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

**AIRAC AIP
AMENDMENT
NR 1/20
05 DEC 19**

EFFECTIVE DATE: 30 JAN 2020

1. SIGNIFICANT INFORMATION AND CHANGES.

1.1 The changes that will become effective on 30 JAN 2020.

SUBJECT	AIP PAGES AFFECTED
1.1.1 Format of the Application for Non-Schedule flight/Private flight into/over Sri Lanka	GEN 1.2-5, GEN 1.2-7
1.1.2 Format of the Application for Diplomatic Clearance into/over Sri Lanka	GEN1.2-11, GEN 1.2-13
1.1.3 AIS Aerodrome Briefing/ARO Units: AFS Address	GEN 3.1-1
1.1.4 Addressing of Flight Plan messages	ENR 1.11-1
1.1.5 VCCB - THR Coordinates update	VCCB AD 2-5

1.2 Non-AIRAC Changes: (These changes have already become effective)

SUBJECT	AIP PAGES AFFECTED
1.2.1 Differences from ICAO Standards, Recommended Practices and Procedures	GEN 1.7-3
1.2.2 Adoption of SID/STAR specific phraseology within Colombo FIR	ENR 1.1-47, ENR 1.1-49, ENR 1.1-51
1.2.3 Name - Code Designators for Significant Points	ENR 4.4-1
1.2.4 Navigational Warnings	ENR 5.1-1, ENR 5.1-3, ENR 5.1-5
1.2.5 Status of Certification of Aerodromes	AD 1.5-1
1.2.6 VCCB – AD Data Update	VCCB AD 2-1, VCCB AD 2-3, VCCB AD 2-5, VCCB AD 2-7, VCCB AD 2-9, VCCB AD 2-11

1.2.7 VCCC – RWY Schedule Maintenance Hours	VCCC AD 2-1, VCCC AD 2-7
1.2.8 VCCH – ATS Communication Facilities	VCCH AD 2-3
1.2.9 VCCJ – AD Data Update 1.2.10 VCCJ – AD Chart Inserted 1.2.11 VCCJ – Obstacle Chart Inserted 1.2.12 VCCJ – Visual Approach Chart Inserted	VCCJ AD 2-1, VCCJ AD 2-3, VCCJ AD 2-5, VCCJ AD 2-7, VCCJ AD 2-9, VCCJ AD 2-11, VCCJ AD 2-13, VCCJ AD 2-15 VCCJ AD 2-17 VCCJ AD 2-19 VCCJ AD 2-21
1.2.13 VCRI – AD Reference Temperature	VCRI AD 2-1

2. DO NOT INSERT THE ATTACHED NEW PAGES (AIRAC OR NON-AIRAC) BEFORE THE EFFECTIVE DATE(30 JAN 20). THESE PAGE NUMBERS ARE MARKED WITH ASTERISKS IN THE CHECK LIST OF PAGES GEN 0.4-1 TO GEN 0.4-5.

3. NEW OR REVISED INFORMATION IS INDICATED EITHER BY A HORIZONTAL ARROW OR A VERTICAL LINE ON THE RELEVANT PAGES.

4. ON THE EFFECTIVE DATE, REMOVE AND DESTROY ALL AIP PAGES NOT LISTED IN THE CHECKLIST OF PAGES GEN 0.4-1 TO GEN 0.4-5.

5. MANUSCRIPT AMENDMENTS.

a) Page ENR 2.1-7 (Chart) include reference for newly established Restricted areas VCR32 & VCR33.

6. MANUSCRIPT AMENDMENTS CARRIED FORWARD.

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

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

c) Pages ENR 2.1-7 (Chart), VCBI AD 2-49 (Chart), VCBI AD 2-55 (Chart), VCBI AD 2-63 (Chart), VCBI AD 2-69 (Chart), VCBI AD 2-77 (Chart), VCBI AD 2-81 (Chart), VCBI AD 2-89 (Chart), VCBI AD 2-93 (Chart), rename the VCR26, VCR27 and VCR28 to read as VCP29, VCP30 and VCP31 accordingly.

