VCBI - KATUNAYAKE / Bandaranaike Intl Airport Colombo

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) / 32.7° 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 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo Handling Facilities	Cargo terminals (import / export) floor area 7785m^2, 20 forklifts, and weighing facility up to 25,000 kg. ETV facility, cold room (5^0 C) and freezer room (-20^o C) of area 77m^2 each, bonded area, custom strong room and animal room available. Total room capacity 9100m^2
2.	Fuel / Oil Types	Fuel: : **Lanka Aviation Turbine Fuel (Jet A -1)** - No limitation. **Aviation Gasoline (AVGAS 100LL)** - On request Oil grades: Required grades of oil and lubricants could be made available with prior notice to Caltex Lanka Lubricants Ltd, Sri Lanka.
3.	Fuelling Facilities / Capacity	One No. "AEC Mandator" 14,000 IG 600 GPM Refueller One No. "BENZ / ROHR" 19,000 IG 600 GPM Refueller One No. Scania 13200 IG 600 GPM Refueller. One No. Scania 2200 IG 270 GPM Refueller. One No. Scania 8800 IG Bridger unit. Two Nos. UD-Nissan 8800 IG Bridger units. Six Nos. Isuzu Hydrant Dispenser 700 GPM. Two Nos. ASOK LEYLAND Hydrant Dispensers 700 GPM. Refuelling by means of hydrant dispenser also available with 49 Nos. hydrant pits available on the apron.
4.	Hanger space for visiting aircraft	Sri Lankan Airlines Ltd can provide hanger space whenever slots are available, one hanger unheated and one end open, to accommodate either one B747 or L1011 aircraft or equivalent
5.	Repair facilities for visiting aircraft	Sri Lankan Airlines Ltd can provide repair facilities for sheet metal, Fiberglas, interior painting, electrical wiring, cable, and safety equipment and for limited aircraft components.
6.	Remarks	a). Sri Lankan Airlines Ltd the designated handling agent provides technical handling to all visiting carriers. b) Sri Lankan Airlines Ltd can provide Oxygen and Nitrogen for Servicing of Aircraft, Recharging of Cylinders on B747, L1011, B737, A320, A330, and A340. c) Sri Lankan Airlines Ltd Engineering has the capability to provide Certification to the following types of aircraft - A320-200 with IAE V2500 or CFM 56 Engines. - A340-300 with CFM 56 Engines. - A310-200/300 with P&W 4152 Engines – Limited resources - A330-200 with RR TRENT 700 and CF6-80E Engines

VCBI AD 2.5 PASSENGER FACILITIES

1.	Hotels	City hotels by prior arrangements. Day rooms at the airport. Five Stars Hotel Counters available at the ARR Lobby.
2.	Restaurants	Available both in transit and public area.
3.	Transportation	Limousine, taxies to city, buses, railway and rent a car services, car hiring agencies / Travel Agents.
4.	Medical Facilities	First aid & Ambulance available at airport. Negombo General Hospital - 10km Ragama General Hospital - 19km SLAF Hospital - WI AD Site Seeduwa - 5 km
5.	Bank and Post Office	Available at Airport
6.	Tourist Office	Available at Airport
7.	Remarks	Snack bars, Shops available in the passenger both ARR and DEP lobby areas. Duty-free shops at both ARR and DEP transit areas. Bond baggage service, Left luggage service, Passenger assistance service, Passenger meeting service, Day room facility, shower facility available at specified rates.

VCBI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	Cat 9 (No facilities for foaming of RWY)
2.	Rescue equipment	Adequate rescue and fire fighting vehicles equipment and personnel available.
3.	Capability for removal of disabled aircraft	No standard aircraft removal equipment available. However, the following standard maintenance equipment are available for emergency use. a) Hydraulic jacks available for emergency use. b) Fork lifts with capacity 2000KG. c) Cranes with capacity 20 tons. d) Air Lifting Bags – Maximum lifting capacity up to 66,423 Kg.

VCBI AD 2.7 SEASONAL AVAILABILITY – CLEARING

AD Available throughout the year

VCBI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1.	Designation , Surface and Strength of Aprons	Surface : Apron A, B, C , D and E Concrete Strength : Ref : Aircraft Parking / Docking Chart (Page VCBI AD 2 – 37)
2.	Designation, width, Surface and Strength and Shoulders of Taxiways	Width : TWYs A, B, C, D, E , E3 and P - 30M TWY E1 and E2 - 42M Surface : TWYs A, B, C, D, E ,E1 , E2 , E3 and P- Asphalt Strength : TWYs A, B, C, D, E - PCN 85/F/B/X/T TWY E1 , E2 and E3 – PCN 95/F/B/X/T TWY P - PCN 82/F/B/X/T Shoulders : TWYs A, B, C, D, E, - Asphalt paved 7.5M either E1, E2, E3 and P & side and grass shoulders.
3.	Location and Elevation of Altimeter Checkpoints	Location : At Apron Elevation : 9.1M (29.9FT)
4	Location of VOR Checkpoints	1. **Ground check point RWY04** Location : TWY E, COORD : 071007N 0795232E, DME distance: 0.59NM, DVOR Radial : 045.0^0 KAT 2.**Ground check point RWY22** Location : TWY A, COORD : 071133N 0795338E, DME distance: 2.39NM, DVOR Radial : 041.6^0 KAT
5	INS Checkpoints	See Aircraft Parking /Docking Chart (Page VCBI AD 2-37)
6.	Remarks	An isolated parking stand located on the TWY P, 100M from TWY B towards TWY C is available to serve emergency requirements. Ref. Aerodrome chart (Page VCBI AD 2-35)

VCBI 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 signaling devices**: WDI – Lighted TWY Guidance Indicators – Lighted Apron Guidance Indicators – Lighted (Contd… on page VCBI AD 2-7a)
2.	RWY and TWY markings and LGT:	**RWY :** Designation, THR, TDZ, Centre line, Edge, End, TORA signs, Pre-Threshold, Fixed Distance, marked and lighted as appropriate. **TWY** : Centre line, Edge and holding positions at all TWY/RWY intersections, marked and lighted as appropriate.
3	Stop Bars	TWY A and E - 120M from RWY Centre line TWY B,C and D - 90M from RWY Centre line
4	Remarks	See also page VCBI AD 2-37 and VCBI AD 2-39 for taxiing to and from stand.

VCBI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (CONTD.)

SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM - SAFEGATE

1. **INTRODUTCION**

1.1 **SAFEDOCK Aircraft Docking Guidance System** is a fully automatic aircraft docking guidance system installed at the aircraft parking stands: **A6,A7,A8,A9,B10,B11,B12 and B14** of the Bandaranaike International Airport Colombo.

2. **DESCRIPTION OF THE SYSTEM.**

2.1 The system uses laser scanning technology and it tracks the aircraft signature and the lateral and longitudinal position of the aircraft. This 3D technique ensures that the pilot is provided with the correct stop indication for the aircraft.

2.2 The necessary information for correct aircraft docking such as azimuth guidance, continuous closing rate information, aircraft type etc is shown on a LED-display pane that is clearly visible for both pilot-in-command and co-pilot.

2.3 Following figure **A** shows a rough sketch of the LED Display and laser scanning Unit mounted on the pier building wall in front of each of above parking stands:

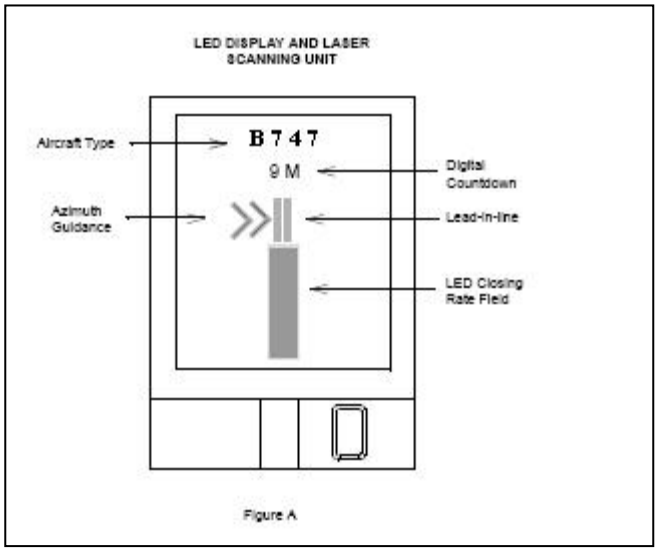


Figure A

DOCKING PROCEDURE.

3.1 The sequence of system operation from the stage of initial approach to the **"STOP"** position is detailed as follows:

Fig.1

a. The pilot identifies the correct parking bay position.

b. The pilot observes that the scrolling yellow arrows are indicating that the system is activated. (see Fig.1)

Note : The pilot shall not enter the Parking stand area unless the scrolling yellow arrows are displayed.

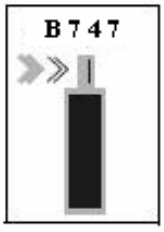


Fig.2

c. The pilot follows the lead in line and checks that the correct aircraft type is displayed.

Note : The pilot shall not enter the parking stand area unless the correct aircraft type is displayed.

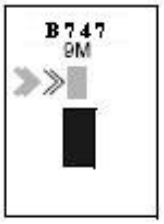


Fig.3

d. On successful capture of the aircraft, the scrolling yellow arrows are replaced by solid yellow closing rate field. (see Fig.2)

Note : The pilot shall not proceed to the bridge unless the scrolling arrows have been superseded by the solid yellow closing rate field.

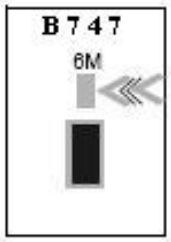


Fig.4

e. The flashing red arrow and solid yellow arrow provide azimuth guidance information . The flashing red arrow shows which direction to steer while the solid yellow arrow gives an indication how far the aircraft is off the centreline. (see Fig.3)

Fig.5

f. When the aircraft is 12m from the stop position, the system starts displaying closing rate information. " Distance to go" is indicated by turning off one row of LEDs for every 0.5m that the aircraft advances towards the stop position. From 9m to the stop position, the yellow digital closing rate countdown will indicate the distance from the stop position for every 1m. At 2m from the stop position , the display will indicate the distance from the stop position for every 0.2m. (see Fig 3,4 and 5)

g. The aircraft must be identified by the system at least 12m before the stop position. If this does not occur, the system displays **"STOP"** and then **"WAIT"** with two red rectangular fields being lit in the azimuth guidance area of the display. The system will then attempt to identify the aircraft. If successful, the docking procedure will continue. If not, **"WAIT"** will be replaced with **"STOP"**. (see Fig. 9 and 10)

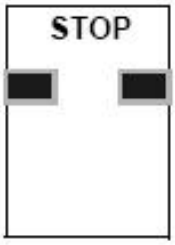


Fig.6

h. If the `aircraft is approaching faster than the accepted speed, the system will show **"SLOW DOWN"** as a warning.(see Fig.11)

i.. When the correct stop position is reached, all of LEDs for the closing rate field will be off, the word **"STOP"** will appear in the display and two red rectangular fields will light in the azimuth guidance area of the display. (see Fig 6).

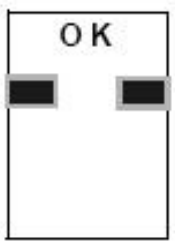


Fig. 7

j. If the aircraft stops in the correct position, "OK" will be displayed after a few seconds. (see Fig.7)

k. If the aircraft has gone past the correct stop position, the display will show **"T-FAR"** (too far).(see Fig 8)

Note: To avoid overshooting pilots are advised to approach the stop position at the minimum speed and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the **"STOP'**

Fig.8

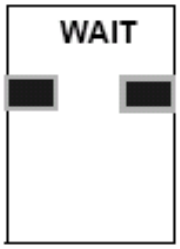


Fig. 9

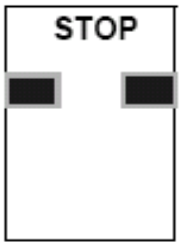


Fig.10

Fig.11

4. **PROCEDURE TO BE FOLLOWED DURING A VDGS FAILURE.**

4.1 If a failed VDGS is observed, marshaller will guide the aircraft manually into the respective parking stand. The pilot is to follow the marshaller.

VCBI AD 2.10 AERODROME OBSTACLES

In approach / TKOF areas			In circling area at AD		
RWY / Area affected	**Obstacle type Elevation Marking/LGT**	**Co-ordinates**	**Obstacle type Elevation Marking/LGT**	**Co-ordinates**	**Remarks.**
a	b	c	a	b	Nil
Obstacles in the APCH / TKOF areas, Circling area and at the aerodrome are shown on the AOC and IAC					

VCBI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	KATUNAYAKE/Bandaranaike International Airport Colombo
2.	Hours of Service MET Office outside hours:	H24 -
3.	Office responsible for TAF preparation: Period of validity.	KATUNAYAKE/Bandaranaike International Airport Colombo. 9, 24HR
4.	Type of landing forecast intervals of Issuance	TREND+
5.	Briefing/Consultation provided	P, T, D, U, C
6.	Flight Documentation: Language(s) used:	C, TB English
7.	Charts and other information available for briefing consultation	S, U, P, W
8.	Supplementary equipment available for providing information	APT, WXR
9.	ATS Units provided with information	Colombo FIC / RCC / TWR
10.	Additional information	Tel : 94 11 2252721 (Direct line), 94 11 2263924/5 - Duty meteorologist 94 11 2263926 - Communication. 94 11 2263927 - Briefing Office 94 11 2263928 - Observatory (Met farm) Fax : 94 11 2252319 +Routine

P - Personal consultation / Prognostic upper air chart
T - Telephone
C - Charts
D - Self Briefing
TB - Tabular forms
U - Upper air analysis (current chart)
W - Significant weather chart
S - Surface analysis (current)
WXR - Weather radar
APT - Receiver for Satellite cloud picture.

VCBI 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
04	037.54° GEO	3350 X 45	PCN 85/F/B/X/T Asphalt (Stone Mastic Asphalt)	071009.08N 0795228.51E GUND (-)98.3M
22	217.54° GEO			071135.68N 0795334.87E GUND (-)98.3M

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
04	THR - 7.56M TDZ - 8.06M	Longitudinal Slope : (0M - 2500M) : + 0.06% (2500M - 3350M) : - 0.1% Transverse slope within 1.5%	Nil	260 X 180
22	THR - 8.31M TDZ - 9.16M	Longitudinal Slope: (0M - 850M) : + 0.1% (850M – 3350M) : - 0.06% Transverse slope within 1.5%	Nil	289 X 180

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
04	3470 X 200	240 X 150	Nil	Nil	RWY Shoulders : 15M either side
22	3470 X 200	200 X 150	Nil	Nil	**RWY 04/22 CLOSED BTN 0900- 1130 (UTC) ON EVERY WED FOR SKED MAINT**

VCBI 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
04	-	3350	3610	3350	3350	NIL
22	-	3350	3639	3350	3350	NIL
04	TWY C	2000	2260	2000	-	NIL
04	TWY D	2514	2774	2514	-	NIL
22	TWY B	2500	2789	2500	-	NIL
22	TWY C	1350	1639	1350	-	NIL

VCBI AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT Type, LEN, INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre line LGT Length, Spacing, Colour, INTST	RWY Edge LGT LEN, spacing, Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (M) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	ICAO CAT I & II including Centre line Barrette Side row RED & WHITE Barrette & five cross bars (LED) , 900M , LIH	GREEN Available	PAPI Both Sides/ 3° (18.8M)	900M	3350M, 15M, (0M -2450M) - Variable WHITE (2450M-3050M) - Alternate RED / WHITE. (3050M-3350M) - RED (LED) , LIH	3350M, 30M, (0M-2750M) WHITE (2750M-3350M) AMBER (LED) , LIH	RED -	Nil	Nil
22	ICAO CAT I & II including Centre line Barrette Side row RED & WHITE Barrette & five cross bars(LED) , 900M , LIH	GREEN Available	PAPI Both Sides/ 3° (19.2M)	900M	3350M, 15M, (0M -2450M) - Variable WHITE. (2450M – 3050M) - Alternate RED / WHITE. (3050M-3350M) - RED (LED) , LIH	3350M, 30M, (0M-2750M) WHITE (2750M-3350M) AMBER (LED) , LIH	RED -	Nil	Nil

VCBI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN / IBN location, characteristics and hours of operation	ABN : At TWR Building FLG ALTN (6) W & (6) G EV 5 SEC, HO IBN : Nil
2.	LDI location and LGT Anemometer location and LGT	Nil Anemometer : Fixed with wind wane, 120M from RWY centre line close to PAPI site on both RWY 04 and 22. - Lighted.
3.	TWY edge and TWY centre line LGT	Edge LGT : All TWYs - Blue Centre line LGT : TWYs - A,B,C,D, E - Yellow and Green TWY P - Green
4.	Secondary power supply / switch over time	Switch over time: 0 SEC for CAT I & CAT II
5.	Remarks	UPS power connected to both RWY 04 and 22 substations.

VCBI AD 2.16 HELICOPTER LANDING AREA

1. All Aprons are considered as Helicopter parking positions and ATC will allocate parking stands based on availability.

2. Engine ground running with rotors turning is not permitted within 200 M of other ACFT, motor vehicles or building.

3. Where ground taxing or air taxing is involved existing TWY system is to be utilized.

VCBI AD 2.17 ATS AIRSPACE

1.	Designation and lateral limits	**COLOMBO CTR**. An airspace bounded laterally by; i). Two lines parallel to, and 10NM on either side of the two points P1 and P2 as follows: P1 - 7.8NM, Brg.220°M from KAT VOR and, P2 - 21.1NM, Brg.040°M from KAT VOR ii). A semi-circle 10NM radius with point P2 as centre through NE iii). A quadrant of circle with P1 as the centre from 220°M to 310°M and, iv). The major segment of a circle 10NM radius centred on RATMALANA/ Colombo Intl. Airport Ratmalana ARP coord: 064923N 0795306E to join the quadrant of the circle in item **(iii)** and the Southern line in item **(i).**
2.	Vertical Limits.	SFC to 4000FT ALT
3.	Airspace Classification	**C**
4.	ATS Unit Call sign Language(s)	Colombo Tower English
5.	Transition Altitude	11000FT
6.	Remarks.	KATUNAYAKE/Bandaranaike Intl Airport Colombo CTR and RATMALANA/ Colombo Intl. Airport Ratmalana CTR have been combined. Also refer Colombo Area chart.

VCBI AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Colombo Approach	120.9 MHz	H24	Controlling Authority: AASL * Stand-by FREQ
TWR	Colombo Tower	118.7 MHz *123.8 Mhz		
	SMC	121.9 MHz		
RADAR	Colombo Director	132.4 MHz		
ATIS	Bandaranaike International Airport Information	127.2MHz		

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^{o}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
OM RWY 04		75MHz	H24	070728.09N 0795025.29E	3.45 DME / IKW 1.3W, EM: A0/A2
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

VCBI AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

AD is restricted to aircraft capable of maintaining two way radio communications with ATC Colombo.

1.1 **Local Flying Restrictions**

a). Non-Scheduled and private flights PPR as per para 3 of sub section **GEN 1.2**

b). Traffic circuits: RWY 04 & 22 both LEFT and RIGHT as appropriate. Circuit ALT 1500FT.

c). Pilots intending to conduct local flights are required to obtain prior permission from DGCA.

d). Local flights overlying KATUNAYAKE / Bandaranaike Intl. Airport Colombo below FL 130 will be required to use the QNH values issued from Colombo Tower

2. Taxing To/From Stands

See Aerodrome and Aircraft/Parking Docking Charts.

3 Parking Area For Small Aircraft (General Aviation)

Not specified.

4 Parking Area For Helicopters

Not specified.

5 Apron-Taxing During Winter Condition

Not applicable.

6. Taxing Limitations

Nil.

7 Special Procedure For Push Back And Start-Up

7.1 Aircraft departing KATUNAYAKE / Bandaranaike Intl Airport Colombo shall adhere to the procedure for push back and assignment of flight levels.

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

7.3 Pilots shall use the correct phraseology as specified in para 7.4 when requesting clearance to push back in order to avoid confusion.

7.4 When an aircraft is ready to push back and start within Five (5) minutes, the Pilot shall notify ATC using the following phraseology.

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

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

7.6 Once the ATC clearance is accepted by the pilot; the aircraft must be pushed back within Five (5) minutes. The ATC clearance will be cancelled after five (5) minutes grace period.

7.7 At the end of the push back, the departing aircraft must have all engines started and be ready to taxi immediately, unless otherwise instructed by ATC.

7.8 An ATC clearance once issued to a departing aircraft as per para 7.5 may be cancelled under the following circumstances:

a). The aircraft is unable to push back still on expiry of the grace period as per para 7.6 unless authorized by ATC.

b). After pushing back, the pilot advises that the aircraft is returning to the bay.

c). If the aircraft is unable to commence / continue taxing due to an operational or technical reason.

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

7.10 After a cancellation of an ATC clearance already issued, the pilot of such aircraft will follow the same procedure laid down in paras 7.4 to 7.7.

8 School And Training Flights- Technical Test Flights- Use of Runways

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

9. Removal of Disabled Aircraft From Runways

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

10. Ground Handling Facilities And Services

10.1 **Designated Agency:**

Sri Lankan Airlines is the designated agency responsible for the provision of ground handling facilities and services for all aircraft operating to / from KATUNAYAKE/Bandaranaike Intl. Airport Colombo. It is therefore necessary that the operator should arrange with Sri Lankan Airlines for the ground handling of aircraft before landing.

Such arrangements should be made known to the Director General of Civil Aviation, Sri Lanka.

Website:

www.srilankan.com/ground-handling/welcome.htm

11. Aircraft Parking, Marshalling and Towing.

11.1 All aircraft parking bays and aero-bridges are allocated by the tower controller with regard to aircraft type involved and the prevailing or anticipated traffic situation.

11.2 Only Nose- in parking is permitted.

11.3 All ARR/DEP aircraft irrespective of their size should make use of Marshalling Services, which will be provided by SriLankan Airlines.

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

IL18, IL62, IL86, AN12, AN26, AN124.

VCBI AD 2 . 21 NOISE ABATEMENT PROCEDURES

1. It is mandatory requirement to have a Noise Certificate on board of the all aircraft arriving at VCBI.

VCBI AD 2.22 FLIGHT PROCE-DURES

1 Radar Services and Procedures

1.1 Aircraft will be vectored and sequenced to the appropriate final approach track (ILS, VOR) to ensure an expeditious flow of traffic. Radar vectors and flight levels / altitudes will be issued as required in order to maintain the correct landing intervals considering all factors including aircraft characteristics.

2 RNAV-1 (GNSS) SIDs and STARs

2.1.1 The RNAV-1(GNSS) SIDs and STARs are designed in accordance with the ICAO RNAV-1(GNSS) Departure and Arrival criteria as stipulated in the ICAO PANS-OPS (Doc 8168) Volume II.

2.1.2 The SID/STAR specific phraseologies incorporated in PANS-ATM (DOC 4444) Amendment 7-A are adopted as detail in subsection ENR 1.1, para 19.

→ 2.1.3 For RNAV-1 (GNSS) operations, aircraft shall be GNSS equipped and the navigation systems shall meet ICAO RNAV-1 standard of accuracy or equivalent and should have received suitable approvals for RNAV-1 operations.

→ 2.1.4 Operators/pilots who are not approved to fly RNAV-1 (GNSS) SIDs and STARs shall inform ATC and expect conventional route structure where applicable or expect radar vectors.

→ 2.1.5 Pilots shall adhere to altitude, speed, rate of climb and bank angle requirements depicted on the charts except when alternate instructions are received from ATC.

2.2 CONTINGENCY PROCEDURE

2.2.1 In the event of an aircraft experiencing degradation or failure of RNAV-1 System or GNSS signal, the pilot will notify the ATC of same and request a revised clearance.

2.2.2 Aircraft experiencing adverse weather and is likely to impact the aircraft's adherence to the cleared procedure, pilot will notify the ATC of same and request a revised clearance.

2.3 RNAV-1 (GNSS) STANDARD INSTRUMENT DEPARTURES (SIDs)

2.3.1 RNAV -1 (GNSS) SID is a planned ATC departure procedure published in graphic and textual form for the use of pilots and controllers.SID facilitates transition from the terminal to the appropriate route on en-route structure.

2.3.2 The RNAV-1 (GNSS) SIDs established for RWY04 and RWY22 are detailed in this section (VCBI AD2)

2.3.3 Departing aircraft approved for RNAV-1 operations shall receive appropriate RNAV-1 (GNSS) SID along with ATC clearance from Tower controller before pushback or start-up as detailed in below tables.

RNAV-1 (GNSS) SID RWY 04

ATS RTE	Transition at WPT	Transition RTE	RNAV-1 (GNSS) SID Identifier
P762	ESPAP	DORTA DCT ESPAP	DORTA 2D
L645	BIDAP	OLSAR DCT BIDAP	OLSAR 2D
P570	VEVET	DUDAL DCT VEVET	DUDAL 2D
-	-	-	RUPOK 2D
-	ATETA	-	ATETA 2D(AVBL only for ACFT proceeding to Tiruchirappalli AP (VOTR) and/or ACFT route via TTR to other DEST. RMK/FPL route : ATETA-T4 TTR
R461	DEMON	No Transition Route	DEMON 2D
P570	BASUR	No Transition Route	BASUR 2D
M512	ANIVE	LALUM DCT ANIVE	LALUM 2D

RNAV-1 (GNSS) SID RWY 22

ATS RTE	Transition at WPT	Transition RTE	RNAV-1 (GNSS) SID Identifier
P762	ESPAP	DORTA DCT ESPAP	DORTA 1D
L645	BIDAP	OLSAR DCT BIDAP	OLSAR 1D
P570	VEVET	DUDAL DCT VEVET	DUDAL 1D
-	-	-	ANUTI 1D
-	ATETA	-	ATETA 1D(AVBL only for ACFT proceeding to Tiruchirappalli AP (VOTR) and/or ACFT route via TTR to other DEST. RMK/FPL route : ATETA-T4-TTR
R461	DEMON	No Transition Route	DEMON 1D
P570	BASUR	No Transition Route	BASUR 1D
M512	ANIVE	LALUM DCT ANIVE	LALUM 1D

2.3.4 Radio Communication Failure Procedure

In the event of a radio communication failure during RNAV-1 GNSS SIDs, the pilots are expected to follow the respective radio communication failure procedure specified on just after appropriate coding tables

2.3.5 Flight Planning Procedure

Operators of aircraft approved for RNAV-1 operations shall include appropriate indication of RNAV-1 (GNSS) SID procedure in item 15 of the flight plan.

Ex. DORTA1D DORTA DCT ESPAP P762 DWI L301 TANEK DCT PASTO ……

2.4 RNAV-1 (GNSS) STANDARD INSTRUMENT ARRIVALS (STARs)

2.4.1 RNAV-1 (GNSS) STAR is a planned ATC Arrival procedure published in graphic and textual form for the use of pilots and controllers. STAR facilitates transition from a waypoint on the ATS route to Initial Approach Fix.

2.4.2 The RNAV-1 (GNSS) STARs established for RWY04 and RWY22 are detailed in this section (VCBI AD2)

2.4.3 Arriving aircraft approved for RNAV-1 operations shall receive arrival clearance from ATC on the appropriate RNAV-1 (GNSS) STAR as detailed in below tables.

