**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**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
</table>
| 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  
|   | 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**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
</table>
| 1. | Aerodrome Administration  
|   | H24, RWY 04/22 closed BTN 0845-1115 (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

<table>
<thead>
<tr>
<th></th>
<th>Cargo Handling Facilities</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cargo terminals (import / export) floor area 7785m², 20 forklifts, and weighing facility up to 25,000 kg. ETV facility, cold room (5°C) and freezer room (-20°C) of area 77 m² each, bonded area, custom strong room and animal room available. Total room capacity 9100m²</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Fuel / Oil Types</th>
<th></th>
</tr>
</thead>
</table>
| 2 | 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. |

<table>
<thead>
<tr>
<th></th>
<th>Fuelling Facilities / Capacity</th>
<th></th>
</tr>
</thead>
</table>
| 3 | 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. |

<table>
<thead>
<tr>
<th></th>
<th>Hanger space for visiting aircraft</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>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</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Repair facilities for visiting aircraft</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Remarks</th>
<th></th>
</tr>
</thead>
</table>
| 6 | 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

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Hotels</td>
<td>City hotels by prior arrangements. Day rooms at the airport. Five Stars Hotel Counters available at the ARR Lobby.</td>
</tr>
<tr>
<td>2.</td>
<td>Restaurants</td>
<td>Available both in transit and public area.</td>
</tr>
<tr>
<td>3.</td>
<td>Transportation</td>
<td>Limousine, taxies to city, buses, railway and rent a car services, car hiring agencies / Travel Agents.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Negombo General Hospital - 10km</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ragama General Hospital - 19km</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SLAF Hospital - WI AD Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Seeduwa - 5 km</td>
</tr>
<tr>
<td>5.</td>
<td>Bank and Post Office</td>
<td>Available at Airport</td>
</tr>
<tr>
<td>6.</td>
<td>Tourist Office</td>
<td>Available at Airport</td>
</tr>
<tr>
<td>7.</td>
<td>Remarks</td>
<td>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.</td>
</tr>
</tbody>
</table>

### VCBI AD 2.6  RESCUE AND FIRE FIGHTING SERVICES

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

### 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 and D Concrete  
Strength: Ref: Aircraft Parking / Docking Chart  
( page VCBI AD 2 – 27 ) |
| 2. | Designation, width, Surface and Strength and Shoulders of Taxiways | Width: TWYs A, B, C, D, E - 30M  
Parallel TWY - 30M  
Surface: TWYs A, B, C, D, E - Asphalt  
Parallel TWY - Asphalt  
Strength: TWYs A, B, C, D, E - PCN 85/F/B/X/T  
Parallel TWY - PCN 82/F/B/X/T  
Shoulders: TWYs A, B, C, D, E - Asphalt paved 7.5M either 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° KAT  
2. Ground check point RWY22  
Location: TWY A, COORD: 071133N 0795338E,  
DME distance: 2.39NM, DVOR Radial: 041.6° KAT |
| 5. | INS Checkpoints | See Aircraft Parking / Docking Chart (page VCBI AD 2-27) |
| 6. | Remarks | An isolated parking stand located on the parallel TWY, 100M from TWY B towards TWY C is available to serve emergency requirements. Ref. Aerodrome chart (page VCBI AD 2-25) |

### 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 2-27 for taxiing to and from stand. |
SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM - SAFEGATE

1. INTRODUCTION

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 - LED Display and Laser Scanning Unit](image-url)
DOCKING PROCEDURE.

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

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>The pilot identifies the correct parking bay position.</td>
</tr>
</tbody>
</table>
| 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. |
| 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. |
| 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. |
| 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) |
| 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) |
| 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). |
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”.

