administration, address, telephone, tele fax, e-mail , AFS	Airport and Aviation Services (S.L.) (Private) Ltd; Colombo International Airport Ratmalana, Ratmalana, Sri Lanka.  Tel : +94112623030-7 Telex : 22481 Tele Fax : +94112635711 e-mail : amrma@airport.lk AFS : VCCCYDYX
7.	Types of traffic permitted (IFR/VFR)	VFR
8.	Remarks	Both Civil and Military traffic OPR



**VCCC AD 2.18 ATS COMMUNICATION FACILITIES**

Service Designation	Call Sign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
AMS FIS	Colombo	8879 KHz 13306 KHz  3470 KHz 5670 KHz 11285 KHz 13318 KHz	H24	} INO 1, SSB (*)  } SEA 1B (*) (*) SELCAL on all frequencies  Controlling Authority :AASL
ACC	Colombo Control	126.0 MHz or 124.9 MHz	H24	* Colombo Surveillance airspace. Controlling Authority :AASL
TWR	Ratmalana Tower	119.1MHz	H24	Controlling Authority :AASL
	Ratmalana Ground	121.8 MHz	HO	Controlling Authority :AASL

Remark: \* Colombo Surveillance airspace : Volume of Airspace from GND/MSL to FL460 enclosed by the boundary starting from a point 100000N 0800000E thence along straight lines joining the points 100000N 0820000E – 082048N 0860758E thence clockwise along an arc of 330 NM radius centred on 070003N 0804618E up to a point 030000N 0843500E thence along straight lines.

**VCCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of Aid. MAG VAR	ID	Frequency / CH	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna / RMK
1	2	3	4	5	6 & 7
NDB	RM	350KHz	H24	064948.9N 0795258.6E	44.4M Controlling Authority : AASL

<b>VCCG – GAL - OYA / Amparai</b>
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**VCCG AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Gal-Oya
2.	Name of Aerodrome	Amparai
3.	ICAO Location Indicator	VCCG

**VCCG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	072013N 0813749E
2.	Direction and distance from (city)	297 <sup>0</sup> , 4.35 NM from Ampara Town.
3.	Elevation / Reference temperature	46M(151FT) / 31.7 <sup>0</sup> C
4.	MAG VAR	2 <sup>0</sup> W (2017)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Te : 94-11-2441044 Tele Fax : 94-11-2343969 Telex : 21721 COMMAIR CE
6.	Types of traffic permitted (IFR/VFR)	VFR
7.	Remarks	Detailed information on Gal-oya aerodrome may be obtained from SLAF/HQ

**VCCG AD 2.3 OPERATIONAL HOURS.**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other traffic.

**VCCG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
07	-	1097 X 46	PCN 29/F/D/Y/T	-	-
25	-	1097 X 46		-	-

<b>VCCH – HINGURAKGODA / Minneriya</b>
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**VCCH AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Hingurakgoda
2.	Name of Aerodrome	Minneriya
3.	ICAO Location Indicator	VCCH

**VCCH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	080259.40N 0805852.90E
2.	Direction and distance from (city)	350°, 6.4NM from Polonnaruwa Town
3.	Elevation / Reference temperature	46M(151FT) / 32.3° C
4.	MAG VAR	2° W (2005)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel: +94-11-2441044 Telex: 21721 COMMAIR CE Tele Fax: +94-11-2343969
6.	Types of traffic permitted (IFR/VFR)	IFR / VFR
7.	Remarks	Detailed information on HINGURAKGODA / Minneriya aerodrome may be obtained from SLAF/HQ

**VCCH AD 2.3 OPERATIONAL HOURS**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other TFC.

**VCCH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
07		2287 X 46	Strength not evaluated. Bitumen	080244.90N 0805818.51E	THR ELEV 53M
25		2287 X 46		080313.84N 0805927.32E	THR ELEV 47M

## KOGGALA / Koggala

**VCCK AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Koggala
2.	Name of Aerodrome	Koggala
3.	ICAO Location Indicator	VCCK

**VCCK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	055937N 0801907E
2.	Direction and distance from (city)	154 <sup>0</sup> , 7.8NM from Galle Town
3.	Elevation / Reference temperature	3M(10FT) / 29.4 <sup>0</sup> C
4.	MAG VAR	2 <sup>0</sup> W (2005)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel: 94-11-2441044 Telex: 21721 COMMAIR CE Tele Fax: 94 11 2343969
6.	Types of traffic permitted (IFR/VFR)	IFR / VFR
7.	Remarks	Detailed information on KOGGALA aerodrome may be obtained from SLAF/HQ