RNAV-1 (GNSS) STAR RWY 04

ATS RTE	Transition at WPT	Transition Route	RNAV-1 (GNSS) STAR Identifier
P762	ESPAP	ESPAP DCT DORTA	DORTA 2A
L645	BIDAP	BIDAP DCT OLSAR	OLSAR 2A
P570	VEVET	VEVET DCT DUDAL	DUDAL 2A
-	-	-	ANUTI 2A
A465	SAGOR	No Transition Route	SAGOR 2A
G325	IDIBI	No Transition Route	IDIBI 2A
M641/N640	BIKOK	No Transition Route	BIKOK 2A
M512	ANIVE	ANIVE DCT LALUM	LALUM 2A

RNAV-1 (GNSS) STAR RWY 22

ATS RTE	Transition at WPT	Transition Route	RNAV-1 (GNSS) STAR Identifier
P762	ESPAP	ESPAP DCT DORTA	DORTA 1A
L645	BIDAP	BIDAP DCT OLSAR	OLSAR 1A
P570	VEVET	VEVET DCT DUDAL	DUDAL 1A
-	-	-	RUPOK 1A
A465	SAGOR	No Transition Route	SAGOR 1A
G325	IDIBI	No Transition Route	IDIBI 1A
M641/N640	BIKOK	No Transition Route	BIKOK 1A
M512	ANIVE	ANIVE DCT LALUM	LALUM 1A

2.4.4 Radio Communication Failure Procedure

In the event of a radio communication failure during RNAV-1 GNSS STARs, the pilots are expected to follow the procedures given below:

a) Set transponder to Mode A/C, Code 7600.

b) Continue on the cleared RNAV-1 (GNSS) STAR to IAF, join ILS Z RWY22 or RWY04 as appropriate and land.

2.4.5 Flight Planning Procedure

Operators of aircraft approved for RNAV-1 operations shall include appropriate indication of RNAV-1 (GNSS) STAR procedure in item 15 of the flight plan.

Ex. ……..... PASTO L301 DWI P762
ESPAP DCT DORTA DORTA2A

→ **3 RNP 1 INSTRUMENT APPROACH PROCEDURE FOR RWY22 AND RWY04**

3.1 The RNP 1 Instrument Approach Procedure established for RWY04 is detailed in VCBI AD2-97 through VCBI AD2-99.

3.2 The RNP 1 Instrument Approach Procedure established for RWY22 is detailed in VCBI AD2-101 through VCBI AD2-103.

4 ILS Z or LOC INSTRUMENT APPROACH PROCEDURE FOR RWY04 AND RWY22 ←

4.1 The ILS Z or LOC Instrument Approach Procedure established for RWY04 is detailed in VCBI AD2-105 through VCBI AD2-107.

4.2 The ILS Z or LOC Instrument Approach Procedure established for RWY22 is detailed in VCBI AD2-109 through VCBI AD2-111.

5. RADAR DEPARTURE PROCEDURES FOR RWY04 AND RWY22 ←

5.1 The Radar Departure 2L, Radar Departure 2R and Radar Departure 2S for RWY04 is detailed in Page VCBI AD2-43.

5.2 The Radar Departure 1L, Radar Departure 1R and Radar Departure 1S for RWY22 is detailed in Page VCBI AD2-43.

5.3 Radio Communication Failure Procedure

5.3.1 In the event of a radio communication failure for Radar Departure, the pilots are expected to follow the procedures specified on the Radar Departure Chart.

6. WGS-84 Co-ordinates of RNAV-1 SIDs and STARs, ILS Z and RNP1 Approach Way-Points for RWY 04

Way Point Identifier	Latitude/ Longitude
BI700	07°01'33.6"N 079°55'12.4"E
BI701	07°07'04.7"N 079°59'26.1"E
BI702	07°21'45.9"N 080°10'45.7"E
BI703	07°35'11.0"N 080°48'26.3"E
BI704	07°41'55.7"N 081°07'27.2"E
BI712	07°06'57.2"N 080°05'41.0"E
BI714	07°06'32.8"N 080°25'40.7"E
BI715	07°07'13.9"N 080°38'14.9"E
BI716	07°08'02.9"N 080°53'24.5"E
BI717	07°09'07.5"N 081°13'34.7"E
BI725	07°03'26.1"N 080°38'14.3"E
BI726	06°59'54.3"N 080°52'27.3"E
BI727	06°55'02.6"N 081°11'59.4"E
BI731	07°01'33.5"N 079°57'56.3"E
BI732	06°55'04.7"N 080°03'43.9"E
BI733	06°48'09.3"N 080°12'50.4"E
BI740	06°56'08.6"N 079°26'51.2"E
BI741	06°37'19.1"N 079°03'03.5"E
BI742	06°24'48.4"N 078°47'16.5"E
BI753	07°47'55.1"N 079°05'30.7"E
BI761	07°10'37.1"N 079°43'29.8"E
BI762	07°13'47.3"N 079°45'56.2"E
BI764	07°40'30.9"N 079°47'38.0"E
BI765	08°09'20.0"N 079°38'22.4"E
BI766	08°28'29.8"N 079°32'12.2"E
BI774	07°30'09.0"N 079°58'37.5"E
BI775	07°40'10.3"N 079°59'02.7"E
BI776	08°10'16.0"N 080°00'18.5"E
BI777	08°30'15.7"N 080°01'09.0"E
BI850	07°12'20.9"N 079°58'33.3"E
BI851	07°13'12.4"N 080°04'11.1"E
BI852	07°14'17.2"N 080°11'21.3"E
BI853	07°16'32.3"N 080°26'16.7"E
BI854	07°20'52.0"N 080°38'17.1"E
BI855	07°25'35.6"N 080°51'38.6"E
BI856	07°32'22.0"N 081°10'40.4"E
BI865	07°17'58.6"N 080°53'03.3"E
BI866	07°19'02.4"N 081°13'11.1"E
BI873	07°00'37.5"N 080°08'00.8"E
BI874	06°57'36.9"N 080°20'11.9"E
BI875	06°55'14.7"N 080°29'46.1"E
BI876	06°50'09.8"N 080°49'48.3"E
BI877	06°45'16.2"N 081°09'23.4"E
BI884	06°53'02.1"N 080°17'58.1"E
BI885	06°46'56.9"N 080°25'56.5"E

Way Point Identifier	Latitude/ Longitude
BI900	07°15'59.6"N 079°51'09.1"E
BI901	07°20'45.0"N 079°44'57.0"E
BI902	07°18'04.3"N 079°42'53.3"E
BI903	07°14'10.2"N 079°39'53.2"E
BI904	07°10'06.2"N 079°36'45.5"E
BI905	06°58'07.3"N 079°34'44.9"E
BI906	06°48'14.6"N 079°33'05.5"E
BI907	06°29'23.3"N 079°09'16.1"E
BI908	06°16'52.2"N 078°53'28.8"E
BI915	07°17'01.7"N 079°23'34.6"E
BI916	07°31'18.7"N 078°56'19.7"E
BI922	07°30'40.7"N 079°40'06.0"E
BI923	07°35'57.0"N 079°36'27.7"E
BI924	08°00'46.3"N 079°19'18.5"E
BI933	07°36'57.0"N 079°38'05.5"E
BI934	08°05'59.2"N 079°28'47.2"E
BI935	08°25'12.3"N 079°22'36.9"E
BI940	07°16'35.8"N 079°53'06.7"E
BI941	07°23'12.2"N 079°53'11.1"E
BI942	07°41'01.6"N 079°53'12.7"E
BI943	08°11'01.0"N 079°48'52.6"E
BI944	08°30'56.6"N 079°45'59.4"E
ANUTI	06°38'09.7"N 080°25'40.7"E
ATETA	09°19'06.0"N 079°38'55.0"E
BASUR	07°55'43.0"N 078°09'26.0"E
BIKOK	08°17'06.0"N 078°35'55.0"E
BUSLI	07°05'43.3"N 079°44'45.3"E
DEMON	08°33'25.0"N 078°56'38.0"E
DORTA	07°44'05.0"N 081°28'13.0"E
DUBIM	07°01'33.6"N 079°50'10.7"E
DUDAL	06°45'07.0"N 081°30'25.0"E
GOPRU	07°05'22.3"N 079°48'47.9"E
IDIBI	08°44'18.0"N 079°21'54.0"E
IKONA	07°22'21.0"N 080°01'51.6"E
LALUM	06°08'17.0"N 078°34'28.0"E
LAROD	07°03'38.4"N 079°47'28.0"E
LIKRA	07°06'35.3"N 079°49'44.1"E
OLMID	07°17'41.7"N 079°36'18.2"E
OLSAR	07°15'12.0"N 081°33'44.0"E
PASKU	07°00'55.9"N 079°45'23.1"E
PEBGI	07°06'41.5"N 080°18'38.3"E
RUPOK	06°43'37.3"N 080°30'03.5"E
SAGOR	10°00'00.0"N 080°04'54.0"E

7. WGS-84 Co-ordinates of RNAV-1 SIDs and STARs, ILS Z and RNP1 Approach Way-Points for RWY 22

Way Point Identifier	Latitude/ Longitude
BI401	07°24'52.7"N 080°19'46.3"E
BI402	07°28'36.1"N 080°30'13.3"E
BI403	07°32'12.0"N 080°40'20.1"E
BI404	07°35'02.9"N 080°48'20.8"E
BI405	07°41'47.9"N 081°07'22.4"E
BI413	07°07'52.4"N 080°20'18.7"E
BI414	07°06'32.8"N 080°25'40.7"E
BI415	07°07'14.1"N 080°38'17.9"E
BI416	07°08'03.1"N 080°53'24.8"E
BI417	07°09'07.7"N 081°13'36.7"E
BI425	07°03'25.2"N 080°38'17.7"E
BI426	06°59'54.3"N 080°52'27.5"E
BI427	06°55'02.1"N 081°12'01.4"E
BI433	07°04'38.2"N 080°16'40.9"E
BI434	06°53'18.7"N 080°17'35.7"E
BI435	06°48'40.4"N 080°23'40.6"E
BI452	07°18'36.1"N 079°44'44.0"E
BI453	07°14'40.0"N 079°41'36.3"E
BI454	06°56'09.9''N 079°26'58.2''E
BI455	06°37'28.7"N 079°03'07.9"E
BI456	06°24'49.5"N 078°47'22.3"E
BI462	07°53'04.7"N 079°10'02.5"E
BI471	07°37'28.3"N 080°02'09.0"E
BI472	07°48'13.0"N 079°51'55.7"E
BI473	08°00'20.2''N 079°41'12.6''E
BI474	08°09'11.7''N 079°38'23.2''E
BI475	08°28'22.8"N 079°32'16.2"E
BI482	08°10'19.4"N 080°02'46.8"E
BI483	09°18'52.2"N 080°04'06.6"E
BI551	07°04'41.4"N 079°54'37.2"E
BI552	07°11'19.3"N 079°59'43.1"E
BI554	07°16'34.4"N 080°26'14.0"E
BI555	07°21'35.5"N 080°40'19.5"E
BI556	07°25'36.6"N 080°51'37.5"E
BI557	07°32'22.2"N 081°10'40.7"E
BI565	07°17'13.8"N 080°38'16.5"E
BI566	07°18'25.2"N 081°00'25.4"E
BI567	07°19'06.0"N 081°13'12.8"E
BI572	06°59'34.4"N 080°12'16.5"E
BI573	06°55'14.8"N 080°29'46.1"E
BI574	06°50'16.5"N 080°49'48.0"E

Way Point Identifier	Latitude/ Longitude
BI575	06°45'23.7"N 081°09'24.7"E
BI582	07°00'29.9"N 079°59'16.5"E
BI583	06°48'09.2"N 080°12'50.2"E
BI601	06°53'17.2"N 079°39'31.3"E
BI602	06°29'34.1"N 079°09'23.4"E
BI603	06°17'05.8"N 078°53'34.9"E
BI611	07°10'48.7"N 079°46'37.9"E
BI613	07°16'43.3"N 079°37'00.8"E
BI614	07°34'26.1"N 078°57'21.8"E
BI622	07°17'26.7"N 079°51'44.2"E
BI624	07°27'20.7"N 079°54'57.6"E
BI625	07°35'56.3"N 079°49'06.9"E
BI626	07°53'58.3"N 079°32'31.6"E
BI627	08°03'16.3"N 079°23'57.7"E
BI637	08°05'37.5"N 079°28'45.4"E
BI638	08°24'44.4"N 079°22'33.7"E
BI645	07°37'43.1"N 079°55'14.1"E
BI646	07°51'47.0"N 079°55'37.0"E
BI647	08°10'41.3"N 079°51'58.0"E
ANUTI	06°38'09.7"N 080°25'40.7"E
ATETA	09°19'06.0"N 079°38'55.0"E
BASUR	07°55'43.0"N 078°09'26.0"E
BIKOK	08°17'06.0"N 078°35'55.0"E
DEMON	08°33'25.0"N 078°56'38.0"E
DORTA	07°44'05.0"N 081°28'13.0"E
DUDAL	06°45'07.0"N 081°30'25.0"E
GUPOG	07°15'18.3"N 080°02'47.0"E
IDIBI	08°44'18.0"N 079°21'54.0"E
IGNIL	07°15'08.9"N 079°56'18.9"E
IKONA	07°22'21.0"N 080°01'51.6"E
KADIR	07°18'22.0"N 079°58'47.6"E
LALUM	06°08'17.0"N 078°34'28.0"E
MABAL	07°24'59.3"N 079°49'46.8"E
NUKMA	07°10'44.0"N 080°08'44.3"E
OLSAR	07°15'12.0"N 081°33'44.0"E
ONIKO	07°16'22.5"N 079°57'15.6"E
PASKU	07°00'55.9"N 079°45'23.1"E
RUPOK	06°43'37.3"N 080°30'03.5"E
SAGOR	10°00'00.0"N 080°04'54.0"E
SUMOX	07°21'25.7"N 079°54'48.2"E

VCBI AD 2.23 ADDITIONAL INFORMATION

1 Bird concentrations in the vicinity of the airport

1.1 Normally, concentration of birds crossing aircraft approach path RWY 22 and RWY 04 is experienced at Dawn and Dusk during the month of November through January.

1.2 The occurrence of this hazard to aircraft is intimated to the aircraft by ATC and by issuance of NOTAM

1.3 Pilots are requested to report bird strikes using the prescribed **Bird Strike Incident Reporting Form [CAA/AS/010]** available at the aerodrome AIS unit

VCBI AD 2.24 CHARTS RELATED TO KATUNAYAKE / BANDARANAIKE INTL AIRPORT COLOMBO

AERODROME CHART -ICAO

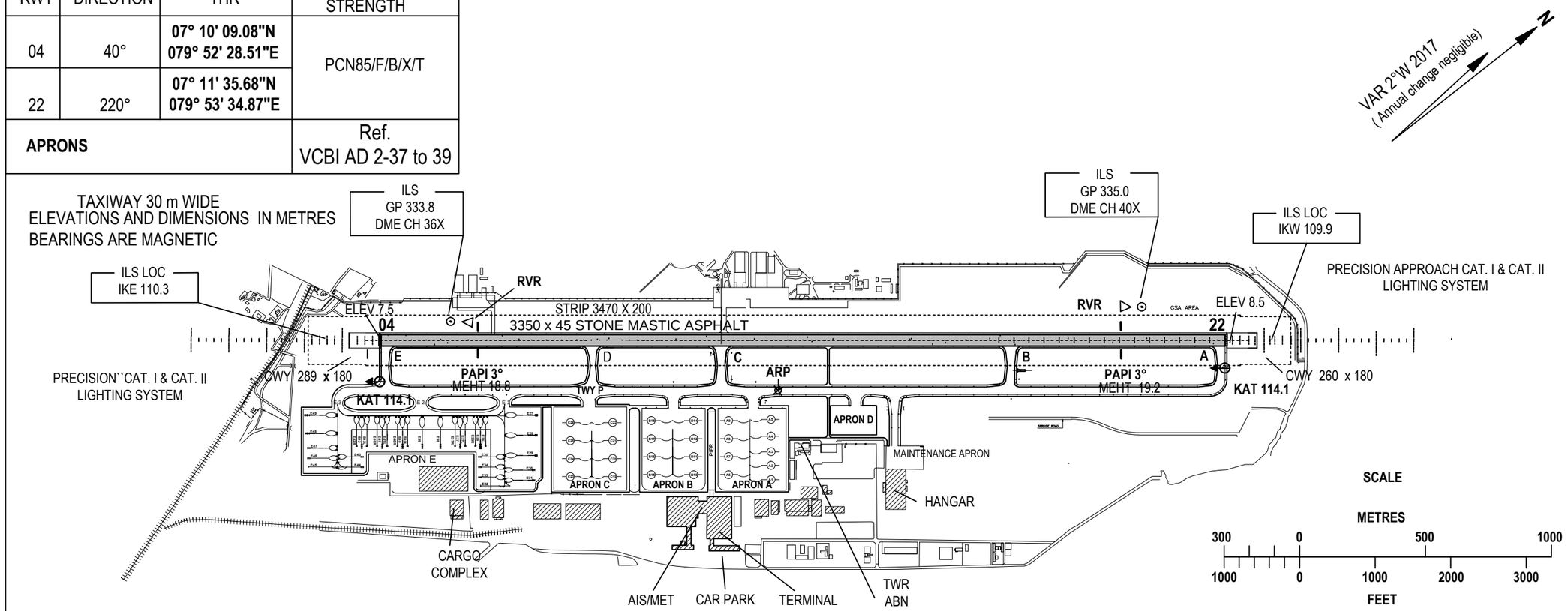
07° 10' 49" N
079° 53' 07" E

ELEV 9m

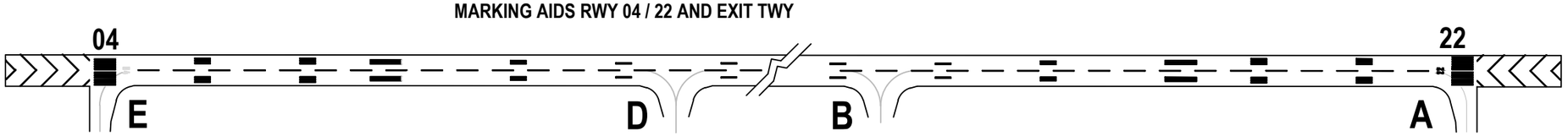
TWR 118.7
SMC 121.9

KATUNAYAKE/BANDARANAIKE INTL. AIRPORT COLOMBO

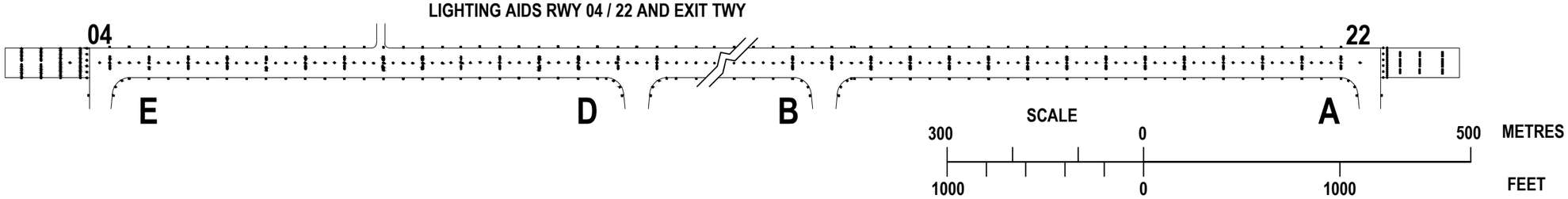
RWY	DIRECTION	THR	BEARING STRENGTH
04	40°	**07° 10' 09.08"N 079° 52' 28.51"E**	PCN85/F/B/X/T
22	220°	**07° 11' 35.68"N 079° 53' 34.87"E**	
APRONS			Ref. VCBI AD 2-37 to 39



MARKING AIDS RWY 04 / 22 AND EXIT TWY



LIGHTING AIDS RWY 04 / 22 AND EXIT TWY



Change -Apron E and TWY P

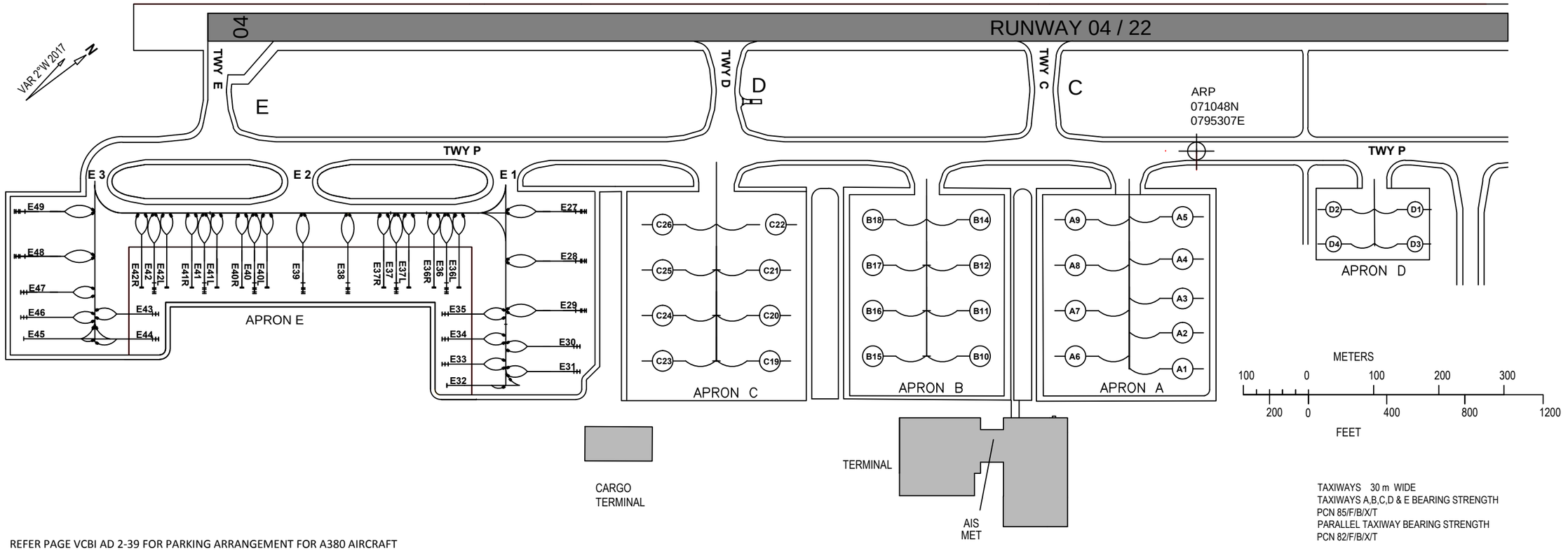
AIRCRAFT PARKING /
DOCKING CHART -ICAO

APRON ELEV
9.0 m

TWR 118.7
SMC 121.9

KATUNAYAKE/BANDARANAIKE INTERNATIONAL
AIRPORT COLOMBO

ELEVATIONS IN METERS



TAXIWAYS 30 m WIDE
TAXIWAYS A,B,C,D & E BEARING STRENGTH
PCN 85/F/B/X/T
PARALLEL TAXIWAY BEARING STRENGTH
PCN 82/F/B/X/T

REFER PAGE VCBI AD 2-39 FOR PARKING ARRANGEMENT FOR A380 AIRCRAFT

PARKING STAND	INS COORDINATES FOR AIRCRAFT STAND	BEARING STRENGTH
APRON A		
A1	07 10 39.91N 079 5313.51E	PCN 64.5/R/B/X/T
A2	07 10 40.54N 079 5312.21E	PCN 64.5/R/B/X/T
A3	07 10 41.93N 079 5310.78E	PCN 64.5/R/B/X/T
A4	07 10 43.12N 079 53 09.22E	PCN 64.5/R/B/X/T
A5	07 10 44.32N 079 53 07.66E	PCN 64.5/R/B/X/T
A6	07 10 33.84N 079 53 08.47E	PCN 64.5/R/B/X/T
A7	07 10 35.02N 079 53 06.75E	PCN 57/R/B/X/T
A8	07 10 36.45N 079 53 04.88E	PCN 45/R/B/X/T
A9	07 10 37.89N 079 53 03.00E	PCN 64.5/R/B/X/T
APRON B		
B10	07 10 31.90N 079 53 06.93E	PCN 45/R/B/X/T
B11	07 10 33.19N 079 53 05.11E	PCN 45/R/B/X/T
B12	07 10 34.61N 079 53 03.78E	PCN 57/R/B/X/T
B14	07 10 36.08N 079 53 01.61E	PCN 57/R/B/X/T
B15	07 10 26.28N 079 53 02.60E	PCN 57/R/B/X/T
B16	07 10 27.60N 079 53 00.81E	PCN 57/R/B/X/T
B17	07 10 28.99N 079 52 59.00E	PCN 57/R/B/X/T
B18	07 10 30.38N 079 52 57.10E	PCN 57/R/B/X/T

PARKING STAND	INS COORDINATES FOR AIRCRAFT STAND	BEARING STRENGTH
APRON C		
C19	07 10 23.73N 079 53 00.98E	PCN 70/R/B/X/T
C20	07 10 24.91N 079 52 59.33E	PCN 70/R/B/X/T
C21	07 10 26.30N 079 52 57.51E	PCN 70/R/B/X/T
C22	07 10 27.88N 079 52 55.44E	PCN 70/R/B/X/T
C23	07 10 16.91N 079 52 55.75E	PCN 70/R/B/X/T
C24	07 10 18.18N 079 52 54.18E	PCN 70/R/B/X/T
C25	07 10 19.58N 079 52 52.36E	PCN 70/R/B/X/T
C26	07 10 21.16N 079 52 50.29E	PCN 70/R/B/X/T
APRON D		
D1	07 10 53.95N 079 53 14.31E	PCN 55/R/B/X/T
D2	07 10 49.96N 079 53 11.27E	PCN 55/R/B/X/T
D3	07 10 53.00N 079 53 15.55E	PCN 55/R/B/X/T
D4	07 10 49.02N 079 53 12.49E	PCN 55/R/B/X/T