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

<table>
<thead>
<tr>
<th>RWY / Area affected</th>
<th>Obstacle type</th>
<th>Co-ordinates</th>
<th>Obstacle type</th>
<th>Co-ordinates</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>b</td>
<td>c</td>
<td>a</td>
<td>b</td>
<td>Nil</td>
</tr>
</tbody>
</table>

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: KATUNAYAKE/Bandaranaike International Airport Colombo. Period of validity: 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

<table>
<thead>
<tr>
<th>Designations RWY</th>
<th>TRUE BRG</th>
<th>Dimensions of RWY (M)</th>
<th>Strength (PCN) and surface of RWY and SWY</th>
<th>THR Co-ordinates</th>
<th>THR Geoid undulation (GUND)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY NR 04</td>
<td>037.54° GEO</td>
<td>3350 X 45</td>
<td>PCN 85/F/B/X/T Asphalt (Stone Mastic Asphalt)</td>
<td>071009.08N</td>
<td>0795228.51E GUND (-)98.3M</td>
</tr>
<tr>
<td>RWY NR 22</td>
<td>217.54° GEO</td>
<td></td>
<td></td>
<td>0711135.68N</td>
<td>0795374.87E GUND (-)98.3M</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designations RWY</th>
<th>THR elevation and highest elevation of TDZ of precision APP RWY</th>
<th>Slope of RWY/SWy</th>
<th>SWY Dimensions (M)</th>
<th>CWY Dimensions (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY NR 04</td>
<td>THR - 7.56M TDZ - 8.06M</td>
<td>Longitudinal Slope: (0M - 2500M) + 0.06% (2500M - 3350M) - 0.1% Transverse slope within 1.5%</td>
<td>Nil</td>
<td>260 X 180</td>
</tr>
<tr>
<td>RWY NR 22</td>
<td>THR - 8.31M TDZ - 9.16M</td>
<td>Longitudinal Slope: (0M - 850M) + 0.1% (850M – 3350M) - 0.06% Transverse slope within 1.5%</td>
<td>Nil</td>
<td>289 X 180</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designations RWY</th>
<th>Strip Dimensions (M)</th>
<th>RESA Dimensions (M)</th>
<th>Location and description of arresting system</th>
<th>OBST Free Zone</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY NR 04</td>
<td>3470 X 200</td>
<td>240 X 150</td>
<td>Nil</td>
<td>Nil</td>
<td>RWY Shoulders : 15M either side RWY 04/22 CLOSED BTN 0845-1115 (UTC) ON EVERY WED FOR SKED MAINT</td>
</tr>
<tr>
<td>RWY NR 22</td>
<td>200 X 150</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td></td>
</tr>
</tbody>
</table>

**VCBI AD 2.13 DECLARED DISTANCES**

<table>
<thead>
<tr>
<th>RWY Designator</th>
<th>TORA (M)</th>
<th>TODA (M)</th>
<th>ASDA (M)</th>
<th>LDA (M)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>04</td>
<td>3350</td>
<td>3610</td>
<td>3350</td>
<td>3350</td>
<td>Nil</td>
</tr>
<tr>
<td>22</td>
<td>3350</td>
<td>3639</td>
<td>3350</td>
<td>3350</td>
<td>Nil</td>
</tr>
</tbody>
</table>
### VCBI AD 2.14 APPROACH AND RWY LIGHTING

<table>
<thead>
<tr>
<th>RWY Designator</th>
<th>APCH LGT Type, LEN, INTST</th>
<th>THR LGT Colour WBAR</th>
<th>VASIS (MEHT) PAPI</th>
<th>TDZ LGT LEN</th>
<th>RWY Centre line LGT Length, Spacing, Colour, INTST</th>
<th>RWY Edge LGT LEN, spacing, Colour, INTST</th>
<th>RWY End LGT Colour WBAR</th>
<th>SWY LGT Colour</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>04</td>
<td>ICAO CAT I &amp; II including Centre line Barrette Side row RED &amp; WHITE Barrette &amp; five cross bars (LED), 900M, LIH</td>
<td>GREEN Available</td>
<td>PAPI Both Sides/ 3° (18.8M)</td>
<td>900M</td>
<td>3350M, 15M, (0M - 2450M) - Variable WHITE (2450M - 3050M) - Alternate RED / WHITE, (3050M - 3350M) - RED (LED), LIH</td>
<td>3350M, 30M, (0M - 2750M) WHITE (2750M - 3350M) AMBER (LED), LIH</td>
<td>RED -</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>22</td>
<td>ICAO CAT I &amp; II including Centre line Barrette Side row RED &amp; WHITE Barrette &amp; five cross bars (LED), 900M, LIH</td>
<td>GREEN Available</td>
<td>PAPI Both Sides/ 3° (19.2M)</td>
<td>900M</td>
<td>3350M, 15M, (0M - 2450M) - Variable WHITE (2450M - 3050M) - Alternate RED / WHITE, (3050M - 3350M) - RED (LED), LIH</td>
<td>3350M, 30M, (0M - 2750M) WHITE (2750M - 3350M) AMBER (LED), LIH</td>
<td>RED -</td>
<td>Nil</td>
<td>Nil</td>
</tr>
</tbody>
</table>