7. RECORD ENTRY OF AMENDEMENT ON PAGE GEN 0.2-1

8. THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED.

AIP Supplement Nr.	Effective Date
AIP Supplement 08/19	14 OCT 2019
AIP Supplement 07/19	28 AUG 2019
AIP Supplement 06/19	28 AUG 2019
AIP Supplement 03/19 (AIRAC)	10 OCT 2019
AIP Supplement 02/19	16 JUL 2019
AIP Supplement 01/18	25 MAR 2018

NOTAM Nr.	Effective Date
A0722/19	Dated 02 nd December 2019
A0626/19	Dated 05 th November 2019
A0623/19	Dated 04 th November 2019
A0622/19	Dated 04 th November 2019
A0618/19	Dated 02 nd November 2019

GEN 0.2 – RECORD OF AIP AMENDMENT

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



Nr/Year	Subject	AIP Section(s) affected	Period of Validity	Cancellation Record
04/2017	Public Holidays-2018	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/18)
05/2017	Sunrise / Sunset Table-2018	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/18)
01/2018	Aerodrome Data Batticaloa Airport (VCCB)	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/20)
02/2018	Summary of National Regulations and International Agreements/ Conventions	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 2/18)
03/2018	Differences from ICAO Standards, Recommended practices and Procedures	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 2/18)
04/2018	Public Holidays-2019	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/19)
05/2018	Sunrise / Sunset Table-2019	GEN	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/19)
01/2019	Partial TWY closure at Bandaranaike International Airport Colombo(VCBI)	AD	Cancelled	CNL BY NOTAM A0611/19
02/2019	Runway Schedule Closure at Ratmalana/Colombo Airport (VCCC)	AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/20)
03/2019	Adoption of SID/STAR specific phraseology within Colombo FIR	ENR/AD	Cancelled	INFO incorporated in the AIP (by AIRAC AIP AMDT 1/20)
04/2019	Temporary revision of Embarkation Levy	GEN	Current	