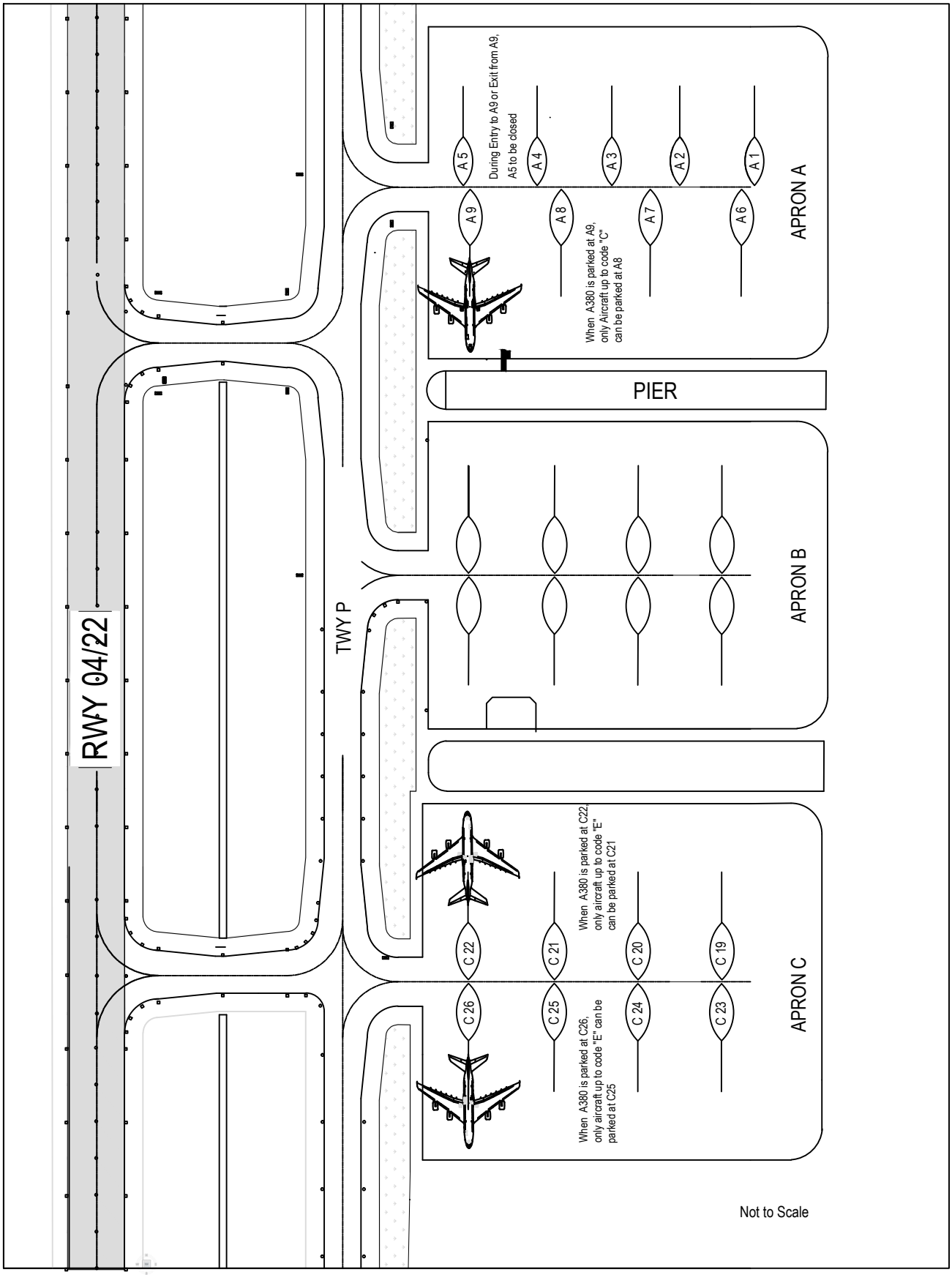
PARKING STAND	INS COORDINATES FOR AIRCRAFT STAND	BEARING STRENGTH
APRON E		
E27	07 10 19.11N 079 52 48.41E	PCN 86.8/R/B/X/T
E28	07 10 17.53N 079 52 50.48E	PCN 86.8/R/B/X/T
E29	07 10 15.95N 079 52 52.55E	PCN 86.8/R/B/X/T
E30	07 10 14.80N 079 52 54.05E	PCN 86.8/R/B/X/T
E31	07 10 14.00N 079 52 55.10E	PCN 86.8/R/B/X/T
E32	07 10 07.35N 079 52 50.93E	PCN 86.8/R/B/X/T
E33	07 10 08.03N 079 52 50.04E	PCN 86.8/R/B/X/T
E34	07 10 08.83N 079 52 48.99E	PCN 86.8/R/B/X/T
E35	07 10 09.63N 079 52 47.94E	PCN 86.8/R/B/X/T
E36L	07 10 10.95N 079 52 47.80E	PCN 86.8/R/B/X/T
E36	07 10 10.43N 079 52 47.40E	PCN 86.8/R/B/X/T
E36R	07 10 09.90N 079 52 47.00E	PCN 86.8/R/B/X/T
E37L	07 10 08.86N 079 52 46.20E	PCN 86.8/R/B/X/T
E37	07 10 08.33N 079 52 45.79E	PCN 86.8/R/B/X/T
E37R	07 10 07.81N 079 52 45.39E	PCN 86.8/R/B/X/T
E38	07 10 06.31N 079 52 44.24E	PCN 86.8/R/B/X/T
E39	07 10 04.44N 079 52 42.81E	PCN 86.8/R/B/X/T
E40L	07 10 02.94N 079 52 41.66E	PCN 86.8/R/B/X/T
E40	07 10 02.41N 079 52 41.26E	PCN 86.8/R/B/X/T

PARKING STAND	INS COORDINATES FOR AIRCRAFT STAND	BEARING STRENGTH
APRON E		
E40R	07 10 01.89N 079 52 40.86E	PCN 86.8/R/B/X/T
E41L	07 10 00.84N 079 52 40.06E	PCN 86.8/R/B/X/T
E41	07 10 00.32N 079 52 39.65E	PCN 86.8/R/B/X/T
E41R	07 09 59.80N 079 52 39.25E	PCN 86.8/R/B/X/T
E42L	07 09 58.75N 079 52 38.45E	PCN 86.8/R/B/X/T
E42	07 09 58.23N 079 52 38.05E	PCN 86.8/R/B/X/T
E42R	07 09 57.70N 079 52 37.65E	PCN 86.8/R/B/X/T
E43	07 09 57.91N 079 52 38.96E	PCN 86.8/R/B/X/T
E44	07 09 57.11N 079 52 40.01E	PCN 86.8/R/B/X/T
E45	07 09 50.92N 079 52 35.24E	PCN 86.8/R/B/X/T
E46	07 09 51.60N 079 52 34.35E	PCN 86.8/R/B/X/T
E47	07 09 52.40N 079 52 33.30E	PCN 86.8/R/B/X/T
E48	07 09 53.55N 079 52 31.79E	PCN 86.8/R/B/X/T
E49	07 09 54.98N 079 52 29.92E	PCN 86.8/R/B/X/T

SAFEDOCK VDGS AND
PASSENGER BOARDING BRIDGES AVBL
AT PARKING STANDS A6, A7, A8, A9
B10, B11, B12 AND B14

Change -Apron E and TWY P

PARKING ARRANGEMENT FOR A380 AIRCRAFT



Changes : Parallel TWY renamed as TWY P

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

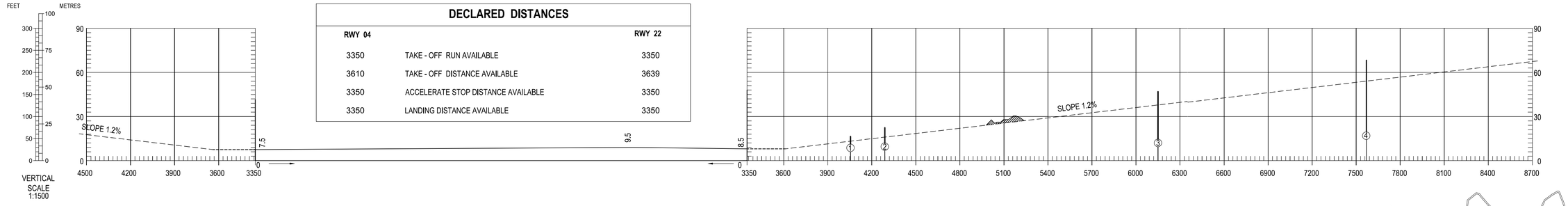
DIMENSIONS AND ELEVATION IN METRES

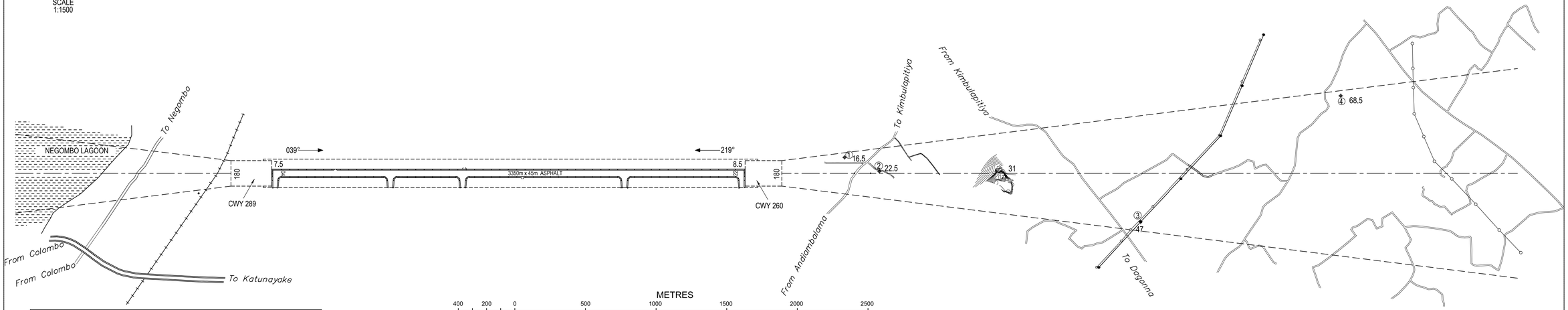
SRI LANKA / KATUNAYAKE/Bandaranaike INTL. AIRPORT COLOMBO
RWY 04/22

MAGNETIC VARIATION 2° W - FEB 2017

RWY 04/22

DECLARED DISTANCES		
RWY 04		RWY 22
3350	TAKE - OFF RUN AVAILABLE	3350
3610	TAKE - OFF DISTANCE AVAILABLE	3639
3350	ACCELERATE STOP DISTANCE AVAILABLE	3350
3350	LANDING DISTANCE AVAILABLE	3350





METRES
400 200 0 500 1000 1500 2000 2500
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000
FEET

HORIZONTAL SCALE 1:15,000

LEGEND	
IDENTIFICATION NUMBER	①
HIGH WAY	
TERRAIN PENETRATING OBSTACLE PLANE	
ROAD	
RAILWAY LINE	
CONTOUR	
SEA LINE	
POWER LINE (132KW)	
POWER LINE(33KW)	

ORDER OF ACCURACY : HORIZONTAL	0.001 m
VERTICAL	0.01 m
CHANGE : NEW SURVEY	
BASED ON SURVEY DATED : 2016 05 16	
SURVEYED BY SRI LANKA SURVEY DEPARTMENT	

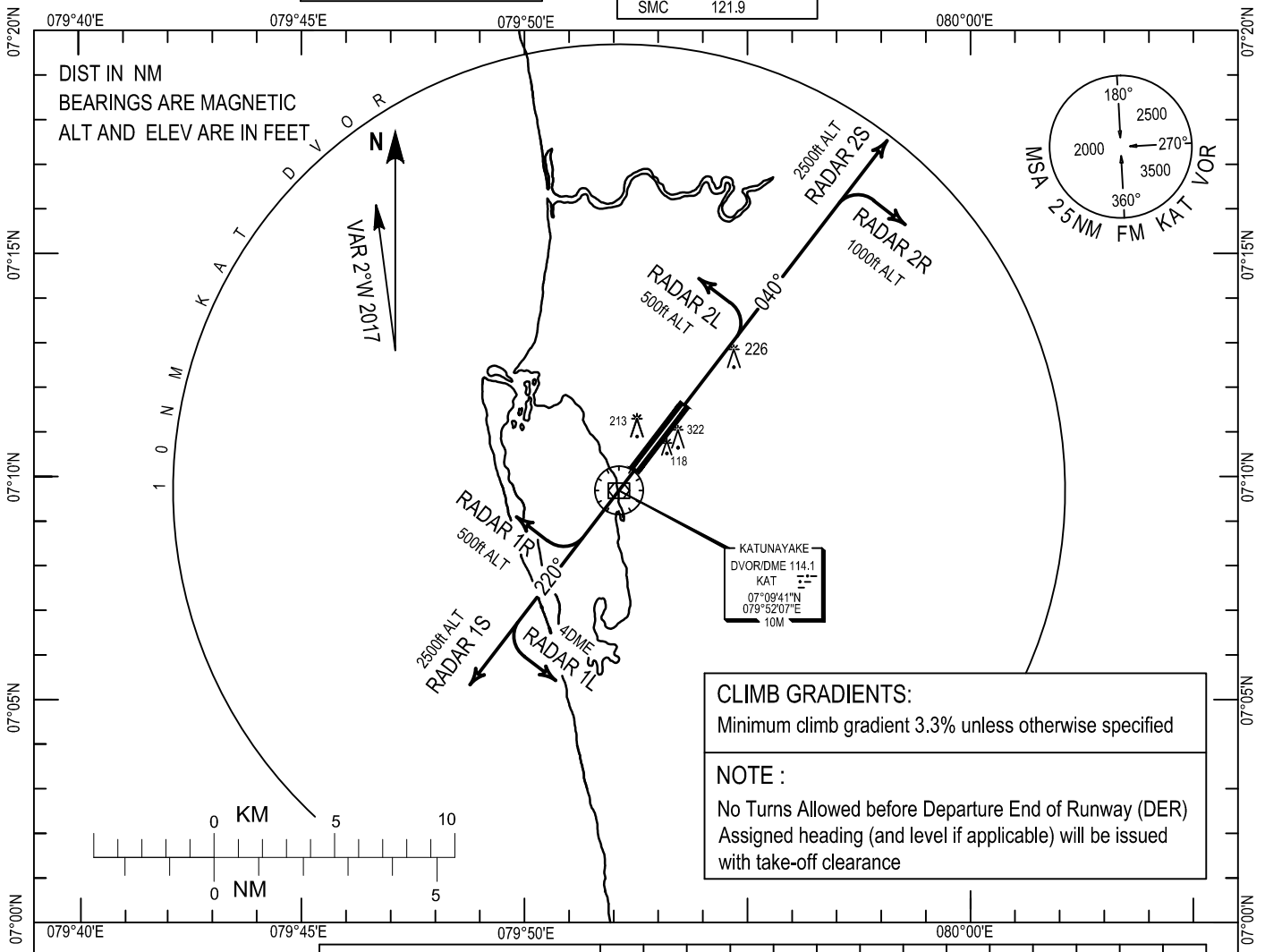
AMENDMENT RECORD		
NO	DATE	ENTERED BY

STANDARD INSTRUMENT DEPARTURE (SID)-ICAO

TRANSITION LEVEL FL 130
TRANSITION ALTITUDE 11000ft

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

KATUNAYAKE/BANDARANAIKE INTL.
COLOMBO (VCBI)
RADAR DEPARTURE 2L,2R,2S RWY 04
RADAR DEPARTURE 1L,1R,1S RWY 22



CLIMB GRADIENTS:
Minimum climb gradient 3.3% unless otherwise specified

NOTE :
No Turns Allowed before Departure End of Runway (DER)
Assigned heading (and level if applicable) will be issued with take-off clearance

Ground Speed (kts)	120	130	140	150	160	170	180	190	200	220	240	260	280	300
Rate of Climb Gradient (FT/MIN)	401	434	468	502	535	569	602	635	669	736	803	869	936	1003

Standard Radar Departure RWY22

RADAR 1L DEPARTURE
Climb Straight-Ahead
When Airborne Contact Colombo DIRECTOR on 132.4MHz .
Turn Left before 4 DME KAT DVOR
Track on to Course

RADAR 1R DEPARTURE
Climb Straight Ahead
When Airborne Contact Colombo DIRECTOR on 132.4MHz.
Turn Right at 500 feet
Track on to Course

RADAR 1S DEPARTURE
Climb Straight-Ahead
When Airborne Contact Colombo DIRECTOR on 132.4MHz.
Climb and Maintain 2500 feet

Standard Radar Departure RWY04

RADAR 2L DEPARTURE
Climb Straight-Ahead
When Airborne Contact Colombo DIRECTOR on 132.4MHz .
Turn Left at 500 feet
Track on to Course

RADAR 2R DEPARTURE
Climb Straight-Ahead
When Airborne Contact Colombo DIRECTOR on 132.4MHz .
Turn Right at 1000 feet
Track on to Course

RADAR 2S DEPARTURE
Climb Straight-Ahead
When Airborne Contact Colombo DIRECTOR on 132.4MHz.
Climb and Maintain 2500 feet

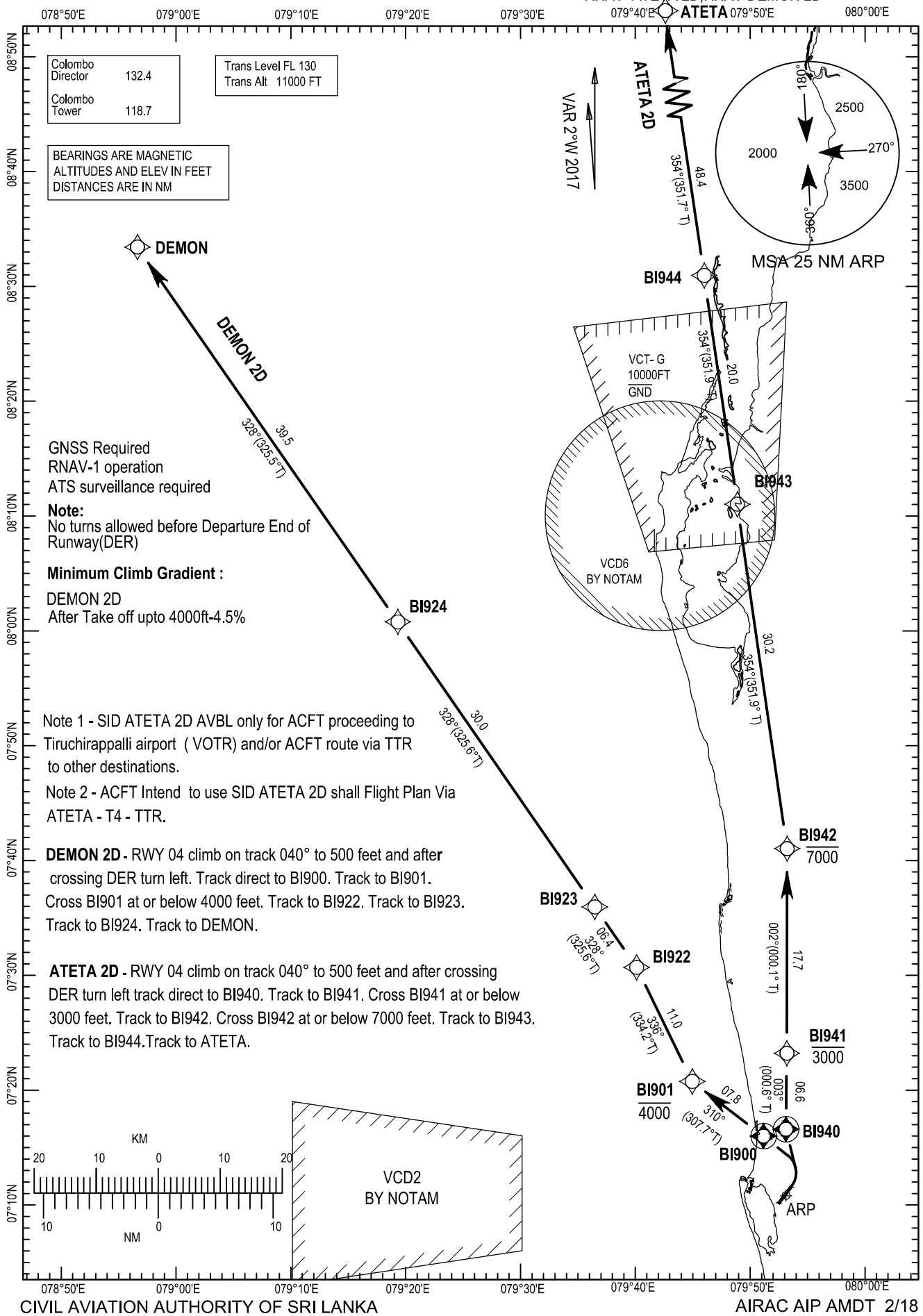
COMMUNICATION FAILURE

- Immediately Squawk 7600
- Maintain assigned heading-climb to MSA or at last assigned level (if higher)
- Maintain MSA or assigned level as appropriate for 2 minutes.Then climb to flight plan Level and intercept Flight Plan Track (As amended by ATC if applicable)

BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

STANDARD DEPARTURE CHART-
INSTRUMENT(SID)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)
RWY 04
RNAV ATETA 2D,RNAV DEMON 2D



GNSS Required
RNAV-1 operation
ATS surveillance required

Note:
No turns allowed before Departure End of Runway(DER)

Minimum Climb Gradient :

DEMON 2D
After Take off upto 4000ft-4.5%

Note 1 - SID ATETA 2D AVBL only for ACFT proceeding to Tiruchirappalli airport (VOTR) and/or ACFT route via TTR to other destinations.

Note 2 - ACFT Intend to use SID ATETA 2D shall Flight Plan Via ATETA - T4 - TTR.

DEMON 2D - RWY 04 climb on track 040° to 500 feet and after crossing DER turn left. Track direct to BI900. Track to BI901. Cross BI901 at or below 4000 feet. Track to BI922. Track to BI923. Track to BI924. Track to DEMON.

ATETA 2D - RWY 04 climb on track 040° to 500 feet and after crossing DER turn left track direct to BI940. Track to BI941. Cross BI941 at or below 3000 feet. Track to BI942. Cross BI942 at or below 7000 feet. Track to BI943. Track to BI944.Track to ATETA.

CODING TABLE ATETA 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
ATETA 2D	001	CA	-	-	040 (037.5)	-	3.3	-	+500	-	RNAV1	-
	002	DF	BI940	Y	-	-	3.3	L	-	-	RNAV1	07°16'35.8"N, 079°53'06.7"E
	003	TF	BI941	-	003 (000.6)	06.6	3.3	-	-3000	-	RNAV1	07°23'12.2"N, 079°53'11.1"E
	004	TF	BI942	-	002 (000.1)	17.7	3.3	-	-7000	-	RNAV1	07°41'01.6"N, 079°53'12.7"E
	005	TF	BI943	-	354 (351.9)	30.2	3.3	-	-	-	RNAV1	08°11'01.0"N, 079°48'52.6"E
	006	TF	BI944	-	354 (351.9)	20.0	3.3	-	-	-	RNAV!	08°30'56.6"N, 079°45'59.4"E
	007	TF	ATETA	-	354 (351.7)	48.4	3.3	-	-	-	RNAV1	09°19'06.0"N, 079°38'55.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR IDIBI 2A. Join ILS Z RWY04 App.
   II. a.) If landing – Land on RWY04
   b.) If holding/fuel dumping –From BUSLI track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App.

CODING TABLE DEMON 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DEMON 2D	001	CA	-	-	040 (037.5)	-	4.5	-	+500	-	RNAV1	-
	002	DF	BI900	Y	-	-	4.5	L	-	-	RNAV1	07°15'59.6"N, 079°51'09.1"E
	003	TF	BI901	-	310 (307.7)	07.8	4.5	-	-4000	-	RNAV1	07°20'45.0"N, 079°44'57.0"E
	004	TF	BI922	-	336 (334.2)	11.0	3.3	-	-	-	RNAV1	07°30'40.7"N, 079°40'06.0"E
	005	TF	BI923	-	328 (325.6)	06.4	3.3	-	-	-	RNAV1	07°35'57.0"N, 079°36'27.7"E
	006	TF	BI924	-	328 (325.6)	30.0	3.3	-	-	-	RNAV1	08°00'46.3"N, 079°19'18.5"E
	007	TF	DEMON	-	328 (325.5)	39.5	3.3	-	-	-	RNAV1	08°33'25.0"N, 078°56'38.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Occurs before passing WP BI901 – Join STAR IDIBI 2A. Join ILS Z RWY04 App.
   II. Else – Join STAR BIKOK 2A. Join ILS Z RWY04 App.
   III. a.) If landing – Land on RWY04
   b.) If holding/fuel dumping –From BUSLI track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App.

Changes: VCP34

BEARINGS ARE MAGNETIC
ALTITUDES AND ELEV IN FEET
DISTANCES ARE IN NM

Trans Level FL 130
Trans Alt 11000 FT

Colombo Director 132.4
Colombo Tower 118.7

GNSS Required
RNAV-1 operation
ATS Surveillance required

Note:
No turns allowed before Departure End of Runway(DER)

Minimum Climb Gradient :

DORTA 2D and OLSAR 2D
After Take off upto 9000ft-4.1%

DUDAL 2D and RUPOK 2D
After Take off upto 11000ft-4.1%

VAR 2°W 2017

MSA 25 NM ARP

DORTA 2D - RWY 04 climb on track 040° to 500 Feet and after crossing DER turn right track direct to BI850. Track to BI851. Cross BI851 at or above 3000. Track to BI852. Cross BI852 at or below 5000 feet. Track to BI853. Cross BI853 at or above 8000 feet. Track to BI854 Cross BI854 at or above 9000 feet. Track to BI855. Track to BI856. Track to DORTA

OLSAR 2D - RWY 04 climb on track 040° to 500 Feet and after crossing DER turn right track direct to BI850. Track to BI851. Cross BI851 at or above 3000. Track to BI852. Cross BI852 at or below 5000 feet. Track to BI853. Cross BI853 at or above 8000 feet. Track to BI854. Cross BI854 at or above 9000 feet. Track to BI865. Track to BI866. Track to OLSAR.

DUDAL 2D - RWY 04 climb on track 040° to 500 Feet and after crossing DER turn right track direct to BI850. Track to BI712. Cross BI712 between 3000 and 5000 feet. Track to BI873. Cross BI873 between 4000 and 6000 feet. Track to BI874. Cross BI874 at or above 9000 feet. Track to BI875. Cross BI875 at or above 11000. Track to BI876. Track to BI877. Track to DUDAL.

RUPOK 2D - RWY 04 climb on track 040° to 500 Feet and after crossing DER turn right track direct to BI850. Track to BI712. Cross BI712 between 3000 and 5000 feet. Track to BI873. Cross BI873 between 4000 and 6000 feet. Track to BI884. Cross BI884 at or above 9000 feet. Track to BI885. Cross BI885 at or above 11000 feet. Track to RUPOK

C CODING TABLE DORTA 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DORTA 2D	001	CA	-	-	040 (037.5)	-	3.9	-	+500	-	RNAV1	-
	002	DF	BI850	Y		-	3.9	R	-	240	RNAV1	07°12'20.9"N, 079°58'33.3"E
	003	TF	BI851	-	083 (081.3)	05.7	3.9	-	+3000	-	RNAV1	07°13'12.4"N, 080°04'11.1"E
	004	TF	BI852	-	083 (081.4)	07.2	4.6	-	-5000	-	RNAV1	07°14'17.2"N, 080°11'21.3"E
	005	TF	BI853	-	083 (081.3)	15.0	3.3	-	+8000	-	RNAV1	07°16'32.3"N, 080°26'16.7"E
	006	TF	BI854	-	072 (070.0)	12.7	3.3	-	+9000	-	RNAV1	07°20'52.0"N, 080°38'17.1"E
	007	TF	BI855	-	072 (070.3)	14.1	3.3	-	-	-	RNAV1	07°25'35.6"N, 080°51'38.6"E
	008	TF	BI856	-	072 (070.2)	20.1	3.3	-	-	-	RNAV1	07°32'22.0"N, 081°10'40.4"E
	009	TF	DORTA	-	058 (056.0)	21.0	3.3	-	-	-	RNAV1	07°44'05.0"N, 081°28'13.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR DORTA 2A. Join ILS Z RWY04 App.
   II. a.) If landing – Land on RWY04
   b.) If holding/fuel dumping –From DUBIM track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App.