### 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
   - Parallel TWY - 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

Not Specified
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 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

   
   KATUNAYAKE/Bandaranaike Intl Airport Colombo CTR and RATMALANA/Colombo CTR have been combined. Also refer
   Colombo Area chart.

VCBI AD 2.18 ATS COMMUNICATION FACILITIES

<table>
<thead>
<tr>
<th>Service Designation</th>
<th>Call Sign</th>
<th>Frequency</th>
<th>Hours of Operation</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>APP</td>
<td>Colombo Approach</td>
<td>120.9 MHz</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TWR</td>
<td>Colombo Tower</td>
<td>118.7 MHz</td>
<td>*123.8 Mhz</td>
<td>H24</td>
</tr>
<tr>
<td></td>
<td>SMC</td>
<td>121.9 MHz</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RADAR</td>
<td>Colombo Director</td>
<td>132.4 MHz</td>
<td></td>
<td></td>
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<tr>
<td>ATIS</td>
<td>Bandaranaike International Airport Information</td>
<td>127.2MHz</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Stand-by FREQ

Controlling Authority: AASL
<table>
<thead>
<tr>
<th>Type of Aid and variation</th>
<th>ID</th>
<th>Frequency / CH</th>
<th>Hours of Operation</th>
<th>Site of Transmitting Antenna Co-ordinates</th>
<th>DME Transmitting Antenna Elevation / Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>DVOR / DME (2^oW/2017)</td>
<td>KAT</td>
<td>114.1 MHz CH88X</td>
<td>H24</td>
<td>070940.52N 0795206.63E</td>
<td>DME co-located with DVOR Antenna ELEV: 10M</td>
</tr>
<tr>
<td>ILS / LOC Rwy 22</td>
<td>IKE</td>
<td>110.3 MHz</td>
<td>H24</td>
<td>071001.44N 0795222.65E</td>
<td>ICAO CAT I , EM: A0 / A2</td>
</tr>
<tr>
<td>ILS GP Rwy 22</td>
<td></td>
<td>335.0 MHz</td>
<td>H24</td>
<td>071130.50N 0795325.60E</td>
<td>GP Angle 3 DEG , EM A0/A2 Ref. Datum 16.1M (53FT)</td>
</tr>
<tr>
<td>ILS DME Rwy 22</td>
<td>IKE</td>
<td>CH 40X</td>
<td>H24</td>
<td>071130.50N 0795325.60E</td>
<td>DME co-located with GP Rwy 22 EM: P0 DME Antenna ELEV: 12M</td>
</tr>
<tr>
<td>OM Rwy 22</td>
<td></td>
<td>75 MHz</td>
<td>H24</td>
<td>071606.39N 0795702.25E</td>
<td>5.9 DME / IKE 1.3 W EM: A0/ A2</td>
</tr>
<tr>
<td>MM Rwy 22</td>
<td></td>
<td>75 MHz</td>
<td>H24</td>
<td>071200.77N 0795354.35E</td>
<td>0.75 DME / IKE 0.5W EM: A0 / A2</td>
</tr>
<tr>
<td>ILS / LOC Rwy 04</td>
<td>IKW</td>
<td>109.9 MHz</td>
<td>H24</td>
<td>071142.78N 0795339.84E</td>
<td>ICAO CAT I EM: A0 / A2</td>
</tr>
<tr>
<td>ILS GP Rwy 04</td>
<td></td>
<td>333.8 MHz</td>
<td>H24</td>
<td>071017.86N 0795230.81E</td>
<td>GP Angle 3 DEG, EM A0/A2 Ref. Datum 16M (52FT)</td>
</tr>
<tr>
<td>ILS / DME Rwy 04</td>
<td>IKW</td>
<td>CH36X</td>
<td>H24</td>
<td>071017.86N 0795230.81E</td>
<td>DME co-located with GP Rwy04 EM:P0 DME Antenna ELEV:12M</td>
</tr>
<tr>
<td>OM Rwy 04</td>
<td></td>
<td>75MHz</td>
<td>H24</td>
<td>070728.09N 0795025.29E</td>
<td>3.45 DME / IKW 1.3W, EM: A0/A2</td>
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<tr>
<td>MM Rwy 04</td>
<td></td>
<td>75 MHz</td>
<td>H24</td>
<td>070939.78N 0795206.11E</td>
<td>0.76 DME / IKW 0.5 W EM: A0 / A2</td>
</tr>
</tbody>
</table>