**VCCK AD 2.3 OPERATIONAL HOURS.**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other TFC.

**VCCK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
07		1033 X 46	Strength not evaluated. Bitumen	-	-
25				-	-

←

**VCCN – KATUKURUNDA / Katukurunda****VCCN AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Katukurunda
2.	Name of Aerodrome	Katukurunda
3.	ICAO Location Indicator	VCCN

**VCCN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	063310N 0795826E
2.	Direction and distance from (city)	160 <sup>0</sup> , 2.6NM from Kalutara Town.
3.	Elevation / Reference temperature	3M(10FT) / 30.2 <sup>0</sup> C
4.	MAG VAR	2 <sup>o</sup> W (2005)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel : 94-11-2441044 Tele Fax : 94-11-2343969 Telex : 21721 COMMAIR CE
6.	Types of traffic permitted (IFR/VFR)	VFR
7.	Remarks	Detailed information on Katukurunda aerodrome may be obtained from SLAF/HQ

**VCCN AD 2.3 OPERATIONAL HOURS.**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations and approved training flights only.

**VCCN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
11		1006 X 46	Strength not evaluated. Bitumen	-	
29		1006 X 46		-	

**VCCN AD 2.14 APPROACH AND RWY LIGHTING**

Nil.

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<b>VCCS - SIGIRIYA / Sigiriya</b>
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**VCCS AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Sigiriya
2.	Name of Aerodrome	Sigiriya
3.	ICAO Location Indicator	VCCS

**VCCS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	075728.30N 0804347.10E
2.	Direction and distance from (city)	038°, 7.3NM from Dambulla Town
3.	Elevation / Reference temperature	192M(630FT) / 30.3° C
4.	MAG VAR	2° W (2019)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel: +94-11-2441044 Telex: 21721 COMMAIR CE Tele Fax: +94-11-2343969
6.	Types of traffic permitted (IFR/VFR)	VFR
7.	Remarks	Detailed information on SIGIRIYA aerodrome may be obtained from SLAF/HQ

**VCCS AD 2.3 OPERATIONAL HOURS**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other TFC

**VCCS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
04		1789 X 46	Strength not evaluated. Bitumen	075659.51N 0804323.56E	THR ELEV 194M
22		1789 X 46		075744.65N 0804400.51E	THR ELEV 198M

**VCCS AD 2.14 APPROACH AND RWY LIGHTING**

Nil

**VCCS AD 2.17 ATS AIRSPACE**

1.	Designation and lateral limits	Sigiriya CTR A Circle of 10NM radius centered 075728N 0804347E
2.	Vertical Limits.	SFC to 4000FT ALT
3.	Airspace Classification	D
4.	ATS Unit Call sign Language(s)	Sigiriya Tower English
5.	Transition Altitude	11,000 FT (3350M)
6.	Remarks.	Controlling Authority: SLAF

**VCCS AD 2.18 ATS COMMUNICATION FACILITIES**

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Sigiriya Tower	118.9 MHz	HO	Controlling Authority: SLAF
DDF	Sigiriya Tower	118.9 MHz	HO	

**VCCS AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Nil

**VCCS AD 2.24 CHARTS RELATED TO SIGIRIYA AERODROME**

Nil

<b>VCCT – TRINCOMALEE / China-bay</b>
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**VCCT AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Trincomalee
2.	Name of Aerodrome	China-bay
3.	ICAO Location Indicator	VCCT

**VCCT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	083224N 0811104E
2.	Direction and distance from (city)	240 <sup>0</sup> , 6NM from Trincomalee Town
3.	Elevation / Reference temperature	2M(7FT) / 32.4 <sup>0</sup> C
4.	MAG VAR	2 <sup>0</sup> W (2017)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel : 94-11-2441044 Tele Fax: 94-11-2343969 Telex: 21721 COMMAIR CE
6.	Types of traffic permitted (IFR/VFR)	IFR / VFR
7.	Remarks	Detailed information on TRINCOMALEE/China-bay aerodrome may be obtained from SLAF/HQ