CODING TABLE OLSAR 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
OLSAR 2D	001	CA	-	-	040 (037.5)	-	4.6	-	+500	-	RNAV1	-
	002	DF	BI850	Y	-	-	4.6	R	-	240	RNAV1	07°12'20.9"N, 079°58'33.3"E
	003	TF	BI851	-	083 (081.3)	05.7	4.6	-	+3000	-	RNAV1	07°13'12.4"N, 080°04'11.1"E
	004	TF	BI852	-	083 (081.4)	07.2	4.6	-	-5000	-	RNAV1	07°14'17.2"N, 080°11'21.3"E
	005	TF	BI853	-	083 (081.3)	15.0	3.3	L	+8000	-	RNAV1	07°16'32.3"N, 080°26'16.7"E
	006	TF	BI854	-	072 (070.0)	12.7	3.3	-	+9000	-	RNAV1	07°20'52.0"N, 080°38'17.1"E
	007	TF	BI865	-	103 (101.1)	15.0	3.3	-	-	-	RNAV1	07°17'58.6"N, 080°53'03.3"E
	008	TF	BI866		089 (086.9)	20.0	3.3	-	-	-	RNAV1	07°19'02.4"N, 081°13'11.1"E
	009	TF	OLSAR		103 (100.6)	20.8	3.3	-	-	-	RNAV1	07°15'12.0"N, 081°33'44.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR OLSAR 2A. Join ILS Z RWY04 App.
   II. a.) If landing – Land on RWY04

   b.) If holding/fuel dumping –From DUBIM track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App

CODING TABLE DUDAL 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DUDAL 2D	001	CA	-	-	040 (037.5)	-	3.3	-	+500	-	RNAV1	--
	002	DF	BI850	Y	-	-	3.3	R	-	240	RNAV1	07°12'20.9"N, 079°58'33.3"E
	003	TF	BI712	-	129 (127.3)	08.9	3.3	-	-5000 /+3000	-	RNAV1	07°06'57.2"N, 080°05'41.0"E
	004	TF	BI873	-	162 (159.9)	06.7	3.3	-	-6000 /+4000	-	RNAV1	07°00'37.5"N, 080°08'00.8"E
	005	TF	BI874	-	106 (104.0)	12.5	6.6	-	+9000	-	RNAV1	06°57'36.9"N, 080°20'11.9"E
	006	TF	BI875	-	106 (104.0)	09.8	3.4	-	+11000	-	RNAV1	06°55'14.7"N, 080°29'46.1"E
	007	TF	BI876	-	106 (104.3)	20.6	3.3	-	-	-	RNAV1	06°50'09.8"N, 080°49'48.3"E
	008	TF	BI877	-	106 (104.1)	20.1	3.3	-	-	-	RNAV1	06°45'16.2"N, 081°09'23.4"E
	009	TF	DUDAL	-	092 (090.4)	20.9	3.3	-	-	-	RNAV1	06°45'07.0"N, 081°30'25.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR DUDAL 2A. Join ILS Z RWY04 App.
   II. a.) If landing – Land on RWY04
   b.) If holding/fuel dumping –From DUBIM track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App.

CODING TABLE RUPOK 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
RUPOK 2D	001	CA	-	-	040 (037.5)	-	3.3	-	+500	-	RNAV1	--
	002	DF	BI850	Y	-	-	3.3	R	-	240	RNAV1	07°12'20.9"N, 079°58'33.3"E
	003	TF	BI712	-	129 (127.3)	08.9	3.3	-	-5000 /+3000	-	RNAV1	07°06'57.2"N, 080°05'41.0"E
	004	TF	BI873	-	162 (159.9)	06.7	3.3	-	-6000 /+4000	-	RNAV1	07°00'37.5"N, 080°08'00.8"E
	005	TF	BI884	-	130 (127.5)	12.5	6.6	-	+9000	-	RNAV1	06°53'02.1"N, 080°17'58.1"E
	006	TF	BI885	-	130 (127.5)	10.0	5.0	-	+11000	-	RNAV1	06°46'56.9"N, 080°25'56.5"E
	007	TF	RUPOK	-	131 (129.1)	05.3	3.3	-	-	-	RNAV1	06°43'37.3''N, 080°30'03.5''E

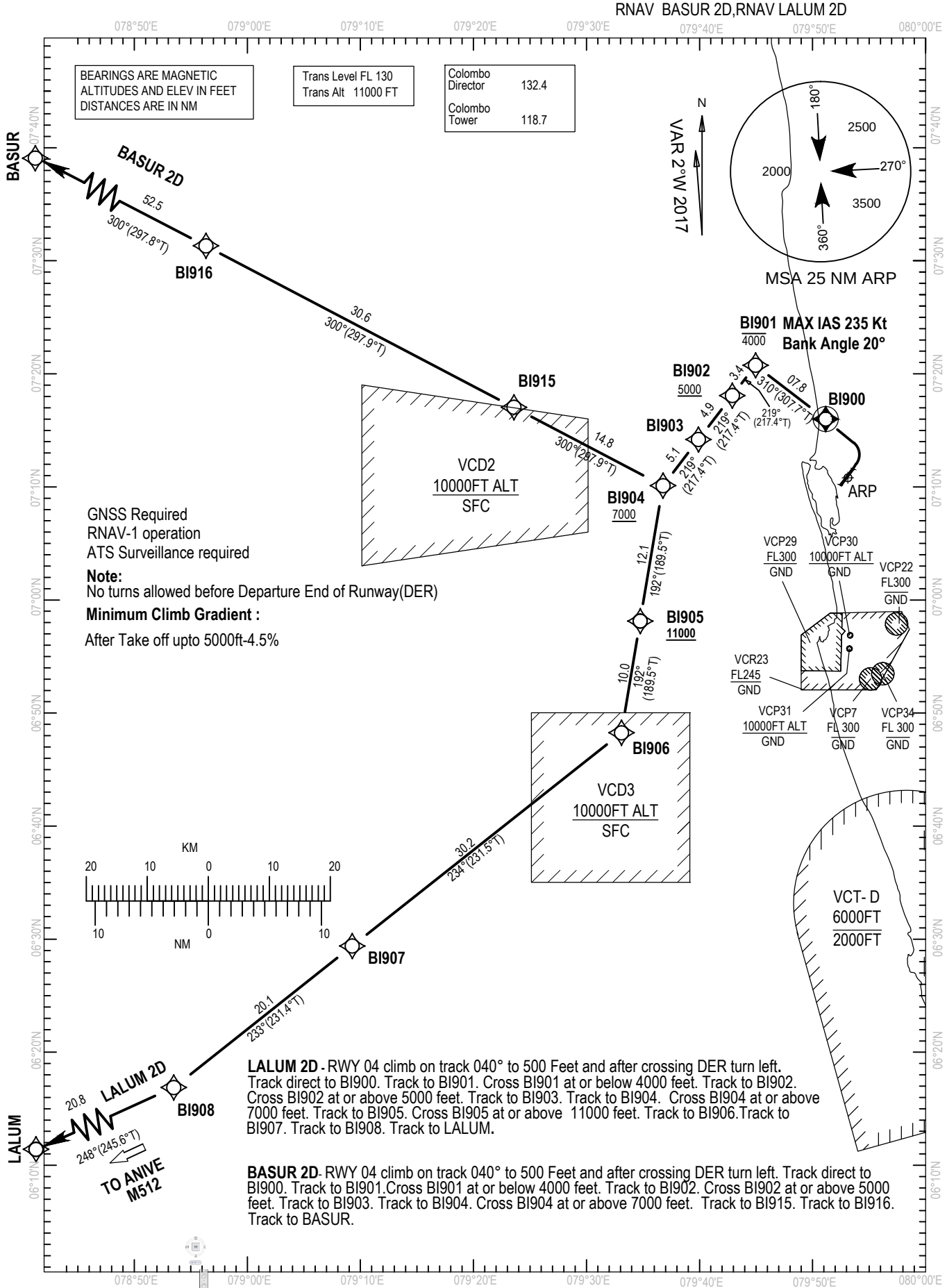
Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR ANUTI 2A. Join ILS Z RWY04 App.
   II. a.) If landing – Land on RWY04
   b.) If holding/fuel dumping –From DUBIM track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App.

BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

STANDARD DEPARTURE CHART-
INSTRUMENT(SID)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)
RWY 04
RNAV BASUR 2D,RNAV LALUM 2D



GNSS Required
RNAV-1 operation
ATS Surveillance required

Note:
No turns allowed before Departure End of Runway(DER)

Minimum Climb Gradient :

After Take off upto 5000ft-4.5%

LALUM 2D - RWY 04 climb on track 040° to 500 Feet and after crossing DER turn left. Track direct to BI900. Track to BI901. Cross BI901 at or below 4000 feet. Track to BI902. Cross BI902 at or above 5000 feet. Track to BI903. Track to BI904. Cross BI904 at or above 7000 feet. Track to BI905. Cross BI905 at or above 11000 feet. Track to BI906.Track to BI907. Track to BI908. Track to LALUM.

BASUR 2D- RWY 04 climb on track 040° to 500 Feet and after crossing DER turn left. Track direct to BI900. Track to BI901.Cross BI901 at or below 4000 feet. Track to BI902. Cross BI902 at or above 5000 feet. Track to BI903. Track to BI904. Cross BI904 at or above 7000 feet. Track to BI915. Track to BI916. Track to BASUR.

Changes: VCP34

CODING TABLE LALUM 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
LALUM 2D	001	CA	-	-	040 (037.5)	-	4.5	-	+500	-	RNAV1	-
	002	DF	BI900	Y	-	-	4.5	L	-	-	RNAV1	07°15'59.6"N, 079°51'09.1"E
	003	TF	BI901	-	310 (307.7)	07.8	4.5	-	-4000	235	RNAV1	07°20'45.0"N, 079°44'57.0"E
	004	TF	BI902	-	219 (217.4)	03.4	4.5	-	+5000	-	RNAV1	07°18'04.3"N, 079°42'53.3"E
	005	TF	BI903	-	219 (217.4)	04.9	3.3	-	-	-	RNAV1	07°14'10.2"N, 079°39'53.2"E
	006	TF	BI904	-	219 (217.4)	05.1	3.3	-	+7000	-	RNAV1	07°10'06.2"N, 079°36'45.5"E
	007	TF	BI905	-	192 (189.5)	12.1	3.3	-	+11000	-	RNAV1	06°58'07.3"N, 079°34'44.9"E
	008	TF	BI906	-	192 (189.5)	10.0	3.3	-	-	-	RNAV1	06°48'14.6"N, 079°33'05.5"E
	009	TF	BI907	-	234 (231.5)	30.2	3.3	-	-	-	RNAV1	06°29'23.3"N, 079°09'16.1"E
	010	TF	BI908	-	233 (231.4)	20.1	3.3	-	-	-	RNAV1	06°16'52.2"N, 078°53'28.8"E
	011	TF	LALUM	-	248 (245.6)	20.8	3.3	-	-	-	RNAV1	06°08'17.0"N, 078°34'28.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Occurs before passing WP BI903 – Join STAR BIKOK 2A. Join ILS Z RWY04 App.
   II. Else – Join STAR LALUM 2A. Join ILS Z RWY04 App.
   III. a.) If landing – Land on RWY04
   b.) If holding/fuel dumping –From BUSLI track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App.

CODING TABLE BASUR 2D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
BASUR 2D	001	CA	-	-	040 (037.5)	-	4.5	-	+500	-	RNAV1	-
	002	DF	BI900	Y	-	-	4.5	L	-	-	RNAV1	07°15'59.6"N, 079°51'09.1"E
	003	TF	BI901	-	310 (307.7)	7.8	4.5	-	-4000	235	RNAV1	07°20'45.0"N, 079°44'57.0"E
	004	TF	BI902	-	219 (217.4)	3.4	4.8	-	+5000	-	RNAV1	07°18'04.3"N, 079°42'53.3"E
	005	TF	BI903	-	219 (217.4)	4.9	3.3	-	-	-	RNAV1	07°14'10.2"N, 079°39'53.2"E
	006	TF	BI904	-	219 (217.4)	5.1	3.3	-	+7000	-	RNAV1	07°10'06.2"N, 079°36'45.5"E
	007	TF	BI915	-	300 (297.9)	14.8	3.3	-	-	-	RNAV1	07°17'01.7"N, 079°23'34.6"E
	008	TF	BI916	-	300 (297.9)	30.6	3.3	-	-	-	RNAV1	07°31'18.7"N, 078°56'19.7"E
	009	TF	BASUR	-	300 (297.8)	52.5	3.3	-	-	-	RNAV1	07°55'43.0"N, 078°09'26.0"E

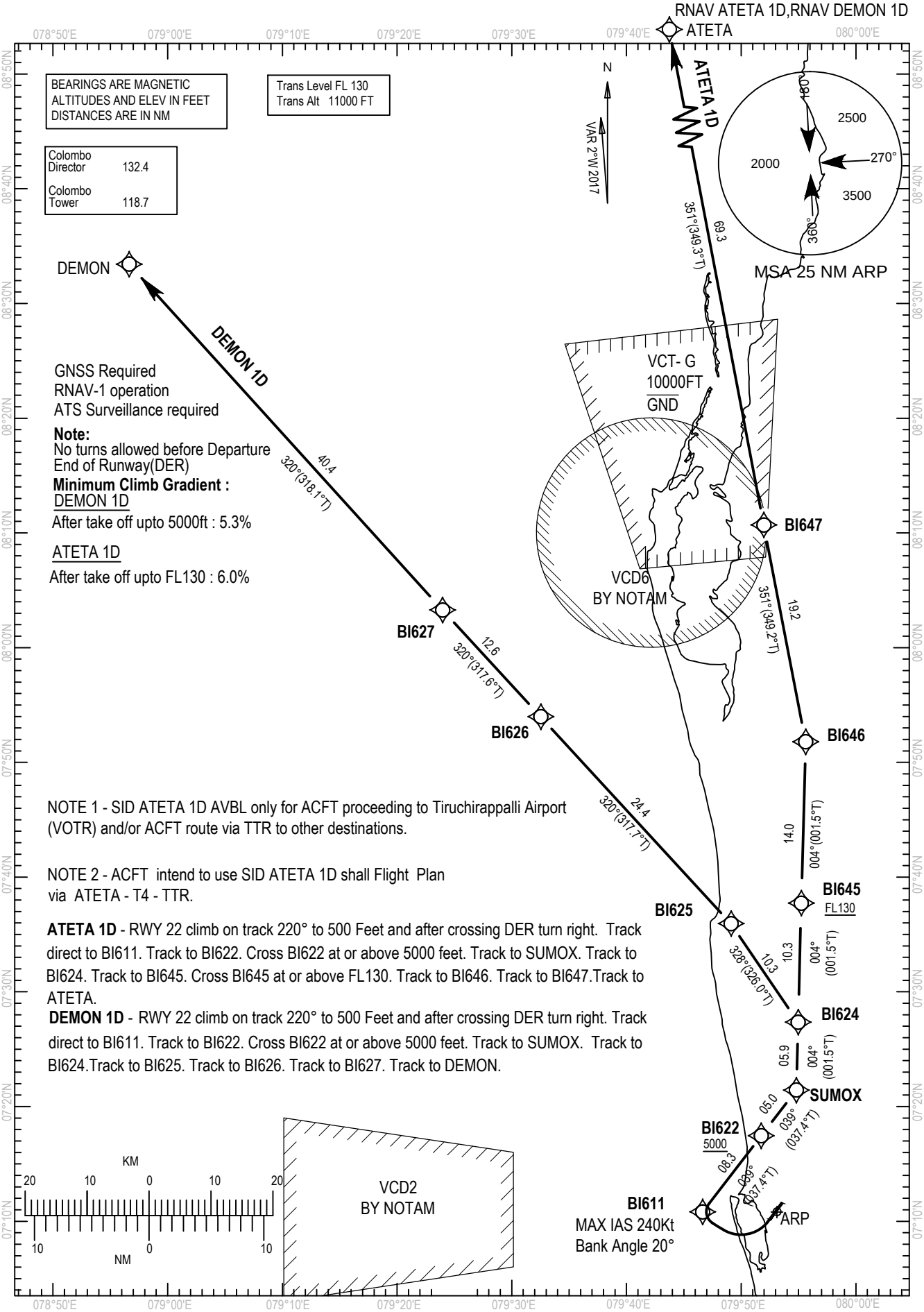
Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR BIKOK 2A. Join ILS Z RWY04 App.
   II. a.) If landing – Land on RWY04
   b.) If holding/fuel dumping –From BUSLI track to PASKU hold at 6000 feet minimum. For landing join ILS Z RWY04 App.

BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

STANDARD DEPARTURE CHART-
INSTRUMENT(SID)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)
RWY22
RNAV ATETA 1D,RNAV DEMON 1D



CODING TABLE-ATETA 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
ATETA 1D	001	CA	-	-	220 (217.5)	-	6.0	-	+500	-	RNAV1	-
	002	DF	BI611	-	-	-	6.0	R	-	240	RNAV1	07°10'48.7"N, 079°46'37.9"E
	003	TF	BI622	-	039 (037.4)	08.3	6.0	-	+5000	-	RNAV1	07°17'26.7"N, 079°51'44.2"E
	004	TF	SUMOX	-	039 (037.4)	05.0	6.0	-	-	-	RNAV1	07°21'25.7"N, 079°54'48.2"E
	005	TF	BI624	-	004 (001.5)	05.9	6.0	-	-	-	RNAV1	07°27'20.7"N, 079°54'57.6"E
	006	TF	BI645	-	004 (001.5)	10.3	6.0	-	+F130	-	RNAV1	07°37'43.1"N, 079°55'14.1"E
	007	TF	BI646	-	004 (001.5)	14.0	3.3	-	-	-	RNAV1	07°51'47.0"N, 079°55'37.0"E
	008	TF	BI647	-	351 (349.2)	19.2	3.3	-	-	-	RNAV1	08°10'41.3"N, 079°51'58.0"E
	009	TF	ATETA	-	351 (349.3)	69.3	3.3	-	-	-	RNAV1	09°19'06.0"N, 079°38'55.0"E

Radio Communication Failure Procedure

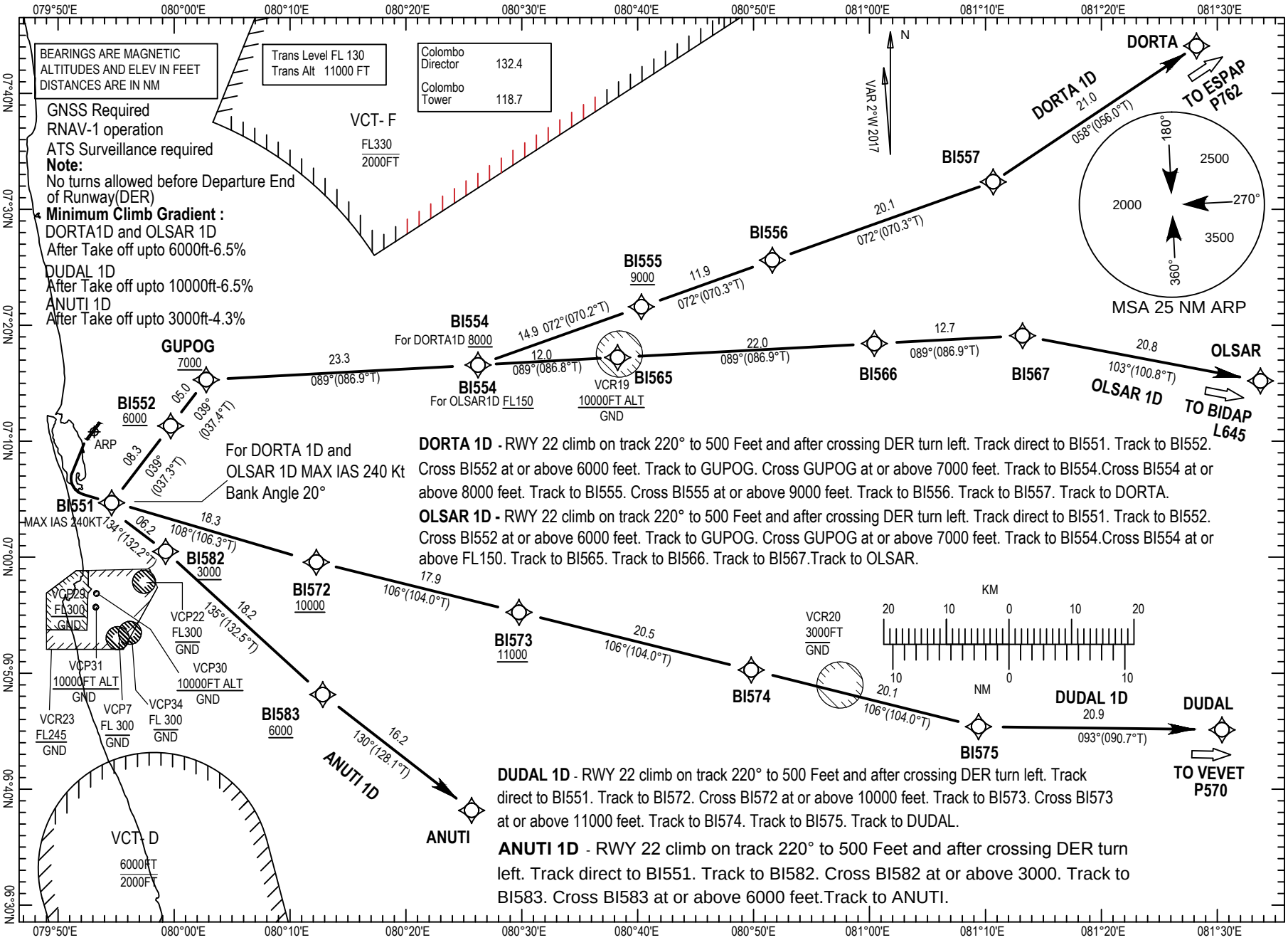
A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. If ACFT before SUMOX - continue on SID to SUMOX . Join ILS Z RWY22 App.
   II. If ACFT has passed SUMOX - join STAR IDIBI 1A. Join ILS Z RWY22 App.
   III. a.) If landing – Land on RWY22
   b.) If holding/fuel dumping - From KADIR track to PASKU hold at 6000 feet minimum. For landing- track to BI453 & join STAR LALUM 1A. Join ILS Z RWY22 App. to land.

CODING TABLE-DEMON 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DEMON 1D	001	CA	-	-	220 (217.5)	-	5.3	-	+500	-	RNAV1	-
	002	DF	BI611	-	-	-	5.3	R	-	240	RNAV1	07°10'48.7"N, 079°46'37.9"E
	003	TF	BI622	-	039 (037.4)	08.3	5.3	-	+5000	-	RNAV1	07°17'26.7"N, 079°51'44.2"E
	004	TF	SUMOX	-	039 (037.4)	05.0	3.3	-	-	-	RNAV1	07°21'25.7"N, 079°54'48.2"E
	005	TF	BI624	-	004 (001.5)	05.9	3.3	-	-	-	RNAV1	07°27'20.7"N, 079°54'57.6"E
	006	TF	BI625	-	328 (326.0)	10.3	3.3	-	-	-	RNAV1	07°35'56.3"N, 079°49'06.9"E
	007	TF	BI626	-	320 (317.7)	24.4	3.3	-	-	-	RNAV1	07°53'58.3"N, 079°32'31.6"E
	008	TF	BI627	-	320 (317.6)	12.6	3.3	-	-	-	RNAV1	08°03'16.3"N, 079°23'57.7"E
	009	TF	DEMON	-	320 (318.1)	40.4	3.3	-	-	-	RNAV1	08°33'25.0"N, 078°56'38.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. If ACFT before SUMOX - continue on SID to SUMOX . Join ILS Z RWY22 App.
   II. If ACFT has passed SUMOX – join STAR BIKOK 1A. Join ILS Z RWY22 App.
   III. a.)If landing – Land on RWY22
   b.)If holding/fuel dumping - From KADIR track to PASKU hold at 6000 feet minimum. For landing- track to BI453 & join STAR LALUM 1A. Join ILS Z RWY22 App. to land.


Changes: VCP34
BEARINGS ARE MAGNETIC
ALTITUDES AND ELEV IN FEET
DISTANCES ARE IN NM
Trans Level FL 130
Trans Alt 11000 FT
Colombo Director 132.4
Colombo Tower 118.7
VCT- F
FL330
2000FT
GNSS Required
RNAV-1 operation
ATS Surveillance required
Note:
No turns allowed before Departure End of Runway(DER)
Minimum Climb Gradient :
DORTA1D and OLSAR 1D
After Take off upto 6000ft-6.5%
DUDAL 1D
After Take off upto 10000ft-6.5%
ANUTI 1D
After Take off upto 3000ft-4.3%
VAR 2°W 2017
DORTA
TO ESPAP P762
DORTA 1D
21.0
058°(056.0°T)
BI557
20.1
072°(070.3°T)
BI556
11.9
072°(070.3°T)
BI555
9000
14.9 072°(070.2°T)
BI554
For DORTA1D 8000
12.0
089°(086.8°T)
BI554
For OLSAR1D FL150
23.3
089°(086.9°T)
GUPOG
7000
BI552
6000
05.0
039°(037.4°T)
08.3
039°(037.3°T)
ARP
BI551
MAX IAS 240KT
For DORTA 1D and OLSAR 1D MAX IAS 240 Kt Bank Angle 20°
06.2
134°(132.2°T)
18.3
108°(106.3°T)
BI582
3000
BI572
10000
17.9
106°(104.0°T)
BI573
11000
20.5
106°(104.0°T)
BI574
20.1
106°(104.0°T)
BI575
DUDAL 1D
20.9
093°(090.7°T)
DUDAL
TO VEVET P570
VCR20
3000FT
GND
KM
20 10 0 10 20
10 0 10
NM
VCP29
FL300
GND
VCP22
FL300
GND
135°(132.5°T)
18.2
VCP31
10000FT ALT
GND
VCP30
10000FT ALT
GND
VCP23
FL245
GND
VCP7
FL 300
GND
VCP34
FL 300
GND
BI583
6000
16.2
130°(128.1°T)
ANUTI 1D
ANUTI
VCT- D
6000FT
2000FT
MSA 25 NM ARP
180°
2500
270°
2000
3500
360°
VCR19
10000FT ALT
GND
BI565
22.0
089°(086.9°T)
BI566
12.7
089°(086.9°T)
BI567
20.8
103°(100.8°T)
OLSAR
OLSAR 1D
TO BIDAP L645
DORTA 1D - RWY 22 climb on track 220° to 500 Feet and after crossing DER turn left. Track direct to BI551. Track to BI552. Cross BI552 at or above 6000 feet. Track to GUPOG. Cross GUPOG at or above 7000 feet. Track to BI554.Cross BI554 at or above 8000 feet. Track to BI555. Cross BI555 at or above 9000 feet. Track to BI556. Track to BI557. Track to DORTA.
OLSAR 1D - RWY 22 climb on track 220° to 500 Feet and after crossing DER turn left. Track direct to BI551. Track to BI552. Cross BI552 at or above 6000 feet. Track to GUPOG. Cross GUPOG at or above 7000 feet. Track to BI554.Cross BI554 at or above FL150. Track to BI565. Track to BI566. Track to BI567.Track to OLSAR.
DUDAL 1D - RWY 22 climb on track 220° to 500 Feet and after crossing DER turn left. Track direct to BI551. Track to BI572. Cross BI572 at or above 10000 feet. Track to BI573. Cross BI573 at or above 11000 feet. Track to BI574. Track to BI575. Track to DUDAL.
ANUTI 1D - RWY 22 climb on track 220° to 500 Feet and after crossing DER turn left. Track direct to BI551. Track to BI582. Cross BI582 at or above 3000. Track to BI583. Cross BI583 at or above 6000 feet.Track to ANUTI.
079°50'E
080°00'E
080°10'E
080°20'E
080°30'E
080°40'E
080°50'E
081°00'E
081°10'E
081°20'E
081°30'E
07°40'N
07°30'N
07°20'N
07°10'N
07°00'N
06°50'N
06°40'N
06°30'N

CODING TABLE DORTA 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DORTA 1D	001	CA	-	-	220 (217.5)	-	6.5	-	+500	-	RNAV1	-
	002	DF	BI551	-	-	-	6.5	L	-	240	RNAV1	07°04'41.4"N, 079°54'37.2"E
	003	TF	BI552	-	039 (037.3)	08.3	6.5	-	+6000	-	RNAV1	07°11'19.3"N, 079°59'43.1"E
	004	TF	GUPOG	-	039 (037.4)	05.0	3.3	-	+7000	-	RNAV1	07°15'18.3"N, 080°02'47.0"E
	005	TF	BI554	-	089 (086.9)	23.3	3.3	-	+8000	-	RNAV1	07°16'34.4"N, 080°26'14.0"E
	006	TF	BI555	-	072 (070.2)	14.9	3.3	-	+9000	-	RNAV1	07°21'35.5"N, 080°40'19.5"E
	007	TF	BI556	-	072 (070.3)	11.9	3.3	-	-	-	RNAV1	07°25'36.6"N, 080°51'37.5"E
	008	TF	BI557	-	072 (070.3)	20.1	3.3	-	-	-	RNAV1	07°32'22.2"N, 081°10'40.7"E
	009	TF	DORTA	-	058 (056.0)	21.0	3.3	-	-	-	RNAV1	07°44'05.0"N, 081°28'13.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. If ACFT is before GUPOG - continue on SID to GUPOG. Join ILS Z RWY22 App.
   II. If ACFT has passed GUPOG – join STAR DORTA 1A. Join ILS Z RWY22 App.
   III. a.) If landing – Land on RWY22
   b.) If holding/fuel dumping – From KADIR track to PASKU hold at 6000 feet minimum. For landing - track to BI453 & Join LALUM 1A. Join ILS Z RWY22

CODING TABLE OLSAR 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
OLSAR 1D	001	CA	-	-	220 (217.5)	-	6.5	-	+500	-	RNAV1	-
	002	DF	BI551	-		-	6.5	L	-	240	RNAV1	07°04'41.4"N, 079°54'37.2"E
	003	TF	BI552	-	039 (037.3)	08.3	6.5	-	+6000	-	RNAV1	07°11'19.3"N, 079°59'43.1"E
	004	TF	GUPOG	-	039 (037.4)	05.0	6.5	-	+7000	-	RNAV1	07°15'18.3"N, 080°02'47.0"E
	005	TF	BI554	-	089 (086.9)	23.3	5.7	-	+F150	-	RNAV1	07°16'34.4"N, 080°26'14.0"E
	006	TF	BI565	-	089 (086.8)	12.0	3.3	-	-	-	RNAV1	07°17'13.8"N, 080°38'16.5"E
	007	TF	BI566	-	089 (086.9)	22.0	3.3	-	-	-	RNAV1	07°18'25.2"N, 081°00'25.4"E
	008	TF	BI567	-	089 (086.9)	12.7	3.3	-	-	-	RNAV1	07°19'06.0"N, 081°13'12.8"E
	009	TF	OLSAR	-	103 (100.8)	20.8	3.3	-	-	-	RNAV1	07°15'12.0"N, 081°33'44.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. If ACFT before GUPOG - continue on SID to GUPOG. Join ILS Z RWY22 App.
   II. If ACFT has passed GUPOG – join STAR OLSAR 1A. Join ILS Z RWY22 App.
   III. a.) If landing – Land on RWY22
   b.) If holding/fuel dumping – From KADIR track to PASKU hold at 6000 feet minimum. For landing - track to BI453 & Join LALUM 1A. Join ILS Z RWY22 to land.