* 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 (web site:http://www.srilankan.aero.groundhandling). Such arrangements should be made Known to the Director General of Civil Aviation, Sri Lanka.

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 PROCEDURES

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.
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

<table>
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<td>VCBI AD 2 – 25 ←</td>
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<tr>
<td>Aircraft Parking / Docking Chart</td>
<td>VCBI AD 2 – 27 ←</td>
</tr>
<tr>
<td>Parking Arrangement for A380 Aircraft</td>
<td>VCBI AD 2 – 27a ←</td>
</tr>
<tr>
<td>Aerodrome Obstacle Chart – ICAO Type A</td>
<td>VCBI AD 2 – 29 ←</td>
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<tr>
<td>Instrument Approach Chart – ICAO – ILS Y RWY 04</td>
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<td>Instrument Approach Chart – ICAO – ILS Y RWY 22</td>
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<tr>
<td>Instrument Approach Chart – ICAO – DVOR / DME RWY 04</td>
<td>VCBI AD 2 – 35</td>
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<tr>
<td>Instrument Approach Chart – ICAO – DVOR / DME RWY 22</td>
<td>VCBI AD 2 – 37</td>
</tr>
</tbody>
</table>
AIP
SRI LANKA
BANDRANAIKE INTL. AIRPORT COLOMBO
VCBI AD 2-25
12 OCT 17

AERODROME CHART -ICAO
07° 10' 49" N
079° 53' 07" E
ELEV 9m

TWR 118.7
SMC 121.9
KATUNAYAKE/BANDARANAIKE INTL.
AIRPORT COLOMBO

APRON A
APRON B
APRON C
APRON D

TAXIWAY 30 m WIDE
ELEVATIONS AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

Note: RWY shoulders - 15 m either side
TWY shoulders - TWYs A,B,C,D,E and parallel TWY Asphalt paved
7.5 m either side and grass shoulders

MARKING AIDS RWY 04 / 22 AND EXIT TWY
LIGHTING AIDS RWY 04 / 22 AND EXIT TWY
### PARKING STANDS AND INS COORDINATES FOR AIRCRAFT STAND

<table>
<thead>
<tr>
<th>PARKING STAND</th>
<th>INS COORDINATES FOR AIRCRAFT STAND</th>
<th>BEARING STRENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>07 10 39.91N 079 5313.51E</td>
<td>PCN 64.5/R/B/X/T</td>
</tr>
<tr>
<td>A2</td>
<td>07 10 40.54N 079 5312.21E</td>
<td>PCN 64.5/R/B/X/T</td>
</tr>
<tr>
<td>A3</td>
<td>07 10 41.93N 079 5310.78E</td>
<td>PCN 64.5/R/B/X/T</td>
</tr>
<tr>
<td>A4</td>
<td>07 10 43.12N 079 53 09.22E</td>
<td>PCN 64.5/R/B/X/T</td>
</tr>
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<td>A5</td>
<td>07 10 44.32N 079 53 07.66E</td>
<td>PCN 64.5/R/B/X/T</td>
</tr>
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<td>A6</td>
<td>07 10 33.84N 079 53 08.47E</td>
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<tr>
<td>A7</td>
<td>07 10 35.02N 079 53 06.75E</td>
<td>PCN 57/R/B/X/T</td>
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<tr>
<td>A8</td>
<td>07 10 36.45N 079 53 04.88E</td>
<td>PCN 45/R/B/X/T</td>
</tr>
<tr>
<td>A9</td>
<td>07 10 37.89N 079 53 03.00E</td>
<td>PCN 64.5/R/B/X/T</td>
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</table>