**VCCT AD 2.3 OPERATIONAL HOURS.**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other traffic.

**VCCT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates THR Geoid undulation (GUND)	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
06	-	2168 X 32	PCN 38/F/D/Y/T	083203.08N 0811022.19E	1.68M
24	-	2168 X 32		083238.74N 0811122.74E	3.60M



**VCCV - VAVUNIYA / Vavuniya****VCCV AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Vavuniya
2.	Name of Aerodrome	Vavuniya
3.	ICAO Location Indicator	VCCV

**VCCV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	084427.60N 0802952.20E
2.	Direction and distance from (city)	170 <sup>0</sup> , 0.79NM from Vavuniya town
3.	Elevation / Reference temperature	91M(299FT) / 31.4 <sup>0</sup> C
4.	MAG VAR	2 <sup>0</sup> , W (2005)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel: +94-11-2441044 Telex: 21721 COMMAIR CE Tele Fax: +94-11-2343969
6.	Types of traffic permitted (IFR/VFR)	IFR / VFR
7.	Remarks	Detailed information on VAVUNIYA aerodrome may be obtained from SLAF/HQ

**VCCV AD 2.3 OPERATIONAL HOURS**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other TFC

**VCCV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
05		1526 X 46	Strength not evaluated. Bitumen	084408.82N 0802935.81E	THR ELEV 96.4M
23		1526 X 46		084446.35N 0803008.54E	THR ELEV 96.1M

**VCCV AD 2.14 APPROACH AND RWY LIGHTING**

RWY LGT – Electric Flare Path



**VCCW - WIRAWILA****VCCW AD 2.1 AERODROME LOCATION INDICATOR AND NAME:**

1.	Location Name	Wirawila
2.	Name of Aerodrome	Wirawila
3.	ICAO Location Indicator	VCCW

**VCCW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	061500N 0811400E
2.	Direction and distance from (city)	043 <sup>0</sup> , 8.5NM from Hambanthota Town
3.	Elevation / Reference temperature	43M(142FT) / 29.7 <sup>0</sup> C
4.	MAG VAR	2 <sup>0</sup> , W (2005)
5.	AD Administration, address, telephone, tele fax, AFS	Sri Lanka Air Force Headquarters P.O. Box: 594, Colombo, Sri Lanka. Tel: 94-11-2441044 Telex: 21721 COMMAIR CE Tele Fax: 94-11-2343969
6.	Types of traffic permitted (IFR/VFR)	VFR
7.	Remarks	Detailed information on WIRAWILA aerodrome may be obtained from SLAF/HQ.

**VCCW AD 2.3 OPERATIONAL HOURS.**

1.	Aerodrome Administration	HO
2.	Air Traffic Services	HO
3.	Remarks	Military operations only. PPR for other TFC.

**VCCW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation RWY NR.	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates	THR elevation and highest elevation of TDZ of Precision APP RWY
1	2	3	4	5	6
07		1225 X 30	Strength not evaluated. Bitumen	-	
25		1225 X 30		-	

**VCCW AD 2.14 APPROACH AND RWY LIGHTING**

Nil



**VCRI - MATTALA / Mattala Rajapaksa Intl Airport****VCRI AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

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

**VCRI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP co-ordinates and site at AD	061704.08N 0810726.86E (RWY Mid Point)
2.	Direction and distance from (city)	9NM, Bearing 001 <sup>0</sup> , from Hambantota town.
3.	Elevation / Reference temperature	48M / 31.0 <sup>0</sup> C
4.	Geoid Undulation at AD ELEV PSN	(-)97M
5.	MAG VAR / Annual change	2 <sup>0</sup> W (2017) / Negligible
6.	AD Administration, address, telephone, Tele fax, AFS	Airport & Aviation Services (S. L) (Private)Ltd, Mattala Rajapaksa International Airport, Mattala, Sri Lanka. Tel : +94-47-2031100 Fax : +94-47-2031133 AFS : VCRIYDYX e-mail : ammria@airport.lk
7.	Types of traffic permitted (IFR/VFR)	IFR / VFR
8.	Remarks	Nil

**VCRI AD 2.3 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
11.	Remarks	Nil

**VCRI AD 2.8 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 PCN71/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 (page VCRI AD 2-25)
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	Marshalling services: ACFT Marshalling services requirements should be directed to the ground handling agent