CODING TABLE DUDAL 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DUDAL 1D	001	CA	-	-	220 (217.5)	-	6.5	-	+500	-	RNAV1	-
	002	DF	BI551	-	-	-	6.5	L	-	240	RNAV1	07°04'41.4"N, 079°54'37.2"E
	003	TF	BI572	-	108 (106.3)	18.3	6.5	-	+10000	-	RNAV1	06°59'34.4"N, 080°12'16.5"E
	004	TF	BI573	-	106 (104.0)	17.9	3.3	-	+11000	-	RNAV1	06°55'14.8"N, 080°29'46.1"E
	005	TF	BI574	-	106 (104.0)	20.5	3.3	-	-	-	RNAV1	06°50'16.5"N, 080°49'48.0"E
	006	TF	BI575	-	106 (104.0)	20.1	3.3	-	-	-	RNAV1	06°45'23.7"N, 081°09'24.7"E
	007	TF	DUDAL	-	093 (090.7)	20.9	3.3	-	-	-	RNAV1	06°45'07.0"N, 081°30'25.0"E

Radio Communication Failure Procedure

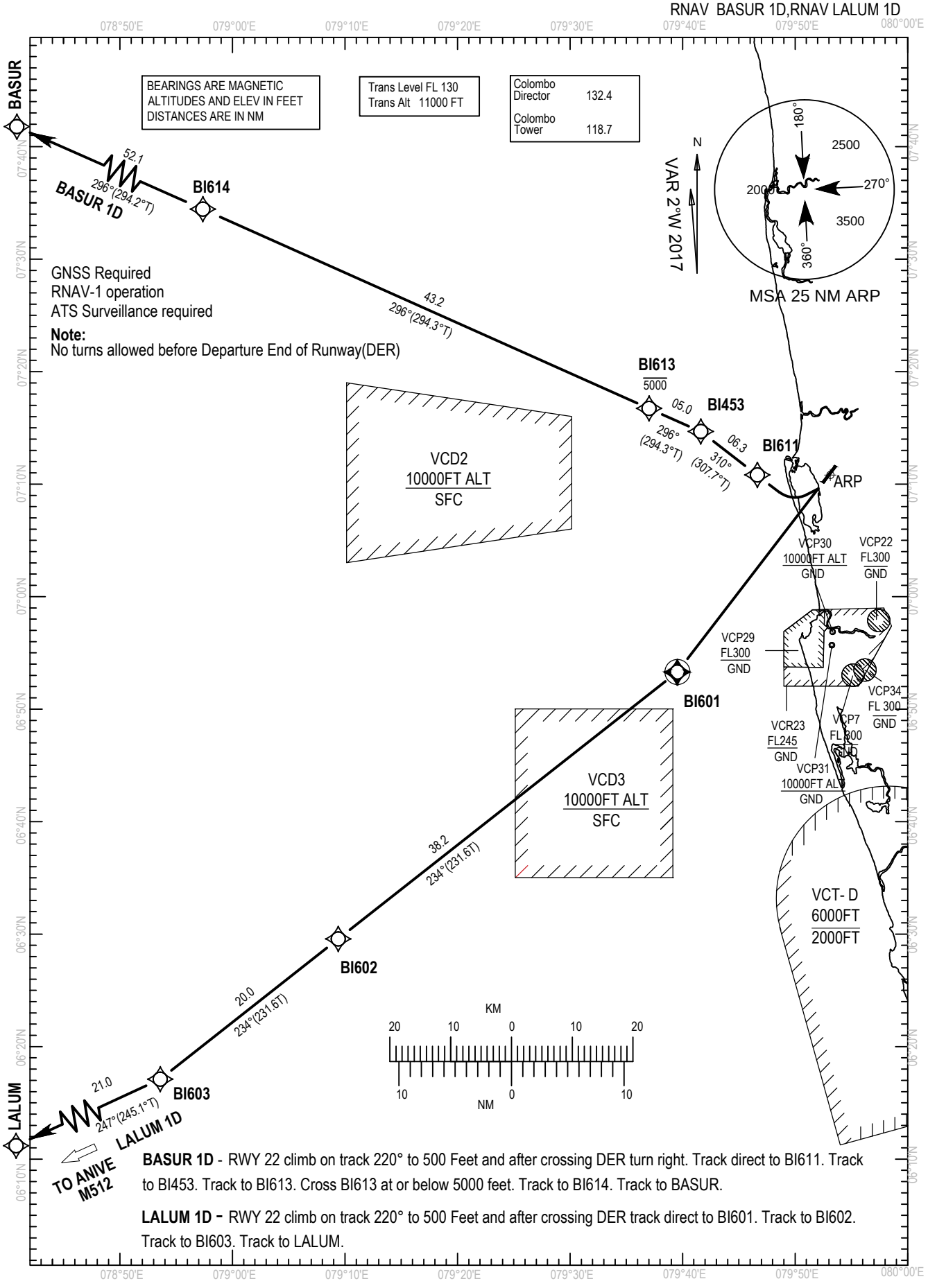
A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR DUDAL 1A. Join ILS Z RWY22 App.
   II. a.) If landing – Land on RWY22
   b.) If holding/fuel dumping – From KADIR track to PASKU. Hold at 6000 feet minimum. For landing - track to BI453 & join STAR LALUM 1A. Join ILS Z RWY22 App. to land.

CODING TABLE ANUTI 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
ANUTI 1D	001	CA	-	-	220(217.5)	-	4.3	-	+500	-	RNAV1	-
	002	DF	BI551	-	-	-	4.3	L	-	240	RNAV1	07°04'41.4"N, 079°54'37.2"E
	003	TF	BI582	-	134 (132.2)	6.2	4.3	-	+3000	-	RNAV1	07°00'29.9"N, 079°59'16.5"E
	004	TF	BI583	-	135 (132.5)	18.2	3.3	-	+6000	-	RNAV1	06°48'09.2"N, 080°12'50.2"E
	005	TF	ANUTI	-	130 (128.1)	16.2	3.3	-	-	-	RNAV1	06°38'09.7"N, 080°25'40.7"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR RUPOK 1A. Join ILS Z RWY22 App.
   II. a.) If landing – Land on RWY22
   b.) If holding/fuel dumping – From KADIR track to PASKU. Hold at 6000 feet minimum. For landing - track to BI453 & join STAR LALUM 1A. Join ILS Z RWY22 App. to land.



BASUR 1D - RWY 22 climb on track 220° to 500 Feet and after crossing DER turn right. Track direct to BI611. Track to BI453. Track to BI613. Cross BI613 at or below 5000 feet. Track to BI614. Track to BASUR.

LALUM 1D - RWY 22 climb on track 220° to 500 Feet and after crossing DER track direct to BI601. Track to BI602. Track to BI603. Track to LALUM.

Changes: VCP34

CODING TABLE LALUM 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
LALUM 1D	001	CA	-	-	220 (217.5)	-	3.3	-	+500	-	RNAV1	-
	002	DF	BI601	Y	-	-	3.3	-	-	-	RNAV1	06°53'17.2"N, 079°39'31.3"E
	003	TF	BI602	-	234 (231.6)	38.2	3.3	-	-	-	RNAV1	06°29'34.1"N, 079°09'23.4"E
	004	TF	BI603	-	234 (231.6)	20.0	3.3	-	-	-	RNAV1	06°17'05.8"N, 078°53'34.9"E
	005	TF	LALUM	-	247 (245.1)	21.0	3.3	-	-	-	RNAV1	06°08'17.0"N, 078°34'28.0"E

Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. Join STAR LALUM 1A. Join ILS Z RWY22 App
   II. a.) If landing – Land on RWY22
   b.) If holding/fuel dumping – From KADIR track to PASKU hold at 6000 feet minimum. For landing- track to BI453 & join STAR LALUM 1A. Join ILS Z RWY22 App. to land.

CODING TABLE BASUR 1D

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	PDG (%)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
BASUR 1D	001	CA	-	-	220 (217.5)	-	3.3	-	+500	-	RNAV1	-
	002	DF	BI611	-	-	-	3.3	R	-	-	RNAV1	07°10'48.7"N, 079°46'37.9"E
	003	TF	BI453	-	310 (307.7)	06.3	3.3	-	-	-	RNAV1	07°14'40.0"N, 079°41'36.3"E
	004	TF	BI613	-	296 (294.3)	05.0	3.3	-	-5000	-	RNAV1	07°16'43.3"N, 079°37'00.8"E
	005	TF	BI614	-	296 (294.3)	43.2	3.3	-	-	-	RNAV1	07°34'26.1"N, 078°57'21.8"E
	006	TF	BASUR	-	296 (294.2)	52.1	3.3	-	-	-	RNAV1	07°55'43.0"N, 078°09'26.0"E

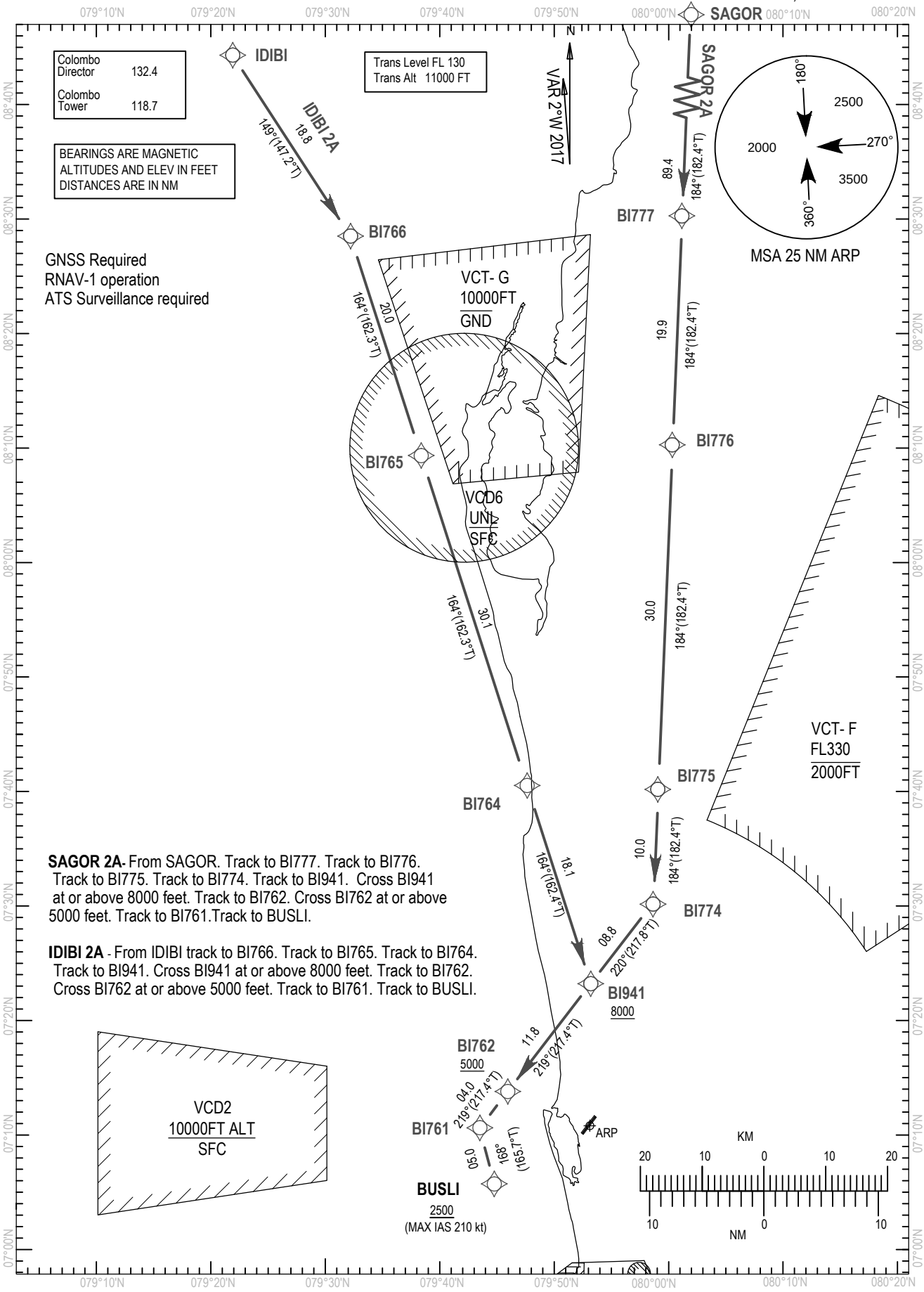
Radio Communication Failure Procedure

A. Set transponder to Mode A/C, Code 7600
B. Continue on SID to cruising level.
C. If RTB
   I. If ACFT before BI453 - continue on SID to BI453. Join STAR LALUM 1A. Join ILS Z RWY22 App.
   II. If ACFT has passed BI453 – join STAR BIKOK 1A. Join ILS Z RWY22 App.
   III. a.) If landing – Land on RWY22
   b.) If holding/fuel dumping – From KADIR track to PASKU hold at 6000 feet minimum. For landing- track to BI453 & join STAR LALUM 1A. Join ILS Z RWY22 App. to land.

BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

STANDARD ARRIVAL CHART-
INSTRUMENT(STAR)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)
RWY04
RNAV SAGOR 2A,RNAV IDIBI 2A



SAGOR 2A- From SAGOR. Track to BI777. Track to BI776. Track to BI775. Track to BI774. Track to BI941. Cross BI941 at or above 8000 feet. Track to BI762. Cross BI762 at or above 5000 feet. Track to BI761.Track to BUSLI.

IDIBI 2A - From IDIBI track to BI766. Track to BI765. Track to BI764. Track to BI941. Cross BI941 at or above 8000 feet. Track to BI762. Cross BI762 at or above 5000 feet. Track to BI761. Track to BUSLI.

Changes : way point "DABAR " renamed as " SAGOR" and upper ,lower limits of VCD2 ,VCD6

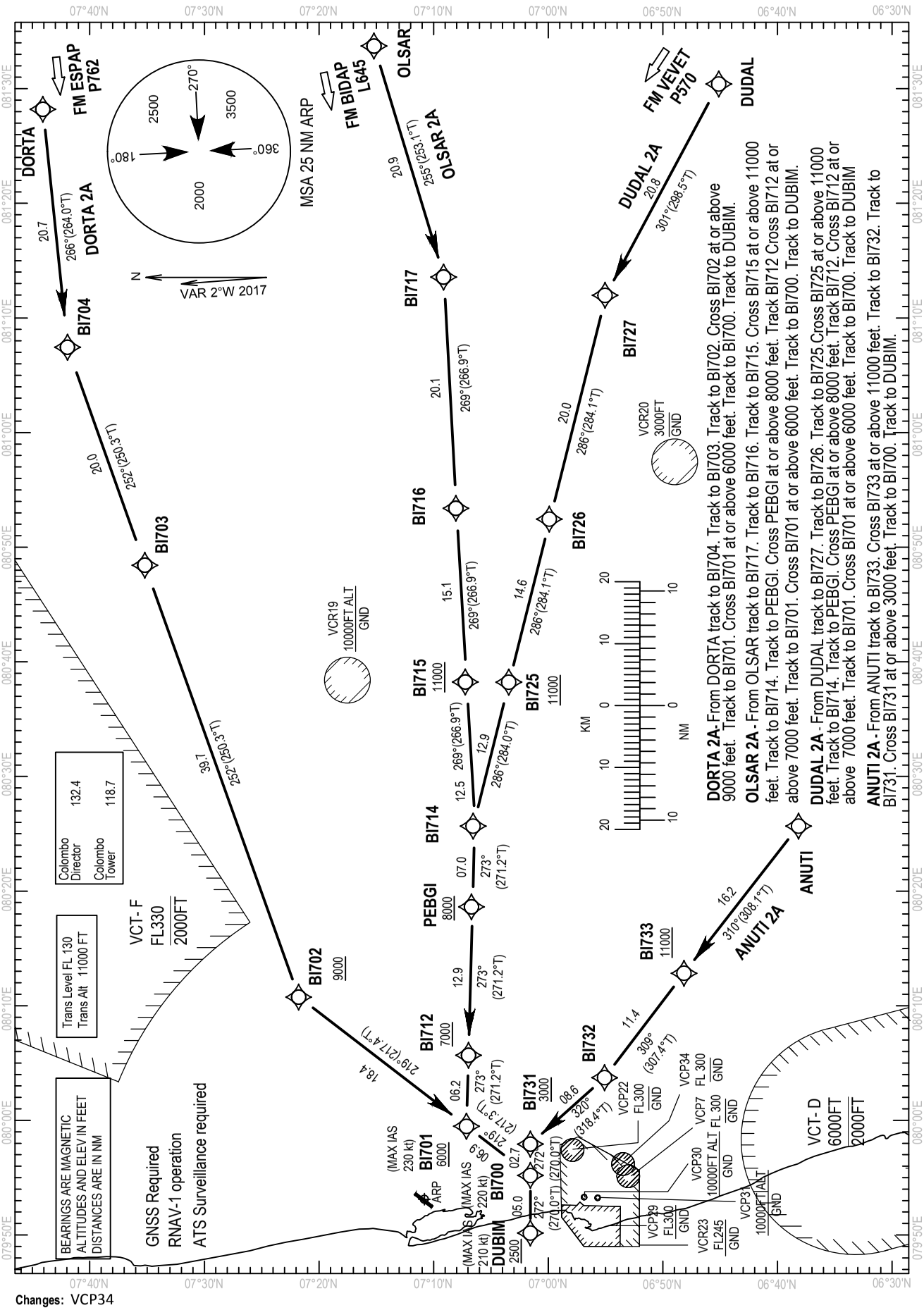
CODING TABLE SAGOR 2A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
SAGOR 2A	001	IF	SAGOR	-	-	-	-	--	-	RNAV1	10°00'00.0''N,080°04'54.0''E
	002	TF	BI777	-	184 (182.4)	89.4	-	-	-	RNAV1	08°30'15.7"N, 080°01'09.0"E
	003	TF	BI776	-	184 (182.4)	19.9	-	-	-	RNAV1	08°10'16.0"N, 080°00'18.5"E
	004	TF	BI775	-	184 (182.4)	30.0	-	-	-	RNAV1	07°40'10.3"N, 079°59'02.7"E
→	005	TF	BI774	-	184 (182.4)	10.0	-	-	-	RNAV1	07°30'09.0"N, 079°58'37.5"E
	006	TF	BI941	-	220 (217.8)	08.8	-	+8000	-	RNAV1	07°23'12.2"N, 079°53'11.1"E
	007	TF	BI762	-	219 (217.4)	11.8	-	+5000	-	RNAV1	07°13'47.3"N, 079°45'56.2"E
	008	TF	BI761	-	219 (217.4)	04.0	-	-	-	RNAV1	07°10'37.1"N, 079°43'29.8"E
	009	TF	BUSLI	-	168 (165.7)	05.0	-	+2500	210	RNAV1	07°05'43.3"N, 079°44'45.3"E

CODING TABLE IDIBI 2A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
IDIBI 2A	001	IF	IDIBI	.	-	-	-	-	-	RNAV1	08°44'18.0"N, 079°21'54.0"E
	002	TF	BI766	-	149 (147.2)	18.8	-	-	-	RNAV1	08°28'29.8"N, 079°32'12.2"E
	003	TF	BI765	-	164 (162.3)	20.0	-	-	-	RNAV1	08°09'20.0"N, 079°38'22.4"E
	004	TF	BI764	-	164 (162.3)	30.1	-	-	-	RNAV1	07°40'30.9"N, 079°47'38.0"E
	005	TF	BI941	-	164 (162.4)	18.1	-	+8000	-	RNAV1	07°23'12.2"N, 079°53'11.1"E
	006	TF	BI762	-	219 (217.4)	11.8	-	+5000	-	RNAV1	07°13'47.3"N, 079°45'56.2"E
	007	TF	BI761	-	219 (217.4)	04.0	-	-	-	RNAV1	07°10'37.1"N, 079°43'29.8"E
	008	TF	BUSLI	-	168 (165.7)	05.0	-	+2500	210	RNAV1	07°05'43.3"N, 079°44'45.3"E

RNAV DORTA 2A,RNAV OLSAR 2A ,RNAV DUDAL 2A,RNAV ANUTI 2A



DORTA 2A - From DORTA track to BI704. Track to BI703. Track to BI702. Cross BI702 at or above 9000 feet. Track to BI701. Cross BI701 at or above 6000 feet. Track to BI700. Track to DUBIM.

OLSAR 2A - From OLSAR track to BI717. Track to BI716. Track to BI715. Cross BI715 at or above 11000 feet. Track to BI714. Track to PEBGI. Cross PEBGI at or above 8000 feet. Track BI712 Cross BI712 at or above 7000 feet. Track to BI701. Cross BI701 at or above 6000 feet. Track to BI700. Track to DUBIM.

DUDAL 2A - From DUDAL track to BI727. Track to BI726. Track to BI725.Cross BI725 at or above 11000 feet. Track to BI714. Track to PEBGI. Cross PEBGI at or above 8000 feet. Track BI712. Cross BI712 at or above 7000 feet. Track to BI701. Cross BI701 at or above 6000 feet. Track to BI700. Track to DUBIM

ANUTI 2A - From ANUTI track to BI733. Cross BI733 at or above 11000 feet. Track to BI732. Track to BI731. Cross BI731 at or above 3000 feet. Track to BI700. Track to DUBIM.