GEN 0.4 – CHECKLIST OF AIP PAGES

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

PART TWO EN-ROUTE (ENR)		PART TWO EN-ROUTE (ENR)		PART TWO EN-ROUTE (ENR)	
Page	Date	Page	Date	Page	Date
*0.6-1	30 JAN 20	*1.11-1	30 JAN 20	5.6-3	12 JUN 03
0.6-3	12 JUN 03	1.12-1	08 OCT 10	6.1-1	12 JUN 03
0.6-5	12 MAY 16	1.12-3	08 OCT 10		
0.6-7	12 MAY 16	1.13-1	08 OCT 10		
1.1-1	24 MAY 18	1.14-1	12 JUN 03		
1.1-3	24 MAY 18	1.14-3	12 JUN 03		
*1.1-5	30 JAN 20	1.14-5	04 JUL 11		
1.1-7	20 DEC 11	1.14-7	04 JUL 11		
1.1-9	25 MAY 17	1.14-9	04 JUL 11		
1.1-11	06 OCT 09	1.14-11	04 JUL 11		
1.1-13	17 OCT 13	2.1-1	24 MAY 18		
1.1-15	06 OCT 09	2.1-3	17 OCT 13		
1.1-17	17 OCT 13	2.1-5	17 OCT 13		
1.1-19	17 OCT 13	2.1-7	24 MAY 18		
1.1-21	17 OCT 13	2.2-1	30 JAN 15		
1.1-23	20 DEC 11	2.2-3	04 JUL 11		
1.1-25	11 OCT 04	2.2-5	30 JAN 15		
1.1-27	11 OCT 04	2.2-7	17 OCT 13		
1.1-29	11 OCT 04	3.1-1	24 MAY 18		
1.1-31	11 OCT 04	3.1-3	24 MAY 18		
1.1-33	24 MAY 18	3.1-5	24 MAY 18		
1.1-35	11 OCT 04	3.1-7	24 MAY 18		
1.1-37	11 OCT 04	3.1-9	24 MAY 18		
1.1-39	11 OCT 04	3.1-11	24 MAY 18		
1.1-41	11 OCT 04	3.1-13	24 MAY 18		
1.1-43	24 MAY 18	3.1-15	24 MAY 18		
1.1-45	11 OCT 04	3.1-17	24 MAY 18		
*1.1-47	30 JAN 20	3.1-19	24 MAY 18		
*1.1-49	30 JAN 20	3.1-21	24 MAY 18		
*1.1-51	30 JAN 20	3.1-23	24 MAY 18		
1.2-1	25 MAY 17	3.1-25	24 MAY 18		
1.2-3	06 OCT 09	3.2-1	12 JUN 03		
1.3-1	06 OCT 09	3.3-1	12 JUN 03		
1.3-3	06 OCT 09	3.4-1	12 JUN 03		
*1.4-1	30 JAN 20	3.5-1	03 APR 14		
1.4-3	25 MAY 17	3.5-3	24 MAY 18		
1.4-5	25 MAY 17	3.5-5	18 JUL 19		
1.5-1	11 OCT 18	3.6-1	12 JUN 03		
1.6-1	24 MAY 18	4.1-1	12 OCT 17		
1.6-3	24 MAY 18	4.2-1	12 JUN 03		
1.6-5	25 MAY 17	4.3-1	12 MAY 16		
*1.7-1	30 JAN 20	*4.4-1	30 JAN 20		
1.7-3	24 MAY 18	4.4-3	12 MAY 16		
1.8-1	08 OCT 10	4.5-1	12 MAY 16		
1.8-3	08 OCT 10	*5.1-1	30 JAN 20		
1.8-5	08 OCT 10	*5.1-3	30 JAN 20		
1.9-1	06 OCT 09	*5.1-5	30 JAN 20		
1.9-3	01 OCT 08	*5.1-7	30 JAN 20		
1.9-5	01 OCT 08	5.2-1	12 MAY 16		
1.9-7	01 OCT 08	5.2-3	12 MAY 16		
1.9-9	01 OCT 08	5.2-5	25 MAY 17		
1.9-11	01 OCT 08	5.3-1	12 JUN 03		
1.9-13	01 OCT 08	5.4-1	12 JUN 03		
1.10-1	12 MAY 16	5.5-1	12 JUN 03		
1.10-3	02 OCT 12	5.6-1	24 MAY 18		