**VCRI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1.	Use of aircraft stand ID signs TWY guide lines and visual docking/parking guidance system of aircraft stands:	TWY guidance system : Nose wheel guidance on TWYs and Apron.  Indicators and ground signalling systems: WDI - Lighted TWY guidance indicators - Lighted Apron guidance indicators - Not Lighted
2.	RWY and TWY markings and LGT:	RWY Centreline 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 Centreline, RWY edge, TWY centreline, 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

**VCRI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates THR Geoid undulation (GUND)	
1	2	3	4	5	
05	045.80° GEO	3500 X 60	PCN 71/F/B/W/T Asphalt	061624.53N 0810645.88E GUND (-) 97.5M	
23	225.80° GEO			061743.63N 0810807.84E GUND (-) 97.5M	
Designations RWY NR	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY		SWY Dimensions (M)	CWY Dimensions (M)
1	6	7		8	9
05	THR : 41.5M	Longitudinal Slope: +0.47 % Transverse slope within 1.5%		Nil	300 X 150 ←
23	THR : 48.5M	Longitudinal Slope : -0.11 % Transverse slope within 1.5%		Nil	300 X 150 ←
Designations RWY NR	Strip Dimensions (M)	RESA Dimensions (M)	Location and description of arresting system	OBST Free Zone	Remarks
1	10	11	12	13	14
05	3620X 300	240 X 150	Nil	Nil	RWY Shoulders: 7.5M either side ←
23	3620X 300	240 X 150	Nil	Nil	

**VCRI AD 2.13 DECLARED DISTANCES**

RWY Designator	Intersection Departures	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6	7
05	-	3500	3800	3500	3500	NIL
23	-	3500	3800	3500	3500	
05	TWY A	1481	1781	1481	-	
05	TWY B	994	1294	994	-	
23	TWY A	2019	2319	2019	-	
23	TWY B	2506	2806	2506	-	

**VCRI AD 2.14 APPROACH AND RWY LIGHTING**

RWY	APCH LGT  Type, Length, INTST	THR LGT  Colour, WBAR	VASIS (MEHT)  PAPI	TDZ LGT  Spacing, Colour, INTST	RWY Centreline LGT  Length, Spacing, Colour, INTST	RWY Edge LGT  Length, Spacing, Colour, INTST	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 -	PAPI both sides 3 <sup>0</sup> MEHT 22.53M	N/A	3500M, 15M, (0M -2600M) - <b>Variable WHITE.</b> (2600M – 3200M) - <b>Alternate RED/WHITE.</b> (3200M-3500M) - <b>RED</b> , LIH	3500M, 60M, (0M-2900M) - <b>WHITE</b> (2900M - 3500M) - <b>AMBER</b> , LIH	RED -	Nil	Nil
23	ICAO CAT I Precision Approach Lighting system. Five cross bars. Five steps brightness change	GREEN GREEN	PAPI both sides 3 <sup>0</sup> MEHT 19.53M	N/A	3500M, 15M, (0M -2600M) - <b>Variable WHITE.</b> (2600M – 3200M) - <b>Alternate RED/WHITE.</b> (3200M-3500M) - <b>RED</b> , LIH	3500M, 60M, (0M-2900M) - <b>WHITE</b> (2900M - 3500M) - <b>AMBER</b> , LIH	RED -	Nil	Nil

**VCRI AD 2.15 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

**VCRI AD 2.16 HELICOPTER LANDING AREA**

- 1) Helicopter operations are allowed at MRJA.
- 2) Engine ground running with rotors turning is not permitted within 200 meters of other ACFT, motor vehicles or building:
- 3) Ground and air taxiing of helicopters have to be done using existing TWY system with the permission of ATC.

**VCRI AD 2.17 ATS AIRSPACE**

1.	Designation and lateral limits	<b>MATTALA - CTR.</b> An airspace bounded 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 0811407.11E, 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 Class D to Class C.

**VCRI AD 2.18 ATS COMMUNICATION FACILITIES**

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Mattala Approach	124.35MHz	H24	Controlling Authority: AASL
TWR	Mattala Tower	119.85MHz		
SMC	Mattala Ground	121.70MHz		

**VCRI AD 2.19 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 0810803.05E	GP Angle 3 deg , EM A0/A2 Ref. Datum 15.64M (51.3FT)
ILS DME RWY 23	IME	CH 32X	H24	061733.12N 0810803.05E	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