Changes: VCP34

CODING TABLE DORTA 2A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DORTA 2A	001	IF	DORTA	-	-	-	-	-	-	RNAV1	07°44'05.0"N, 081°28'13.0"E
	002	TF	BI704	-	266 (264.0)	20.7	-	-	-	RNAV1	07°41'55.7"N, 081°07'27.2"E
	003	TF	BI703	-	252 (250.3)	20.0	-	-	-	RNAV1	07°35'11.0"N, 080°48'26.3"E
	004	TF	BI702	-	252 (250.3)	39.7	-	+9000	-	RNAV1	07°21'45.9"N, 080°10'45.7"E
	005	TF	BI701	-	219 (217.4)	18.4	-	+6000	230	RNAV1	07°07'04.7"N, 079°59'26.1"E
	006	TF	BI700	-	219 (217.3)	06.9	-	-	220	RNAV1	07°01'33.6"N, 079°55'12.4"E
	007	TF	DUBIM	-	272 (270.0)	05.0	-	+2500	210	RNAV1	07°01'33.6"N, 079°50'10.7"E

CODING TABLE OLSAR 2A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
OLSAR 2A	001	IF	OLSAR	.	-	-	-	-	-	RNAV1	07°15'12.0"N, 081°33'44.0"E
	002	TF	BI717	-	255 (253.1)	20.9	-	-	-	RNAV1	07°09'07.5"N, 081°13'34.7"E
	003	TF	BI716	-	269 (266.9)	20.1	-	-	-	RNAV1	07°08'02.9"N, 080°53'24.5"E
	004	TF	BI715	-	269 (266.9)	15.1	-	+11000	-	RNAV1	07°07'13.9"N, 080°38'14.9"E
	005	TF	BI714	-	269 (266.9)	12.5	-	-	-	RNAV1	07°06'32.8"N, 080°25'40.7"E
	006	TF	PEBGI	-	273 (271.2)	07.0		+8000	-	RNAV1	07°06'41.5"N, 080°18'38.3"E
	007	TF	BI712	-	273 (271.2)	12.9	-	+7000	-	RNAV1	07°06'57.2"N, 080°05'41.0"E
	008	TF	BI701	-	273 (271.2)	06.2	-	+6000	230	RNAV1	07°07'04.7"N, 079°59'26.1"E
	009	TF	BI700	-	219 (217.3)	06.9	-	-	220	RNAV1	07°01'33.6"N, 079°55'12.4"E
	010	TF	DUBIM	-	272 (270.0)	05.0	-	+2500	210	RNAV1	07°01'33.6"N, 079°50'10.7"E

CODING TABLE DUDAL 2A

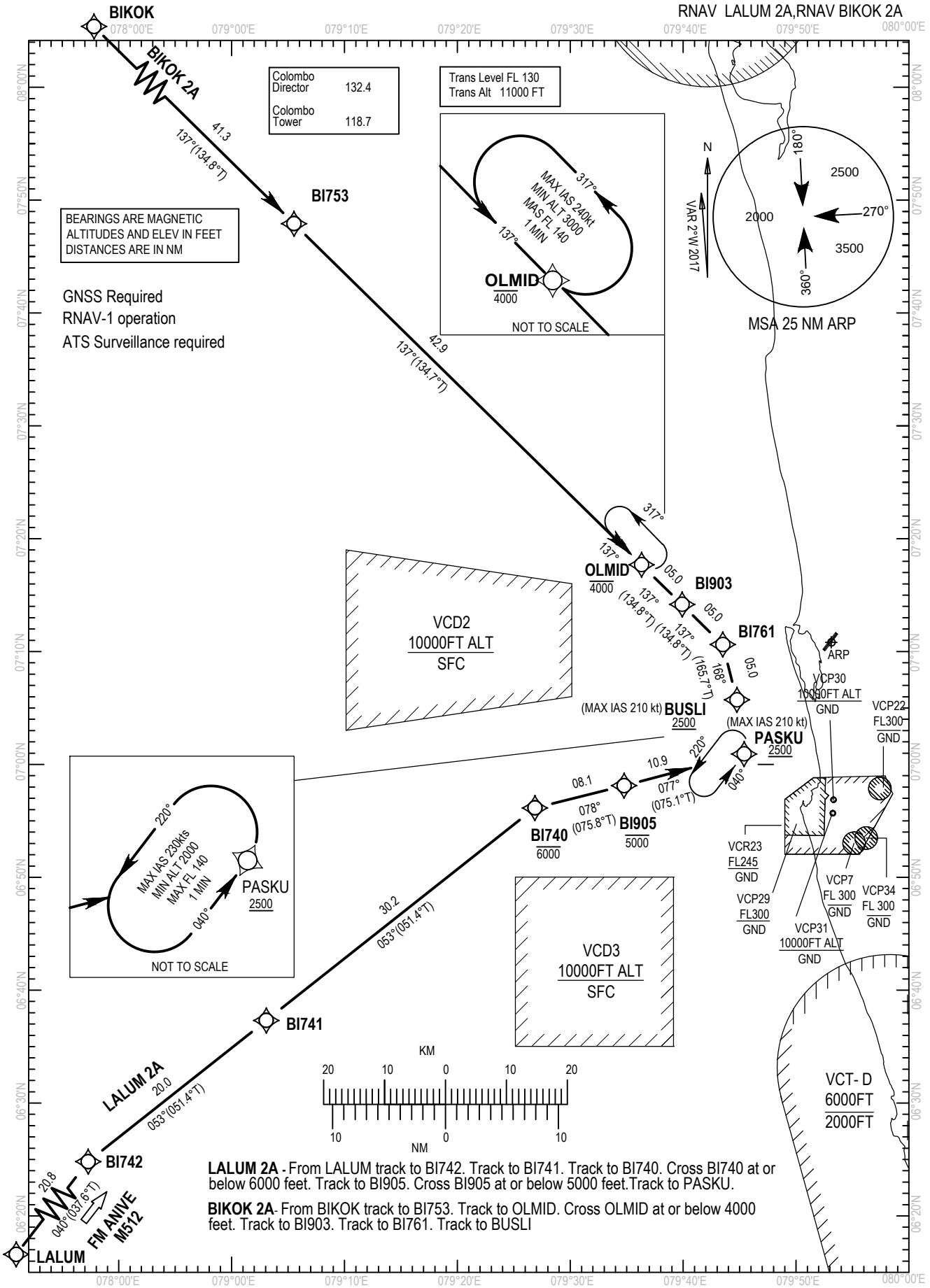
Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DUDAL 2A	001	IF	DUDAL	.	-	-	-	-	-	RNAV1	06°45'07.0"N, 081°30'25.0"E
	002	TF	BI727	-	301 (298.5)	20.8	-	-	-	RNAV1	06°55'02.6"N, 081°11'59.4"E
	003	TF	BI726	-	286 (284.1)	20.0	-	-	-	RNAV1	06°59'54.3"N, 080°52'27.3"E
	004	TF	BI725	-	286 (284.1)	14.6	-	+11000	-	RNAV1	07°03'26.1"N, 080°38'14.3"E
	005	TF	BI714	-	286 (284.0)	12.9	-	-	-	RNAV1	07°06'32.8"N, 080°25'40.7"E
	006	TF	PEBGI	-	273 (271.2)	07.0		+8000	-	RNAV1	07°06'41.5"N, 080°18'38.3"E
	007	TF	BI712	-	273 (271.2)	12.9	-	+7000	-	RNAV1	07°06'57.2"N, 080°05'41.0"E
	008	TF	BI701	-	273 (271.2)	06.2	-	+6000	230	RNAV1	07°07'04.7"N, 079°59'26.1"E
	009	TF	BI700	-	219 (217.3)	06.9	-	-	220	RNAV1	07°01'33.6"N, 079°55'12.4"E
	010	TF	DUBIM	-	272 (270.0)	05.0	-	+2500	210	RNAV1	07°01'33.6"N, 079°50'10.7"E

CODING TABLE ANUTI 2A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
ANUTI 2A	001	IF	ANUTI	-	-	-	-	-	-	RNAV1	06°38'09.7''N, 080°25'40.7''E
	002	TF	BI733	-	310 (308.1)	16.2	-	+11000	-	RNAV1	06°48'09.3"N, 080°12'50.4"E
	003	TF	BI732	-	309 (307.4)	11.4	-		-	RNAV1	06°55'04.7"N, 080°03'43.9"E
	004	TF	BI731	-	320 (318.4)	08.6	-	+3000	-	RNAV1	07°01'33.5"N, 079°57'56.3"E
	005	TF	BI700	-	272 (270.0)	02.7	-	-	220	RNAV1	07°01'33.6"N, 079°55'12.4"E
	006	TF	DUBIM	-	272 (270.0)	05.0	-	+2500	210	RNAV1	07°01'33.6"N, 079°50'10.7"E

STANDARD ARRIVAL CHART-
INSTRUMENT(STAR)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)
RWY 04
RNAV LALUM 2A,RNAV BIKOK 2A



Changes: VCP34

CODING TABLE LALUM 2A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
LALUM 2A	001	IF	LALUM	-	-	-	-	-	-	RNAV1	06°08'17.0"N, 078°34'28.0"E
	002	TF	BI742	-	040 (037.6)	20.8	-	-	-	RNAV1	06°24'48.4"N, 078°47'16.5"E
	003	TF	BI741	-	053 (051.4)	20.0	-	-	-	RNAV1	06°37'19.1"N, 079°03'03.5"E
	004	TF	BI740	-	053 (051.4)	30.2	-	-6000	-	RNAV1	06°56'08.6"N, 079°26'51.2"E
	005	TF	BI905	-	078 (075.8)	08.1	-	-5000	-	RNAV1	06°58'07.3"N, 079°34'44.9"E
	006	TF	PASKU	-	077 (075.1)	10.9	-	+2500	210	RNAV1	07°00'55.9"N, 079°45'23.1"E

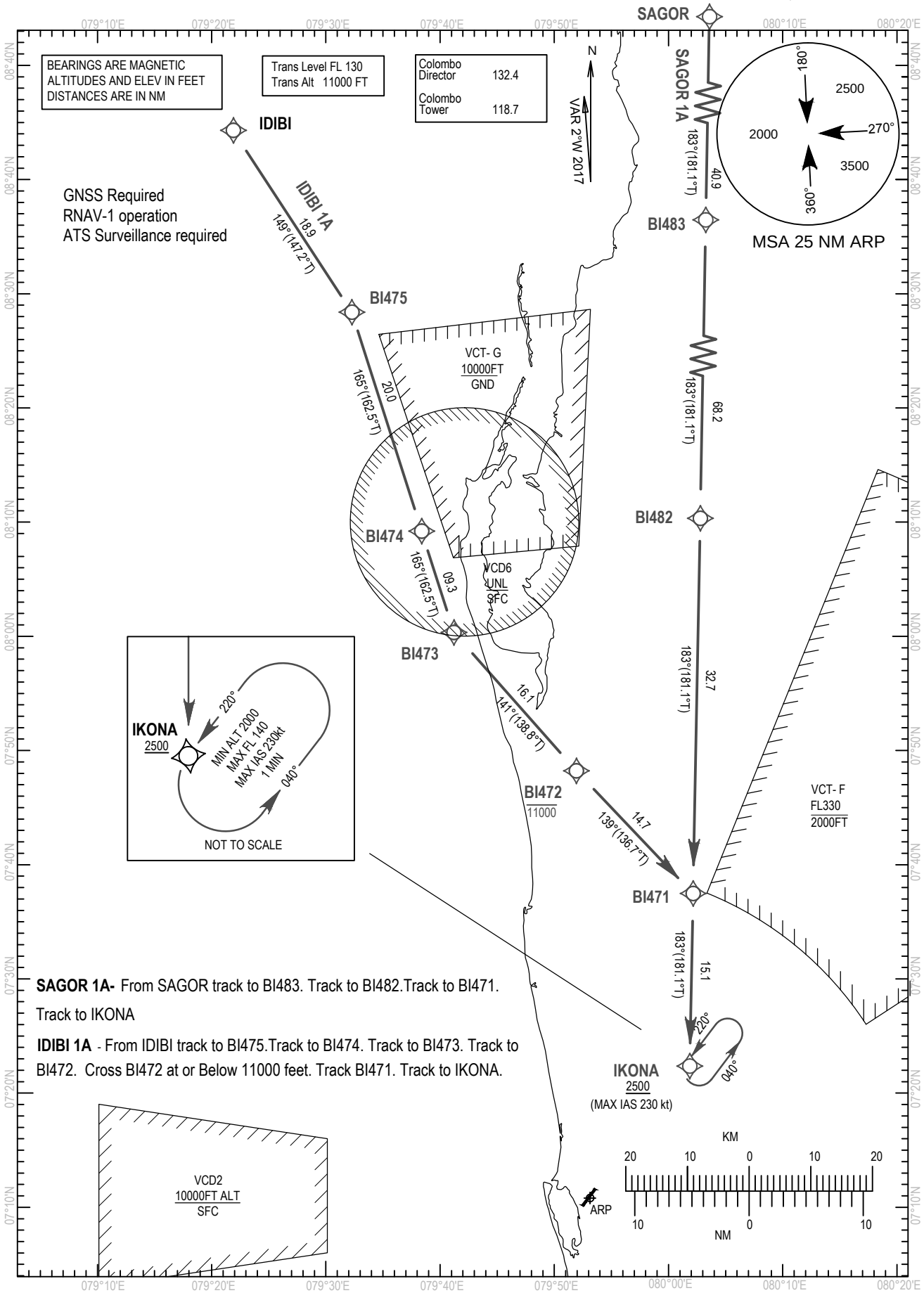
CODING TABLE BIKOK 2A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
BIKOK 2A	001	IF	BIKOK	-	-	-	-	-	-	RNAV1	08°17'06.0''N, 078°35'55.0''E
	002	TF	BI753	-	137 (134.8)	41.3	-	-	-	RNAV1	07°47'55.1"N, 079°05'30.7"E
	003	TF	OLMID	-	137 (134.7)	42.9	-	-4000	-	RNAV1	07°17'41.7"N, 079°36'18.2"E
	004	TF	BI903	-	137 (134.8)	05.0	-	-	-	RNAV1	07°14'10.2"N, 079°39'53.2"E
	005	TF	BI761	-	137 (134.8)	05.0	-	-	-	RNAV1	07°10'37.1"N, 079°43'29.8"E
	006	TF	BUSLI	-	168 (165.7)	05.0	-	+2500	210	RNAV1	07°05'43.3"N, 079°44'45.3"E

BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

STANDARD ARRIVAL CHART-INSTRUMENT(STAR)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)
RWY22
RNAV IDIBI 1A,RNAV SAGOR 1A



SAGOR 1A- From SAGOR track to BI483. Track to BI482.Track to BI471. Track to IKONA

IDIBI 1A - From IDIBI track to BI475.Track to BI474. Track to BI473. Track to BI472. Cross BI472 at or Below 11000 feet. Track BI471. Track to IKONA.

Changes : way point "DABAR " renamed as " SAGOR" and upper , lower limits of VCD2, VCD6

CODING TABLE SAGOR 1A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
SAGOR 1A	001	IF	SAGOR	.	-	-	-	-	-	RNAV1	10°00'00.0''N, 080°04'54.0''E
	002	TF	BI483	-	183 (181.1)	40.9	-	-	-	RNAV1	09°18'52.2"N, 080°04'06.6"E
	003	TF	BI482	-	183 (181.1)	68.2	-	-	-	RNAV1	08°10'19.4"N, 080°02'46.8"E
	004	TF	BI471	-	183 (181.1)	32.7	-	-	-	RNAV1	07°37'28.3"N, 080°02'09.0"E
	005	TF	IKONA	-	183 (181.1)	15.1	-	+2500	230	RNAV1	07°22'21.0"N, 080°01'51.6"E

CODING TABLE IDIBI 1A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
IDIBI 1A	001	IF	IDIBI	.	-	-	-		-	RNAV1	08°44'18.0"N, 079°21'54.0"E
	002	TF	BI475	-	149 (147.2)	18.9	-	-	-	RNAV1	08°28'22.8"N, 079°32'16.2"E
	003	TF	BI474	-	165 (162.5)	20.0	-	-	-	RNAV1	08°09'11.7''N, 079°38'23.2''E
	004	TF	BI473	-	165 (162.5)	09.3	-	-	-	RNAV1	08°00'20.2''N, 079°41'12.6''E
	005	TF	BI472	-	141 (138.8)	16.1	-	-11000	-	RNAV1	07°48'13.0"N, 079°51'55.7"E
	006	TF	BI471	-	139 (136.7)	14.7	-	-	-	RNAV1	07°37'28.3"N, 080°02'09.0"E
	007	TF	IKONA	-	183 (181.1)	15.1	-	+2500	230	RNAV1	07°22'21.0"N, 080°01'51.6"E

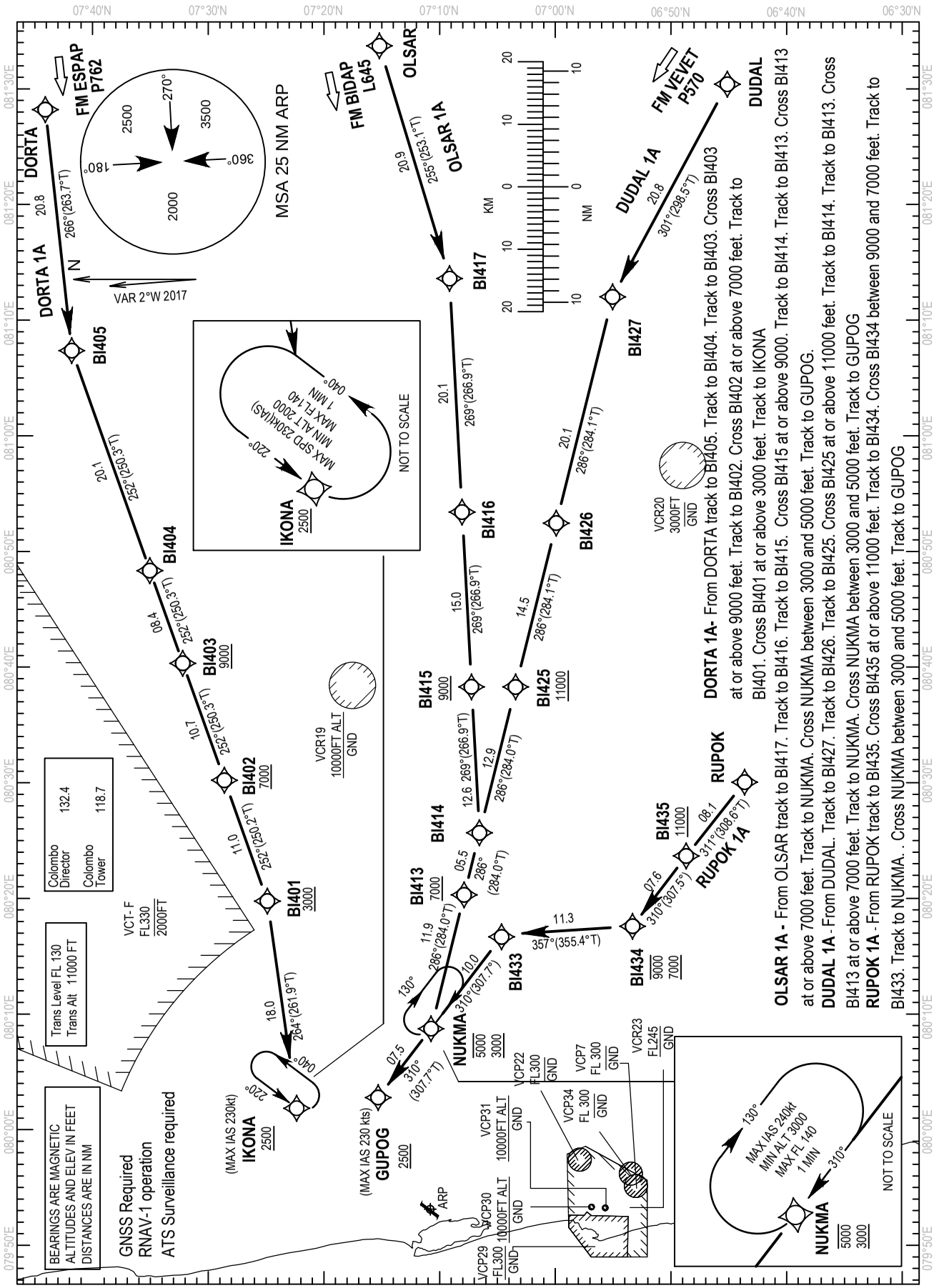
BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

STANDARD ARRIVAL CHART-INSTRUMENT(STAR)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)

RWY 22

RNAV DORTA 1A,RNAV OLSAR 1A,RNAV DUDAL 1A,RNAV RUPOK 1A



OLSAR 1A - From OLSAR track to BI417. Track to BI416. Track to BI415. Cross BI415 at or above 9000. Track to BI414. Track to BI413. Cross BI413 at or above 7000 feet. Track to NUKMA. Cross NUKMA between 3000 and 5000 feet. Track to GUPOG.

DUDAL 1A - From DUDAL. Track to BI427. Track to BI426. Track to BI425. Cross BI425 at or above 11000 feet. Track to BI414. Track to BI413. Cross BI413 at or above 7000 feet. Track to NUKMA. Cross NUKMA between 3000 and 5000 feet. Track to GUPOG

RUPOK 1A - From RUPOK track to BI435. Cross BI435 at or above 11000 feet. Track to BI434. Cross BI434 between 9000 and 7000 feet. Track to BI433. Track to NUKMA. . Cross NUKMA between 3000 and 5000 feet. Track to GUPOG

DORTA 1A- From DORTA track to BI405. Track to BI404. Track to BI403. Cross BI403 at or above 9000 feet. Track to BI402. Cross BI402 at or above 7000 feet. Track to BI401. Cross BI401 at or above 3000 feet. Track to IKONA

Changes: VCP34

CODING TABLE DORTA 1A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DORTA 1A	001	IF	DORTA	.	-	-	-	-	-	RNAV1	07°44'05.0"N, 081°28'13.0"E
	002	TF	BI405	-	266 (263.7)	20.8	-	-	-	RNAV1	07°41'47.9"N, 081°07'22.4"E
	003	TF	BI404	-	252 (250.3)	20.1	-	-	-	RNAV1	07°35'02.9"N, 080°48'20.8"E
	004	TF	BI403	-	252 (250.3)	08.4	-	+9000	-	RNAV1	07°32'12.0"N, 080°40'20.1"E
	005	TF	BI402	-	252 (250.3)	10.7	-	+7000	-	RNAV1	07°28'36.1"N, 080°30'13.3"E
	006	TF	BI401	-	252 (250.2)	11.0	-	+3000	-	RNAV1	07°24'52.7"N, 080°19'46.3"E
	007	TF	IKONA	-	264 (261.9)	18.0	-	+2500	230	RNAV1	07°22'21.0"N, 080°01'51.6"E

CODING TABLE OLSAR 1A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
OLSAR 1A	001	IF	OLSAR	.	-	-	-	-	-	RNAV1	07°15'12.0"N, 081°33'44.0"E
	002	TF	BI417	-	255 (253.1)	20.9	-	-	-	RNAV1	07°09'07.7"N, 081°13'36.7"E
	003	TF	BI416	-	269 (266.9)	20.1	-	-	-	RNAV1	07°08'03.1"N, 080°53'24.8"E
	004	TF	BI415	-	269 (266.9)	15.0	-	+9000	-	RNAV1	07°07'14.1"N, 080°38'17.9"E
	005	TF	BI414	-	269 (266.9)	12.6	-	-	-	RNAV1	07°06'32.8"N, 080°25'40.7"E
	006	TF	BI413	-	286 (284.0)	05.5	-	+7000	-	RNAV1	07°07'52.4"N, 080°20'18.7"E
	007	TF	NUKMA	-	286 (284.0)	11.9	-	-5000 /+3000	-	RNAV1	07°10'44.0"N, 080°08'44.3"E
	008	TF	GUPOG	-	310 (307.7)	07.5	-	+2500	230	RNAV1	07°15'18.3"N, 080°02'47.0"E

CODING TABLE DUDAL 1A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
DUDAL 1A	001	IF	DUDAL	.	-	-	-	-	-	RNAV1	06°45'07.0"N,081°30'25.0"E
	002	TF	BI427	-	301 (298.5)	20.8	-	-	-	RNAV1	06°55'02.1"N, 081°12'01.4"E
	003	TF	BI426	-	286 (284.1)	20.1	-	-	-	RNAV1	06°59'54.3"N, 080°52'27.5"E
	004	TF	BI425	-	286 (284.1)	14.5	-	+11000	-	RNAV1	07°03'25.2"N, 080°38'17.7"E
	005	TF	BI414	-	286 (284.0)	12.9	-	-	-	RNAV1	07°06'32.8"N, 080°25'40.7"E
	006	TF	BI413	-	286 (284.0)	05.5	-	+7000	-	RNAV1	07°07'52.4"N, 080°20'18.7"E
	007	TF	NUKMA	-	286 (284.0)	11.9	-	-5000 /+3000	-	RNAV1	07°10'44.0"N, 080°08'44.3"E
	008	TF	GUPOG	-	310 (307.7)	07.5	-	+2500	230	RNAV1	07°15'18.3"N, 080°02'47.0"E

CODING TABLE RUPOK 1A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
RUPOK 1A	001	IF	RUPOK	.-	-	-	-	-	-	RNAV1	06°43'37.3''N, 080°30'03.5''E
	002	TF	BI435	-	311 (308.6)	08.1	-	+11000	-	RNAV1	06°48'40.4"N, 080°23'40.6"E
	003	TF	BI434	-	310 (307.5)	07.6	-	-9000 /+7000	-	RNAV1	06°53'18.7"N, 080°17'35.7"E
	004	TF	BI433	-	357 (355.4)	11.3	-	-	-	RNAV1	07°04'38.2"N, 080°16'40.9"E
	005	TF	NUKMA	-	310 (307.7)	10.0	-	-5000 /+3000	-	RNAV1	07°10'44.0"N, 080°08'44.3"E
	006	TF	GUPOG	-	310 (307.7)	07.5	-	+2500	230	RNAV1	07°15'18.3"N, 080°02'47.0"E

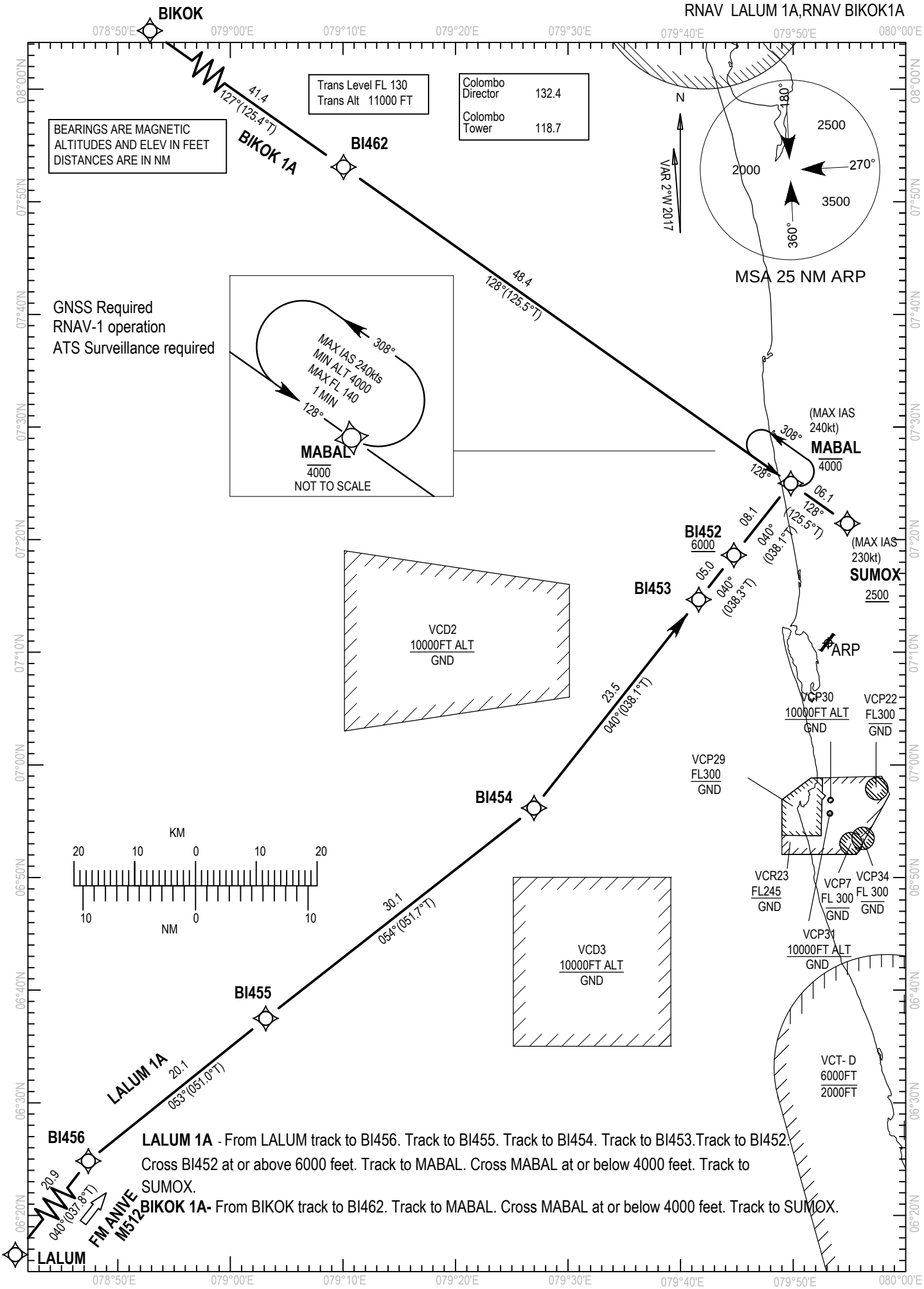
BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

STANDARD ARRIVAL CHART-INSTRUMENT(STAR)-ICAO

KATUNAYAKE/Bandaranaike Intl. Colombo(VCBI)

RWY 22

RNAV LALUM 1A,RNAV BIKOK1A



LALUM 1A - From LALUM track to BI456. Track to BI455. Track to BI454. Track to BI453.Track to BI452. Cross BI452 at or above 6000 feet. Track to MABAL. Cross MABAL at or below 4000 feet. Track to SUMOX.

BIKOK 1A- From BIKOK track to BI462. Track to MABAL. Cross MABAL at or below 4000 feet. Track to SUMOX.