<table>
<thead>
<tr>
<th>PARKING STAND</th>
<th>INS COORDINATES FOR AIRCRAFT STAND</th>
<th>BEARING STRENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>B10</td>
<td>07 10 31.90N 079 53 06.93E</td>
<td>PCN 45/R/B/X/T</td>
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<tr>
<td>B11</td>
<td>07 10 33.19N 079 53 05.11E</td>
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<td>07 10 34.61N 079 53 03.78E</td>
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<td>07 10 36.08N 079 53 01.61E</td>
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<td>B15</td>
<td>07 10 27.60N 079 53 00.81E</td>
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<td>B16</td>
<td>07 10 28.99N 079 52 59.00E</td>
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</tr>
<tr>
<td>B17</td>
<td>07 10 30.38N 079 52 57.10E</td>
<td>PCN 57/R/B/X/T</td>
</tr>
</tbody>
</table>

Changes: MAG Variation and APRON D Coordinates
When A380 is parked at A9, only Aircraft up to code "C" can be parked at A8.

During Entry to A9 or Exit from A9, A5 to be closed.

When A380 is parked at C22, only aircraft up to code "E" can be parked at C21.

When A380 is parked at C26, only aircraft up to code "E" can be parked at C25.
CIVIL AVIATION AUTHORITY OF SRI LANKA

BANDARANAIKE INTERNATIONAL AIRPORT COLOMBO

INSTRUMENT APPROACH
CHART-ICAO

AIP SRI LANKA

AIRAC AIP AMDT 1/17

KATUNAYAKE/Bandaranaike Intl. Colombo
(VCBI)

AD ELEV 29 ft
HEIGHTS RELATED TO
THR RWY 04 - ELEV 24 ft

APP 132.4
TWR 118.7

OC/CH

Straight-in
Approach
Circling

G.P INOP

Rate of descent
ft/min

3:28
374(350)
480

3:05
5.2 NM

1:44

2:26

200

254(230)

2:05

180

150

800

640

480

3:28

3:05

2:26

2:05

1:44

CIVIL AVIATION AUTHORITY OF SRI LANKA

AIRAC AIP AMDT 1/17

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

ALTITUDES,ELEVATIONS
AND HEIGHTS ARE IN FEET
BEARINGS ARE MAGNETIC
DIST IN NM

VNAV 51.4
FAP (9.7 DME KAT)
7.4 DME
IKE/ILS

Transition Altitude 11000

ILS DME CO-LOCATED WITH G.P.

ILS RDH 53°

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

KLQR

(radius)

FAP (55.7 DME KAT)
7.4 DME
IKE/ILS

SCALE 1:250 000

ELEVATIONS 2400
HEIGHTS (2373)

CIVIL AVIATION AUTHORITY OF SRI LANKA
AIRAC AIP AMDT 1/17
INSTRUMENT APPROACH
CHART-ICAO

INFORMATION
AD ELEV 29 ft
HEIGHTS RELATED
AERODROME ELEV

APP 132.4
TRW 118.7

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

ALTITUDES, ELEVATIONS
AND HEIGHTS ARE IN FEET
BEARINGS ARE MAGNETIC
DIST IN NM

KATUNAYAKE
DVOR/DM
114.1 CH 88x
KAT
37°09'41"N
079°52'07"E

ELEVATIONS
2400 (2371)

SCALE 1:250 000

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

Transition Altitude 11000

CIVIL AVIATION AUTHORITY OF SRI LANKA