Changes: VCP34

CODING TABLE BIKOK 1A

Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
BIKOK 1A	001	IF	BIKOK	-	-	-	-	-	-	RNAV1	08°17'06.0''N, 078°35'55.0''E
	002	TF	BI462	-	127 (125.4)	41.4	-	-	-	RNAV1	07°53'04.7"N, 079°10'02.5"E
	003	TF	MABAL	-	128 (125.5)	48.4	-	-4000	240	RNAV1	07°24'59.3"N, 079°49'46.8"E
	004	TF	SUMOX	-	128 (125.5)	06.1	-	+2500	230	RNAV1	07°21'25.7"N, 079°54'48.2"E

CODING TABLE LALUM 1A

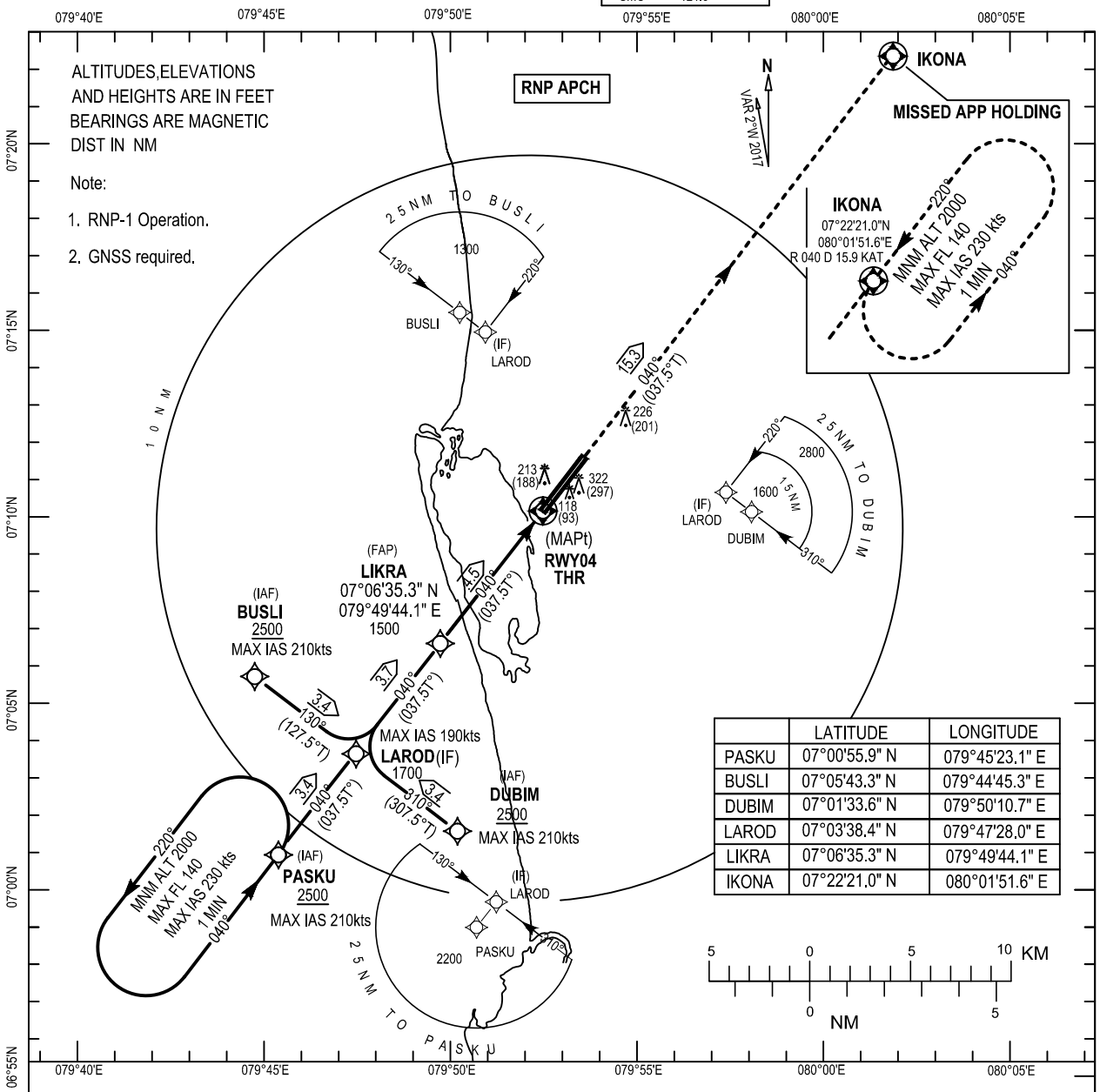
Designator	No.	PT	WP	FO	Course °Mag (°T)	Distance (NM)	Turn	Level (ft)	Speed IAS (kt)	Nav. Spec.	Coordinates (WGS84)
LALUM 1A	001	IF	LALUM	-	-	-	-	-	-	RNAV1	06°08'17.0"N, 078°34'28.0"E
	002	TF	BI456	-	040 (037.8)	20.9	-	-	-	RNAV1	06°24'49.5"N, 078°47'22.3"E
	003	TF	BI455	-	053 (051.0)	20.1	-	-	-	RNAV1	06°37'28.7"N, 079°03'07.9"E
	004	TF	BI454	-	054 (051.7)	30.1	-	-	-	RNAV1	06°56'09.9''N, 079°26'58.2''E
	005	TF	BI453	-	040 (038.1)	23.5	-	-	-	RNAV1	07°14'40.0"N, 079°41'36.3"E
	006	TF	BI452	-	040 (038.3)	05.0	-	+6000	-	RNAV1	07°18'36.1"N, 079°44'44.0"E
	007	TF	MABAL	-	040 (038.1)	08.1	-	-4000	240	RNAV1	07°24'59.3"N, 079°49'46.8"E
	008	TF	SUMOX	-	128 (125.5)	06.1	-	+2500	230	RNAV1	07°21'25.7"N, 079°54'48.2"E

INSTRUMENT APPROACH CHART - ICAO

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

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

KATUNAYAKE/BANDARANAIKE INTL.
COLOMBO (VCBI)
RNP RWY04

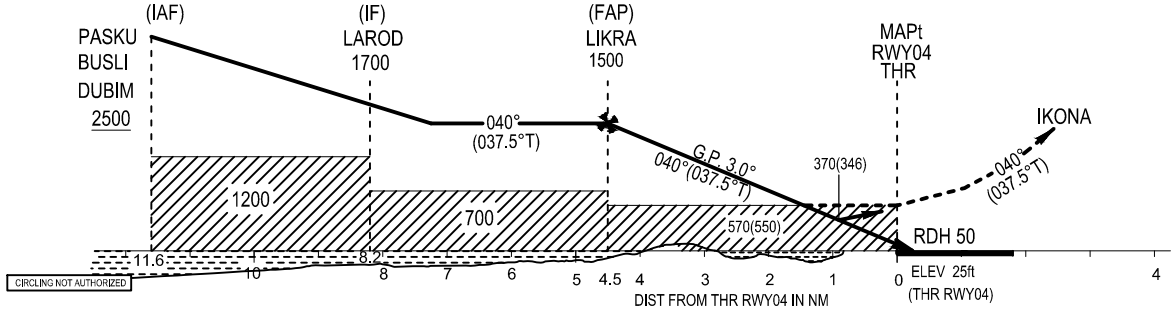


	LATITUDE	LONGITUDE
PASKU	07°00'55.9" N	079°45'23.1" E
BUSLI	07°05'43.3" N	079°44'45.3" E
DUBIM	07°01'33.6" N	079°50'10.7" E
LAROD	07°03'38.4" N	079°47'28.0" E
LIKRA	07°06'35.3" N	079°49'44.1" E
IKONA	07°22'21.0" N	080°01'51.6" E

Timing not authorized for defining the MAPt
Minimum temperature for Baro-VNAV Approaches 15 C
The temperature at which the effective VPA will exceed 3.5° is 50 C

Transition Altitude 11000
Transition Level FL130

MISSED APPROACH :
Climb to 2000ft on track 040° to IKONA and hold.



ACFT CATEGORY		A	B	C	D
LNAV/VNAV	DA(DH)	310(286)	320(296)	340(316)	370(346)
LNAV	MDA(MDH)	570(550)			

DIST MAPt(RWY04)	4	3	2	1
ALTITUDE	1348	1030	711	393

CODING TABLES FOR RNP APCH RWY 04

Segment	FIX	Path Term.	WP	FO	Course/Track ° Mag (°T)	Mag Var.	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	VPA/ RDH	NAV Specs
Transition	IAF	IF	DUBIM	-	310(307.5)	+2.0	3.4	-	+2500	210	-	RNP APCH
	IAF	IF	BUSLI	-	130(127.5)	+2.0	3.4	-	+2500	210	-	RNP APCH
	IAF	IF	PASKU	-	040(037.5)	+2.0	3.4	-	+2500	210	-	RNP APCH
	IF	TF	LAROD	-	040(037.5)	+2.0	3.7	-	1700	190	-	RNP APCH

Segment	FIX	Path Term.	WP	FO	Course/Track ° Mag (°T)	Mag Var.	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	VPA/ RDH	NAV Specs
Approach	IF	TF	LAROD	-	040(037.5)	+2.0	3.7	-	1700	190	-	RNP APCH
	FAP	TF	LIKRA	-	040(037.5)	+2.0	4.5	-	1500	185	-3.0/50	RNP APCH
	MAPT	TF	RWY04	Y	040(037.5)	+2.0	15.3	-	570	185	-	RNP APCH
	MAHF	CF	IKONA	Y	-	+2.0	-	-	2000	230	-	RNP APCH

Holding Description

Path descriptor	Fix identifier (Waypoint name)	Inbound course ° Mag (°T)	Timing (in minutes)	Turn direction	Minimum altitude	Maximum altitude	Speed limit	Magnetic variation	Navigation specification
Hold	IKONA	220(217.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1
Hold	PASKU	040(037.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1

BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

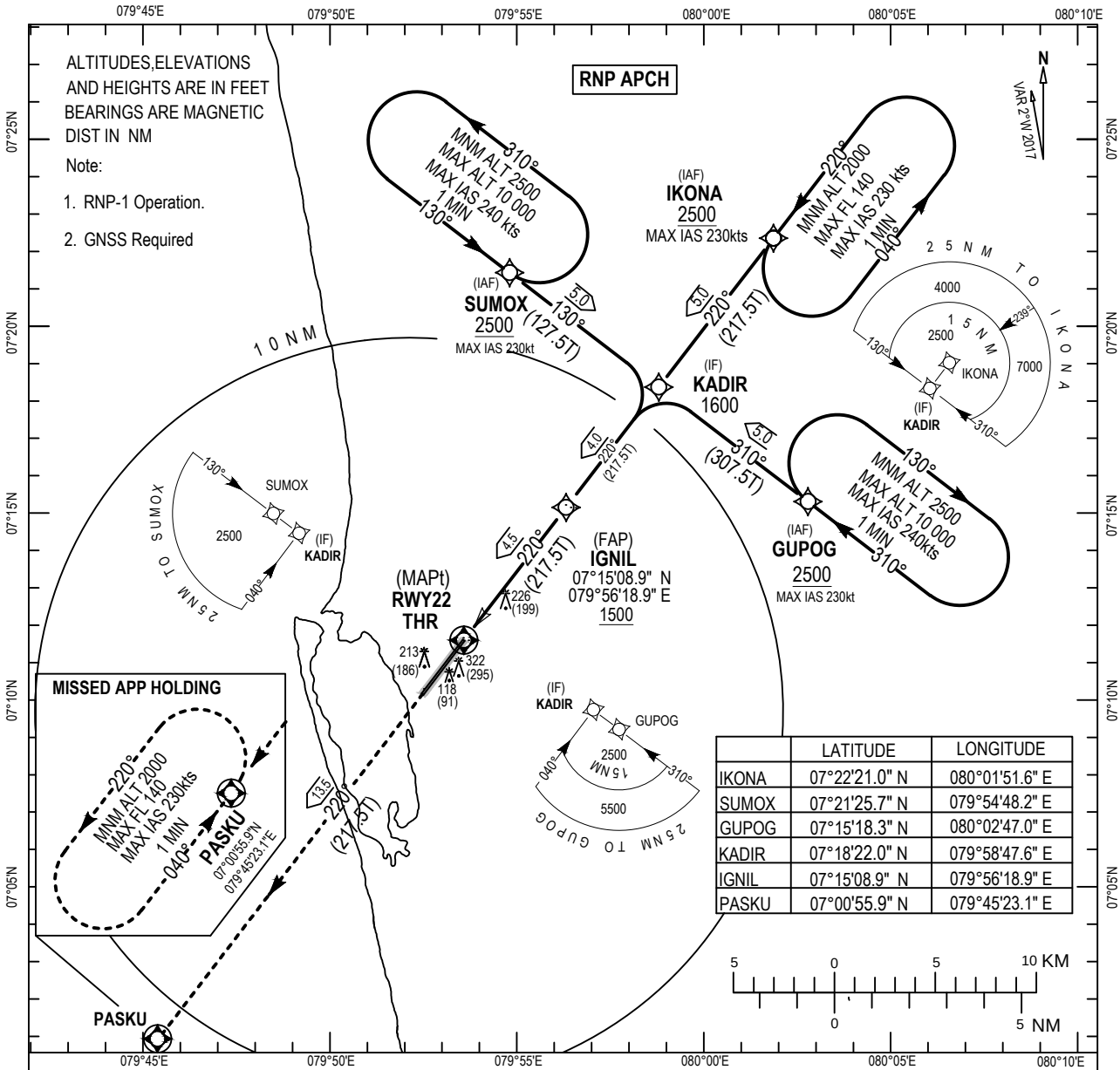
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 29 ft
HEIGHTS RELATED TO
THR RWY22 ELEVATION 27ft

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

KATUNAYAKE/BANDARANAIKE INTL. COLOMBO (VCBI)

RNP RWY 22



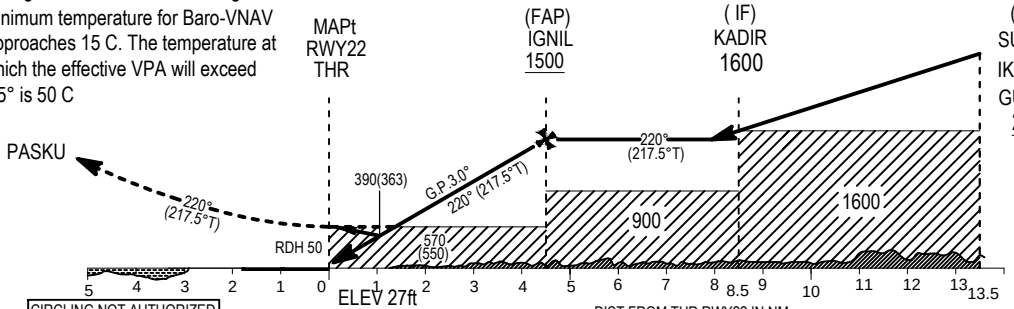
	LATITUDE	LONGITUDE
IKONA	07°22'21.0" N	080°01'51.6" E
SUMOX	07°21'25.7" N	079°54'48.2" E
GUPOG	07°15'18.3" N	080°02'47.0" E
KADIR	07°18'22.0" N	079°58'47.6" E
IGNIL	07°15'08.9" N	079°56'18.9" E
PASKU	07°00'55.9" N	079°45'23.1" E

MISSED APPROACH :
Climb to 2000ft on track 220° to PASKU and hold.

Timing not authorized for defining the MAPt

MInimum temperature for Baro-VNAV Approaches 15 C. The temperature at which the effective VPA will exceed 3.5° is 50 C

Transition Altitude 11000
Transition Level FL130



CIRCLING NOT AUTHORIZED

OCA/OCH					
ACFT CATEGORY		A	B	C	D
LNAV/VNAV	DA(DH)	330(303)	340(317)	380(357)	390(363)
LNAV	MDA(MDH)	570(550)			

DIST MAPt(RWY22)	4	3	2	1
ALTITUDE	1351	1033	714	396

CODING TABLES FOR RNP APCH RWY 22

Segment	FIX	Path Term.	WP	FO	Course/Track ° Mag (°T)	Mag Var.	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	VPA/ RDH	NAV Specs
Transition	IAF	IF	GUPOG	-	310(307.5)	+2.0	5.0	-	+2500	230	-	RNP APCH
	IAF	IF	SUMOX	-	130(127.5)	+2.0	5.0	-	+2500	230	-	RNP APCH
	IAF	IF	IKONA	-	220(217.5)	+2.0	5.0	-	+2500	230	-	RNP APCH
	IF	TF	KADIR	-	220(217.5)	+2.0	4.0	-	1600	-	-	RNP APCH

Segment	FIX	Path Term.	WP	FO	Course/Track ° Mag (°T)	Mag Var.	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	VPA/ RDH	NAV Specs
Approach	IF	TF	KADIR	-	220(217.5)	+2.0	4.0	-	1600	-	-	RNP APCH
	FAP	TF	IGNIL	-	220(217.5)	+2.0	4.5	-	+1500	185	-3.0/50	RNP APCH
	MAPT	TF	RWY22	Y	220(217.5)	+2.0	13.4	-	570	185	-	RNP APCH
	MAHF	CF	PASKU	Y	-	+2.0	-	-	2000	230	-	RNP APCH

Holding Description

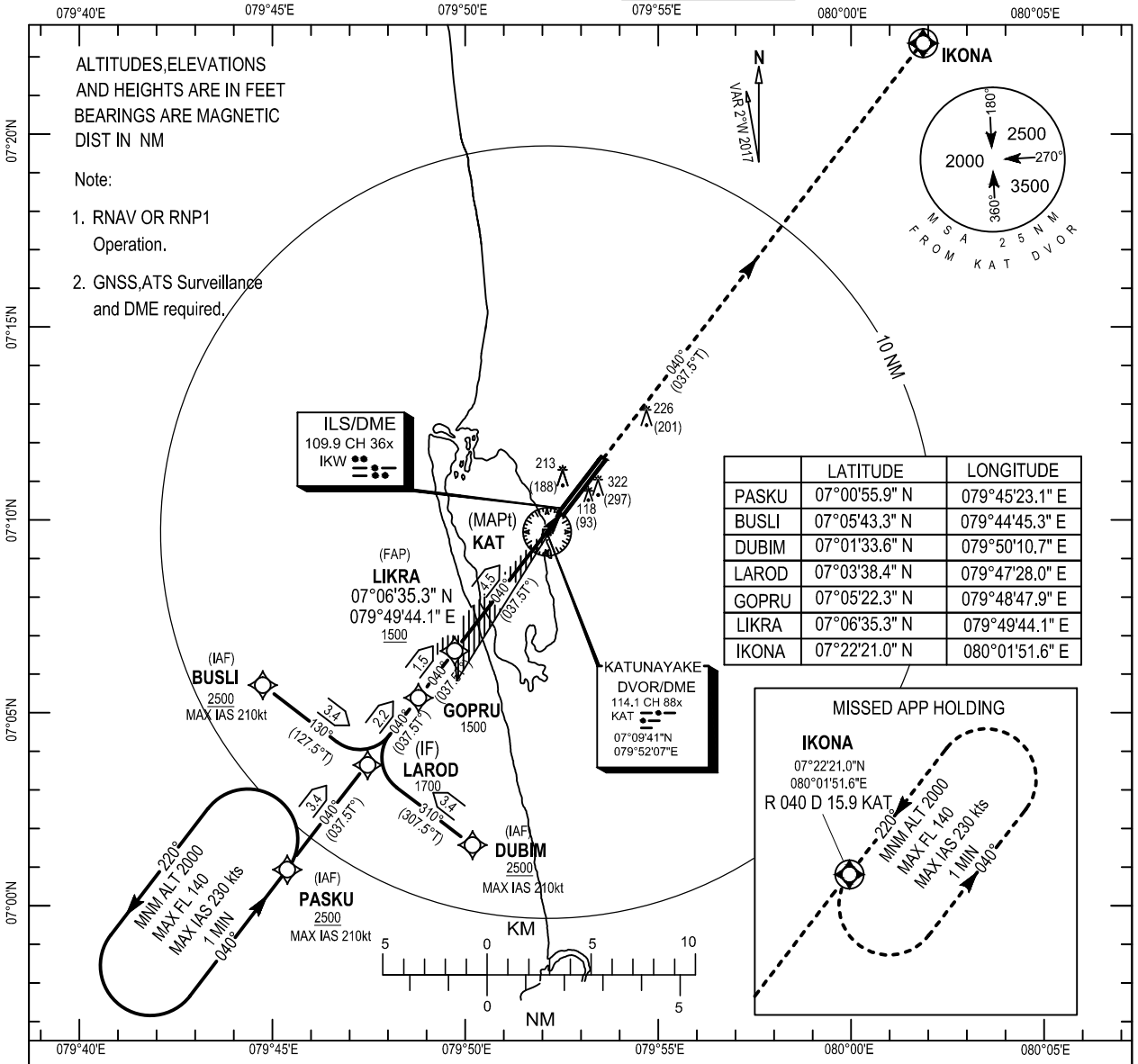
Path descriptor	Fix identifier (Waypoint name)	Inbound course ° Mag (°T)	Timing (in minutes)	Turn direction	Minimum altitude	Maximum altitude	Speed limit	Magnetic variation	Navigation specification
Hold	IKONA	220(217.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1
Hold	SUMOX	130(127.5)	1:0	L	2500	10000	240	+2.0	RNAV 1
Hold	GUPOG	310(307.5)	1:0	R	2500	10000	240	+2.0	RNAV 1
Hold	PASKU	040(037.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1

INSTRUMENT APPROACH CHART - ICAO

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

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

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

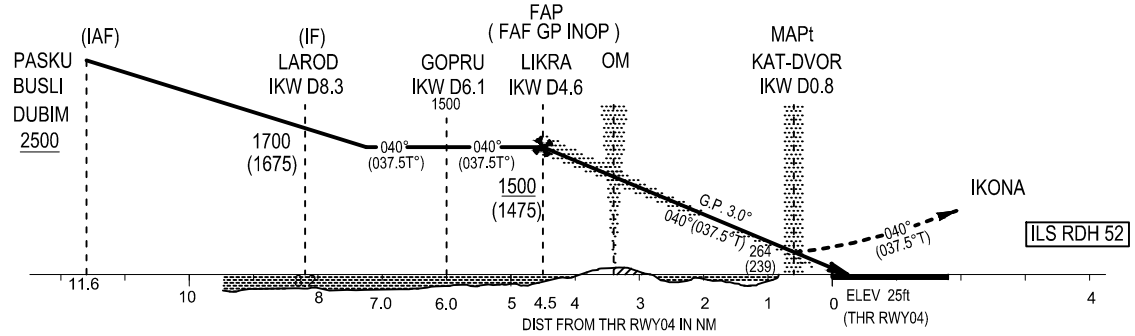


	LATITUDE	LONGITUDE
PASKU	07°00'55.9" N	079°45'23.1" E
BUSLI	07°05'43.3" N	079°44'45.3" E
DUBIM	07°01'33.6" N	079°50'10.7" E
LAROD	07°03'38.4" N	079°47'28.0" E
GOPRU	07°05'22.3" N	079°48'47.9" E
LIKRA	07°06'35.3" N	079°49'44.1" E
IKONA	07°22'21.0" N	080°01'51.6" E

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
Straight-in Approach	Cat 1	234(210)	244(220)	254(230)	264(240)
	GP INOP	374(345)			

Speed	kt	90	120	150	180
FAP-MAPt 3.8 NM	min:s	2:35	1:56	1:33	1:17
Rate of Descent FAF-MAPt 3°(5.24%)	ft/min	470	630	790	950

CODING TABLES FOR ILS Z or LOC RWY 04

Designator	Serial No.	Path Term.	WP	FO	Course/Track ° Mag (°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	NAV. Specs
ILS Z RWY 04 (via BUSLI) (Left-in)	01	IF	IAF(BUSLI)	-	130(127.5)	-	-	+2500	210	RNAV1
	02	TF	IF (LAROD)	-	040(037.5)	3.4	-	1700	190	RNAV1
	03	TF	WP (GOPRU)	-	040(037.5)	2.2	-	1500	-	RNAV1
	04	TF	FAP (LIKRA)	-	040(037.5)	1.5	-	+1500	185	RNAV1

Designator	Serial No.	Path Term.	WP	FO	Course/Track ° Mag (°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	NAV. Specs
ILS Z RWY 04 (via PASKU) (Straight-in)	01	IF	IAF(PASKU)	-	040(037.5)	-	-	+2500	210	RNAV1
	02	TF	IF (LAROD)	-	040(037.5)	3.4	-	1700	190	RNAV1
	03	TF	WP (GOPRU)	-	040(037.5)	2.2	-	1500	-	RNAV1
	04	TF	FAP (LIKRA)	-	040(037.5)	1.5	-	+1500	185	RNAV1

Designator	Serial No.	Path Term.	WP	FO	Course/Track ° Mag (°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	NAV. Specs
ILS Z RWY 04 (via DUBIM) (Right-in)	01	IF	IAF (DUBIM)	-	310(307.5)	-	-	+2500	210	RNAV1
	02	TF	IF (LAROD)	-	040(037.5)	3.4	-	1700	190	RNAV1
	03	TF	WP (GOPRU)	-	040(037.5)	2.2	-	1500	-	RNAV1
	04	TF	FAP (LIKRA)	-	040(037.5)	1.5	-	+1500	185	RNAV1

Holding Description

Path descriptor	Fix identifier (Waypoint name)	Inbound course ° Mag (°T)	Timing (in minutes)	Turn direction	Minimum altitude	Maximum altitude	Speed limit	Magnetic variation	Navigation specification
Hold	IKONA	220(217.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1
Hold	PASKU	040(037.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1

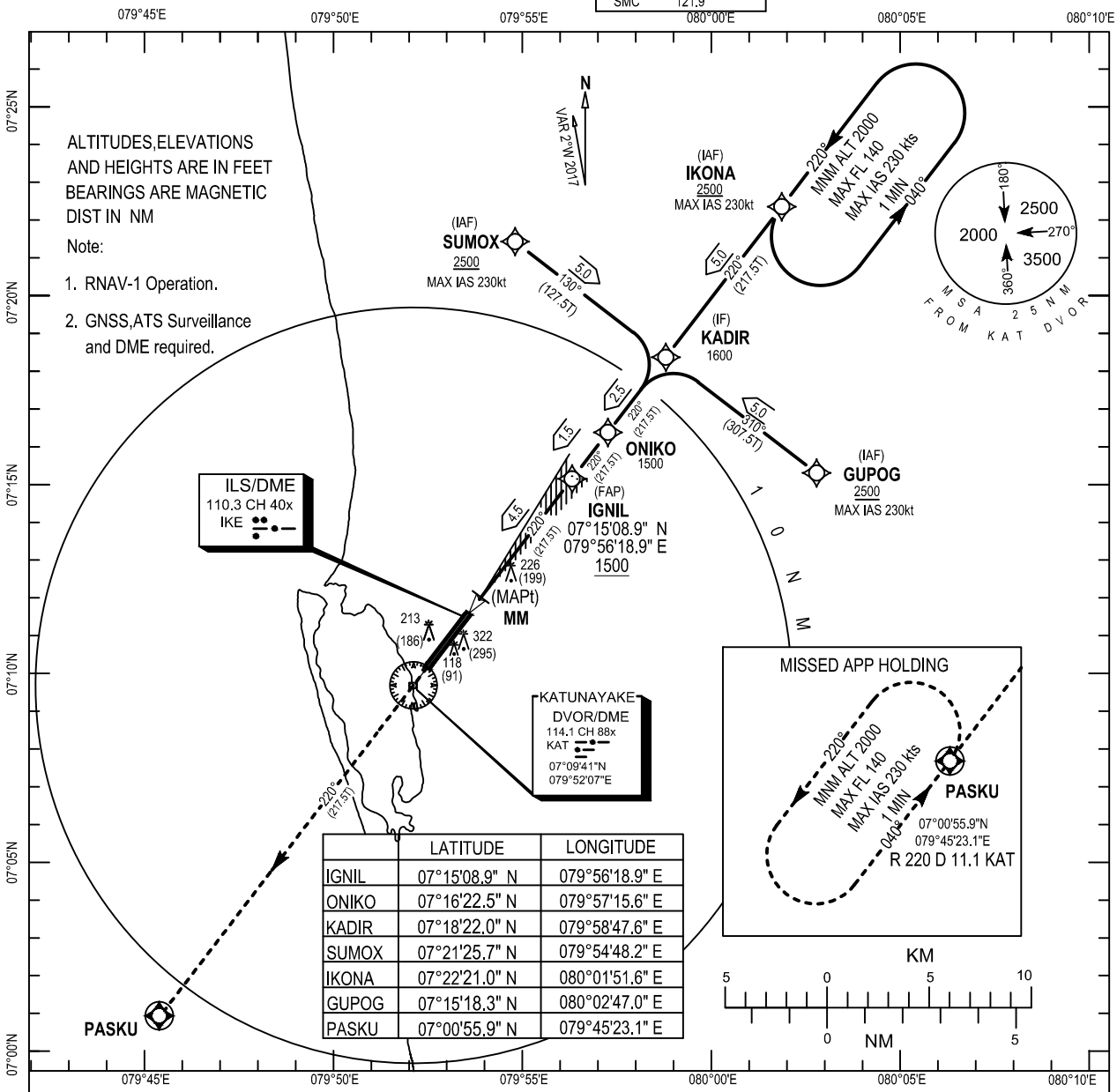
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 29 ft
HEIGHTS RELATED TO
THR RWY22 ELEVATION 27ft

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

KATUNAYAKE/BANDARANAIKE INTL. COLOMBO (VCBI)

ILS Z or LOC RWY 22



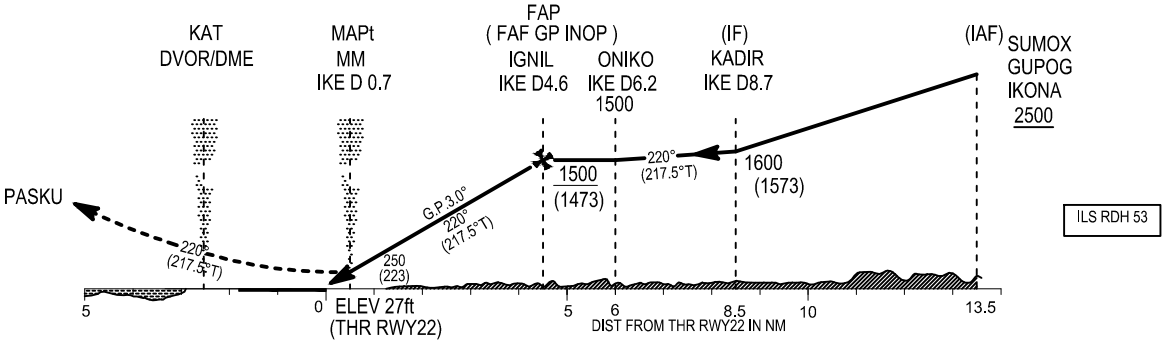
	LATITUDE	LONGITUDE
IGNIL	07°15'08.9" N	079°56'18.9" E
ONIKO	07°16'22.5" N	079°57'15.6" E
KADIR	07°18'22.0" N	079°58'47.6" E
SUMOX	07°21'25.7" N	079°54'48.2" E
IKONA	07°22'21.0" N	080°01'51.6" E
GUPOG	07°15'18.3" N	080°02'47.0" E
PASKU	07°00'55.9" N	079°45'23.1" E

MISSED APPROACH :

Climb Straight head to 2000ft.Track direct to PASKU and hold.

Transition Altitude 11000
Transition Level FL130

ILS DME CO-LOCATED WITH G.P



ILS RDH 53

OCA/OCH		A	B	C	D
Straight-in Approach	Cat 1	230(203)	230(203)	240(213)	250(223)
	GP INOP	490(463)			

Speed	kt	90	120	150	180
FAP-MAPt 3.9 NM	min:sec	2.37	1:57	1:34	1:18
Rate of Descent FAF-MAPt 3°(5.27%)	ft/min	470	630	790	950

CODING TABLES FOR ILS Z or LOC RWY 22

Designator	Serial No.	Path Term.	WP	FO	Course/Track ° Mag (°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	NAV. Specs
ILS Z RWY 22 (via SUMOX) (Right-in)	01	IF	IAF(SUMOX)	-	130 (127.5)	-	-	+2500	230	RNAV1
	02	TF	IF (KADIR)	-	220 (217.5)	5.0	-	1600	220	RNAV1
	03	TF	WP (ONIKO)	-	220 (217.5)	2.5	-	1500	-	RNAV1
	04	TF	FAP (IGNIL)	-	220 (217.5)	1.5	-	+1500	185	RNAV1

Designator	Serial No.	Path Term.	WP	FO	Course/Track ° Mag (°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	NAV. Specs
ILS Z RWY 22 (via IKONA) (Straight-in)	01	IF	IAF(IKONA)	-	220 (217.5)	-	-	+2500	230	RNAV1
	02	TF	IF (KADIR)	-	220 (217.5)	5.0	-	1600	220	RNAV1
	03	TF	WP (ONIKO)	-	220 (217.5)	2.5	-	1500	-	RNAV1
	04	TF	FAP (IGNIL)	-	220 (217.5)	1.5	-	+1500	185	RNAV1

Designator	Serial No.	Path Term.	WP	FO	Course/Track ° Mag (°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (IAS/kt)	NAV. Specs
ILS Z RWY 22 (via GUPOG) (Left-in)	01	IF	IAF(GUPOG)	-	310 (127.5)	-	-	+2500	230	RNAV1
	02	TF	IF (KADIR)	-	220 (217.5)	5.0	-	1600	220	RNAV1
	03	TF	WP (ONIKO)	-	220 (217.5)	2.5	-	1500	-	RNAV1
	04	TF	FAP (IGNIL)	-	220 (217.5)	1.5	-	+1500	185	RNAV1

Holding Description

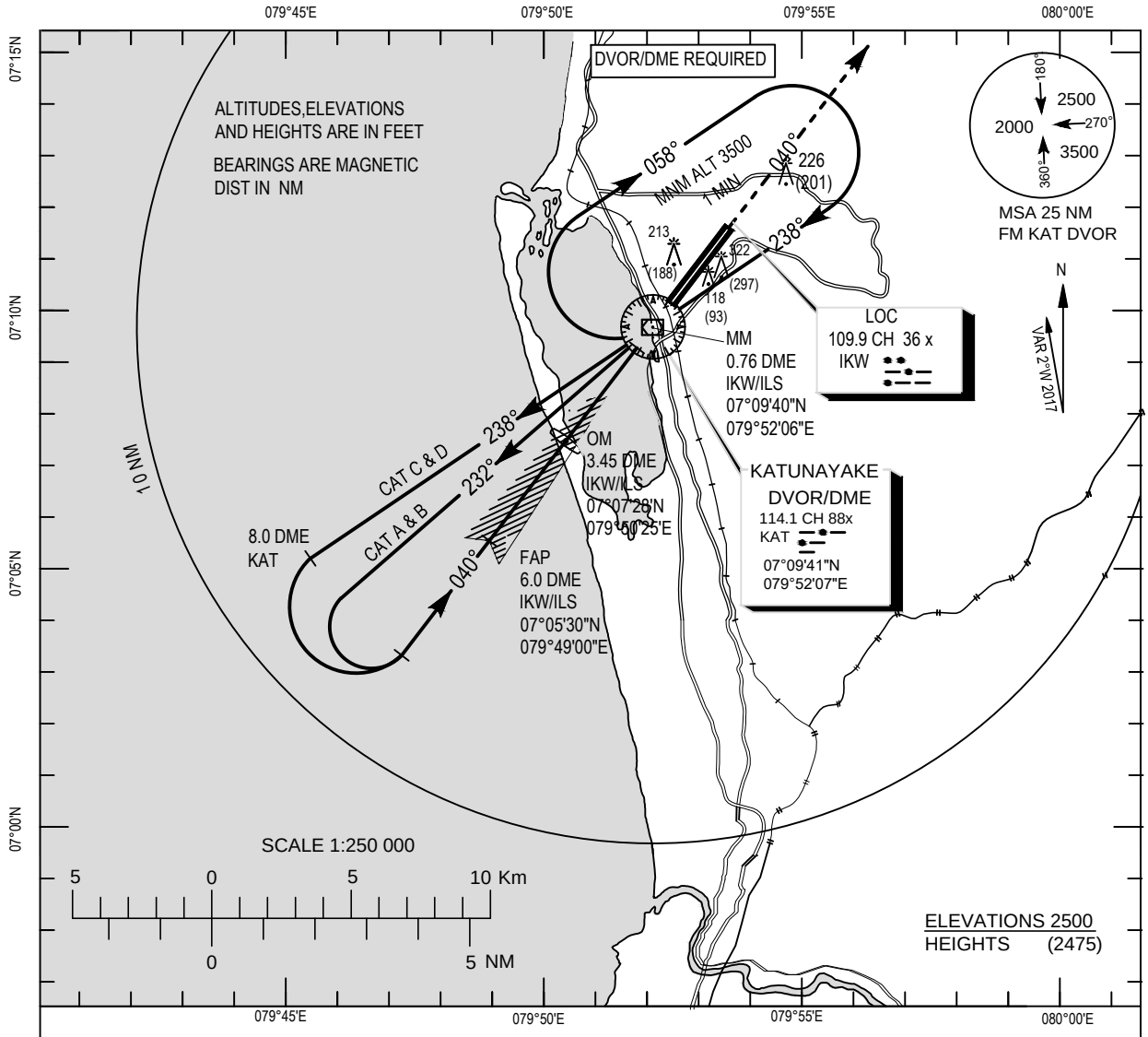
Path descriptor	Fix identifier (Waypoint name)	Inbound course ° Mag (°T)	Timing (in minutes)	Turn direction	Minimum altitude	Maximum altitude	Speed limit	Magnetic variation	Navigation specification
Hold	IKONA	220(217.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1
Hold	PASKU	040(037.5)	1:0	L	2000	FL140	230	+2.0	RNAV 1

INSTRUMENT APPROACH CHART-ICAO

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

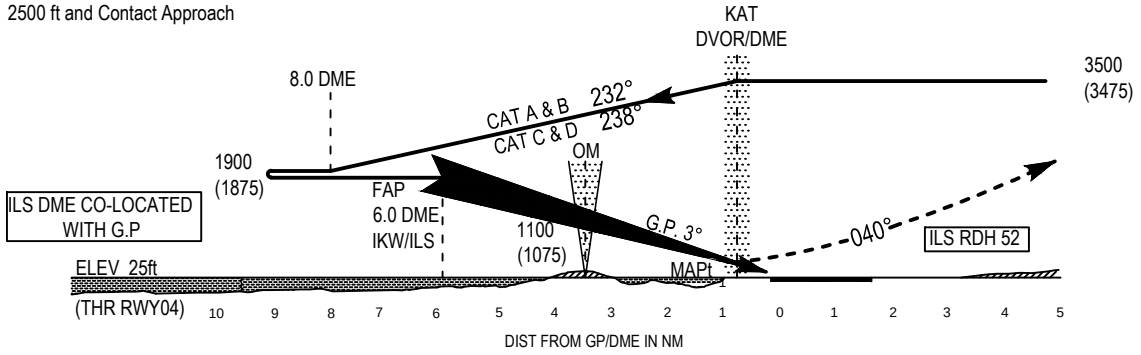
APP 132.4
TWR 118.7

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 5.2 NM	min:s	3:28	2.26	2:05	1:44
Approach	G.P INOP	374(350)									
Circling						Rate of decsent	ft/min	480	640	800	960

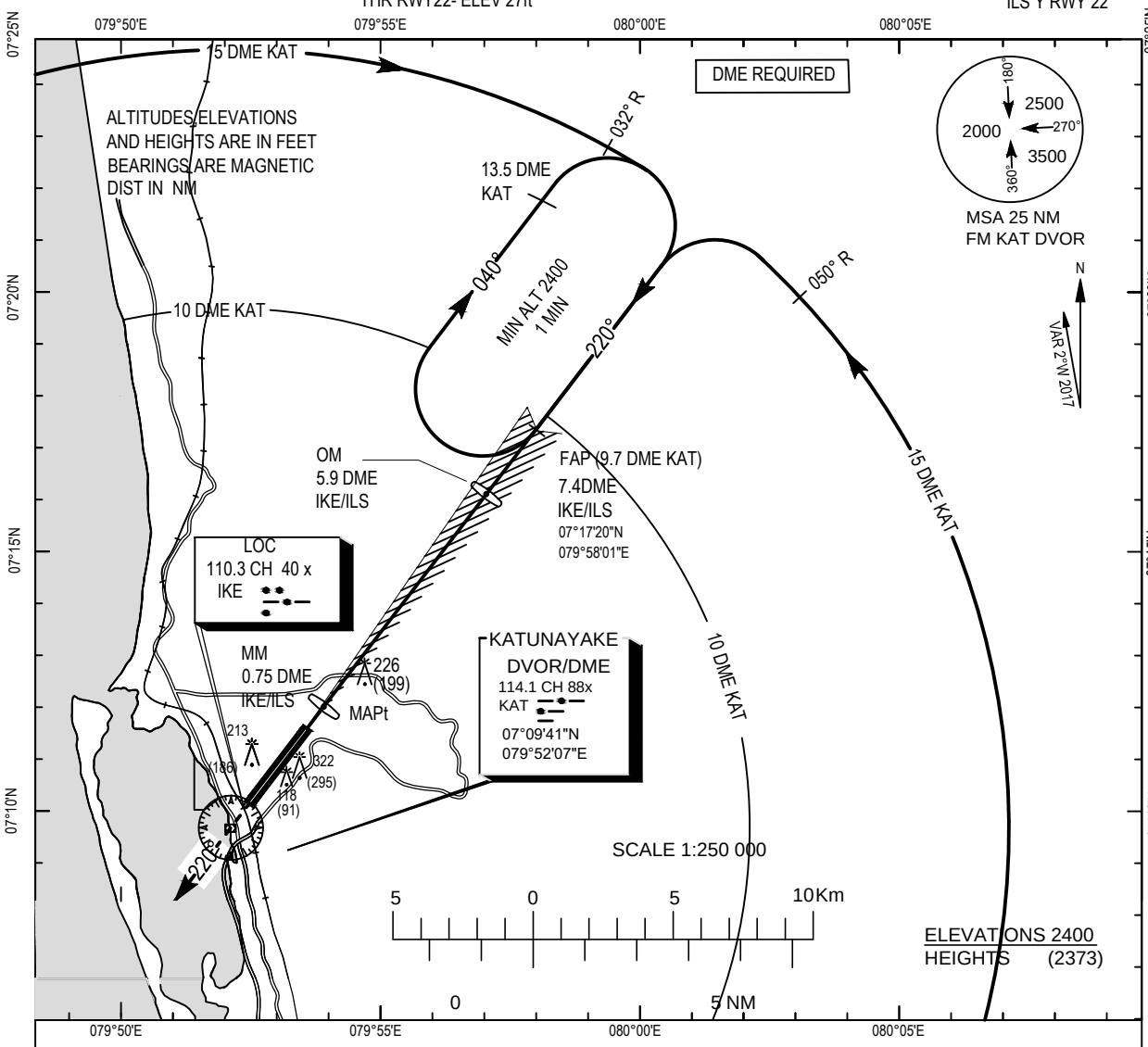
Change(s) : Procedure Identification

INSTRUMENT APPROACH CHART-ICAO

AD ELEV 29 ft
HEIGHTS RELATED TO THR RWY22- ELEV 27ft

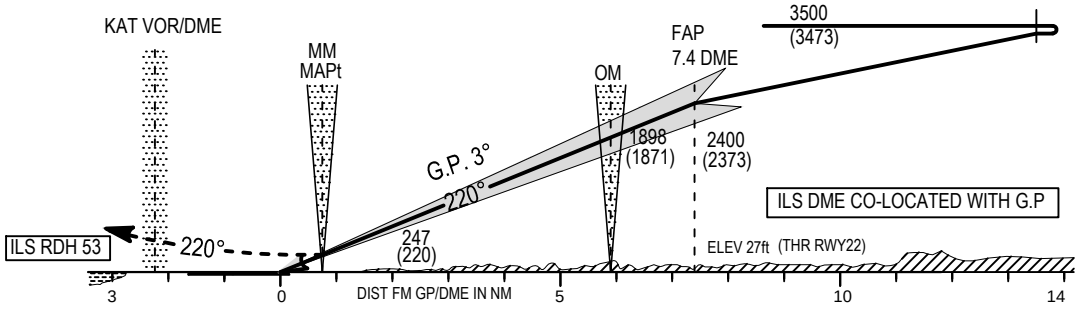
APP 132.4
TWR 118.7

KATUNAYAKE/Bandaranaike Intl.
Colombo (VCBI)
ILS Y RWY 22



MISSED APPROACH :
Climb straight ahead 2500ft
and contact Approach.

Transition Altitude 11000



OCA/OCH		A	B	C	D	Speed	kt	90	120	150	180
Straight-in	Cat 1	220(193)	230(203)	240(213)	250(223)	FAP-MAPT 6.7 NM	min:s	4:28	3.21	2:41	2:14
Approach	G.P INOP	490(463)									
Circling						Rate of decsent	ft/min	480	640	800	960

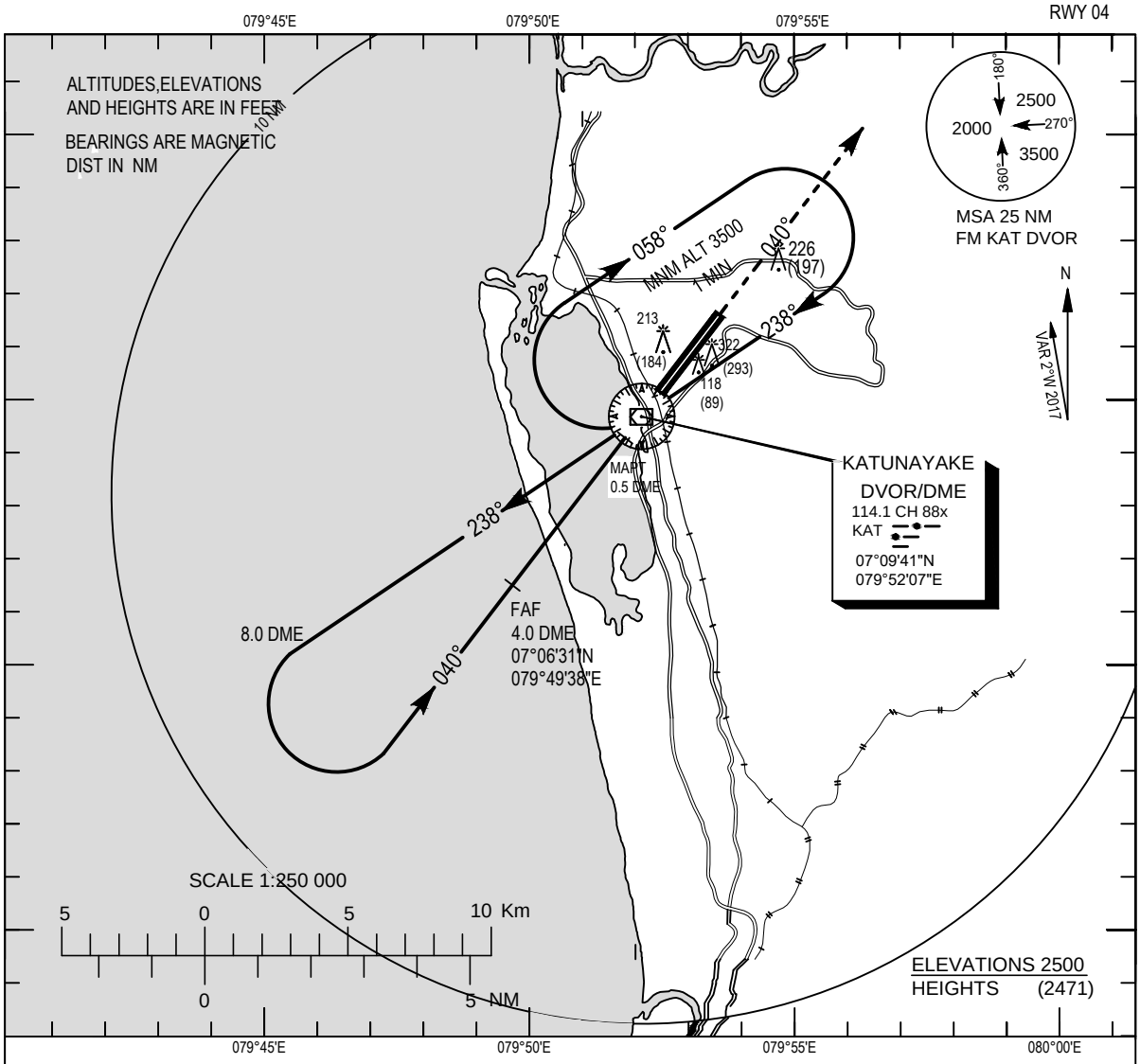
Change(s) : Procedure Identification

INSTRUMENT APPROACH CHART-ICAO

AD ELEV 29 ft
HEIGHTS RELATED TO AERODROME ELEV

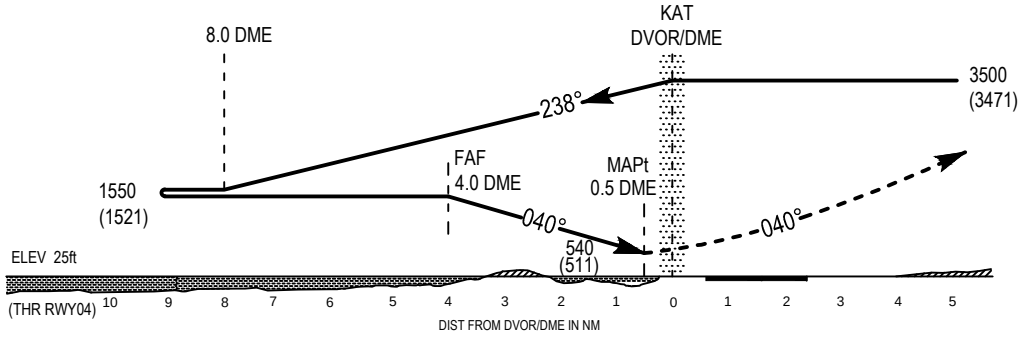
APP 132.4
TWR 118.7

KATUNAYAKE/Bandaranaike Intl.
Colombo (VCBI)
DVOR/DME
RWY 04



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

Transition Altitude 11000



OCA/OCH	A	B	C	D			ALTITUDE/HEIGHT ON FINAL APP			
Straight-in-Approach	540(511)				FAF TO TDZ= 4.8 NM	DME Reading	4	3	2	1
Circling							1550 (1521)	1230 (1201)	910 (881)	600 (571)

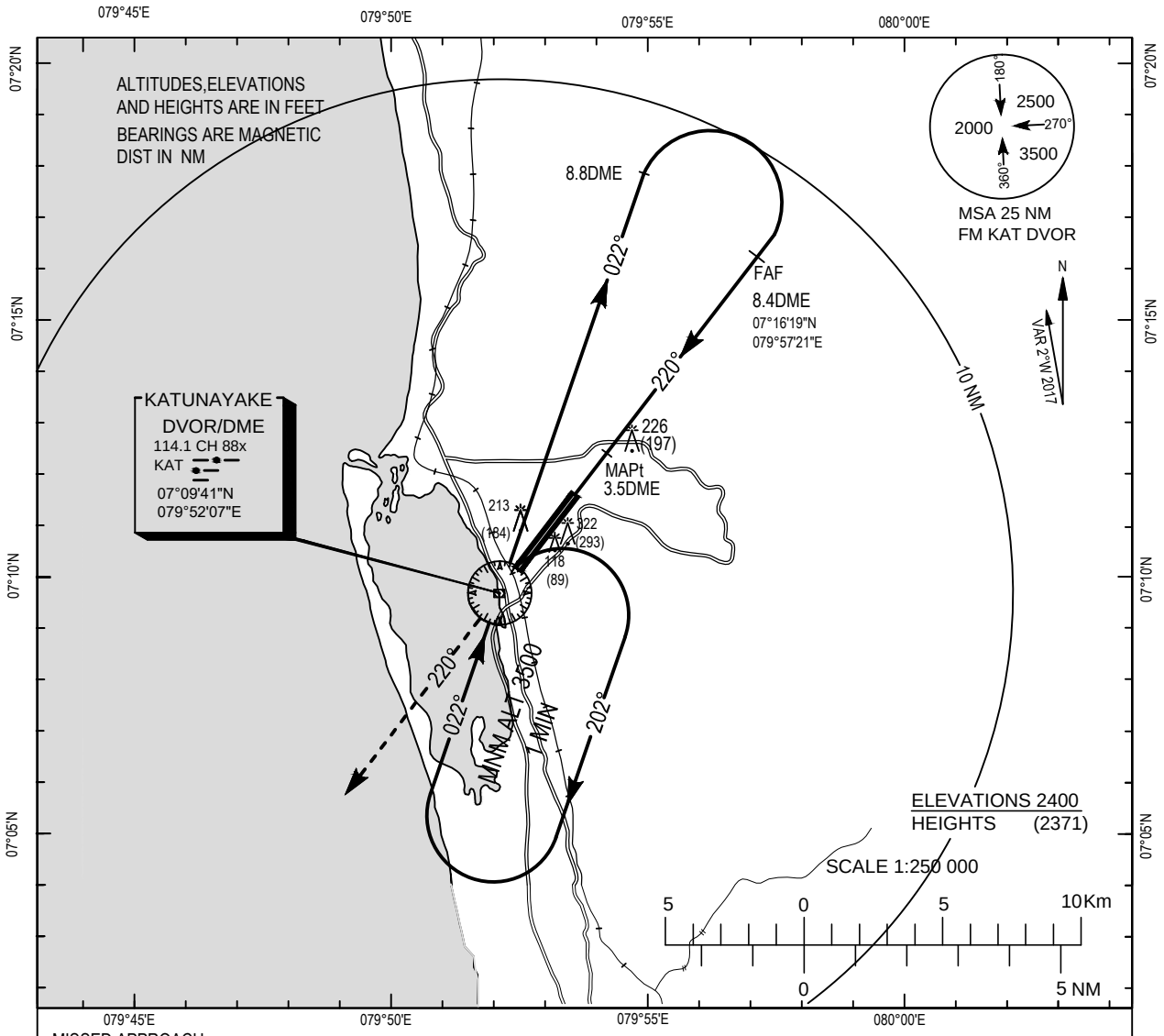
BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

INSTRUMENT APPROACH CHART-ICAO

AD ELEV 29 ft
HEIGHTS RELATED
AERODROME ELEV

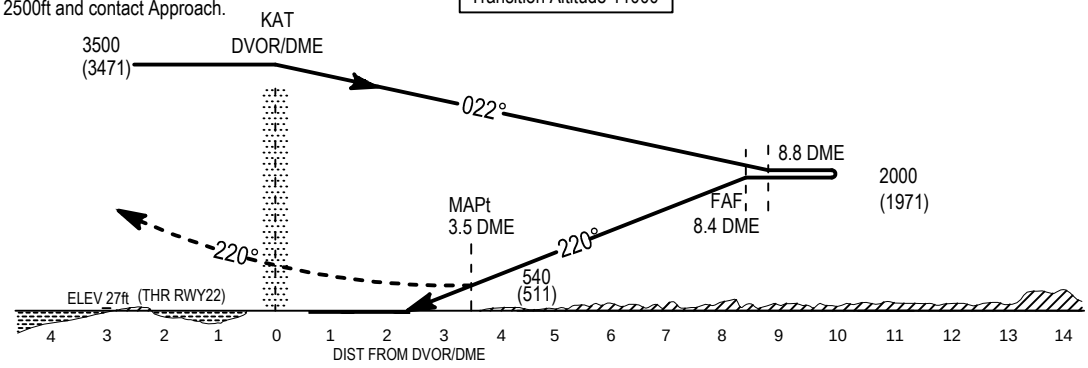
APP	132.4
TWR	118.7

KATUNAYAKE/Bandaranaike Intl.
Colombo (VCBI)
DVOR/DME
RWY 22



MISSED APPROACH :
Continue on RWY heading climbing to 2500ft and contact Approach.

Transition Altitude 11000



OCA/OCH	A	B	C	D			ALTITUDE/HEIGHT ON FINAL APP				
Straight-in-Approach	540(511)				VOR DME TO TDZ= 2.23 NM	DME Reading	8.4	7	6	5	4
Circling							2000 (1971)	1550 (1521)	1230 (1201)	880 (851)	590 (561)