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

PART THREE AERODROME (AD)		PART THREE AERODROME (AD)		PART THREE AERODROME (AD)	
Page	Date	Page	Date	Page	Date
0.6-1	04 JUL 11	VCBI AD 2-73	11 OCT 18	*VCCJ AD 2-7	30 JAN 20
0.6-3	11 OCT 18	VCBI AD 2-75	11 OCT 18	*VCCJ AD 2-9	30 JAN 20
0.6-5	04 JUL 11	VCBI AD 2-77	11 OCT 18	*VCCJ AD 2-11	30 JAN 20
0.6-7	17 OCT 13	VCBI AD 2-79	11 OCT 18	*VCCJ AD 2-13	30 JAN 20
0.6-9	17 OCT 13	VCBI AD 2-81	11 OCT 18	*VCCJ AD 2-15	30 JAN 20
1.1-1	12 JUN 03	VCBI AD 2-83	11 OCT 18	*VCCJ AD 2-17	30 JAN 20
1.1-3	12 JUN 03	VCBI AD 2-85	11 OCT 18	*VCCJ AD 2-19	30 JAN 20
1.1-5	17 OCT 13	VCBI AD 2-87	11 OCT 18	*VCCJ AD 2-21	30 JAN 20
1.1-7	11 OCT 18	VCBI AD 2-89	11 OCT 18		
1.2-1	12 JUN 03	VCBI AD 2-91	11 OCT 18	VCCK AD 2-1	15 NOV 06
*1.3-1	30 JAN 20	VCBI AD 2-93	11 OCT 18	VCCK AD 2-3	17 OCT 13
1.3-3	17 OCT 13	VCBI AD 2-95	11 OCT 18		
1.4-1	02 OCT 12	VCBI AD 2-97	11 OCT 18	VCCN AD 2-1	15 NOV 06
*1.5-1	30 JAN 20	VCBI AD 2-99	11 OCT 18	VCCN AD 2-3	17 OCT 13
		VCBI AD 2-101	18 JUL 19		
VCBI AD 2-1	11 OCT 18	VCBI AD 2-103	18 JUL 19	VCCS AD 2-1	18 JUL 19
VCBI AD 2-3	01 OCT 08	VCBI AD 2-105	11 OCT 18	VCCS AD 2-3	15 NOV 06
VCBI AD 2-5	01 OCT 08	VCBI AD 2-107	11 OCT 18		
VCBI AD 2-7	11 OCT 18	VCBI AD 2-109	11 OCT 18	VCCT AD 2-1	24 MAY 18
VCBI AD 2-7a	06 OCT 09	VCBI AD 2-111	11 OCT 18	VCCT AD 2-3	17 OCT 13
VCBI AD 2-7b	06 OCT 09	VCBI AD 2-113	11 OCT 18	VCCT AD 2-5	12 JUN 03
VCBI AD 2-7c	06 OCT 09	VCBI AD 2-115	11 OCT 18	VCCT AD 2-7	12 JUN 03
VCBI AD 2-9	01 OCT 08	VCBI AD 2-117	11 OCT 18		
VCBI AD 2-11	11 OCT 18	VCBI AD 2-119	11 OCT 18	VCCV AD 2-1	12 MAY 16
VCBI AD 2-13	12 OCT 17			VCCV AD 2-3	17 OCT 13
VCBI AD 2-15	15 NOV 06	VCCA AD 2-1	24 MAY 18		
VCBI AD 2-17	12 OCT 17	VCCA AD 2-3	12 OCT 17	VCCW AD 2-1	17 OCT 13
VCBI AD 2-19	01 OCT 08	VCCA AD 2-5	12 JUN 03	VCCW AD 2-3	17 OCT 13
*VCBI AD 2-21	30 JAN 20	VCCA AD 2-7	12 JUN 03		
*VCBI AD 2-23	30 JAN 20			*VCRI AD 2-1	30 JAN 20
VCBI AD 2-25	11 OCT 18	*VCCB AD 2-1	30 JAN 20	VCRI AD 2-3	17 OCT 13
VCBI AD 2-27	11 OCT 18	*VCCB AD 2-3	30 JAN 20	VCRI AD 2-5	17 OCT 13
VCBI AD 2-29	11 OCT 18	*VCCB AD 2-5	30 JAN 20	VCRI AD 2-7	17 OCT 13
VCBI AD 2-31	11 OCT 18	*VCCB AD 2-7	30 JAN 20	VCRI AD 2-9	30 JAN 15
VCBI AD 2-33	11 OCT 18	*VCCB AD 2-9	30 JAN 20	VCRI AD 2-11	03 APR 14
VCBI AD 2-35	18 JUL 19	*VCCB AD 2-11	30 JAN 20	VCRI AD 2-13	17 OCT 13
VCBI AD 2-37	11 OCT 18			VCRI AD 2-15	17 OCT 13
VCBI AD 2-39	11 OCT 18	*VCCC AD 2-1	30 JAN 20	VCRI AD 2-17	17 OCT 13
VCBI AD 2-41	11 OCT 18	VCCC AD 2-3	04 JUL 11	*VCRI AD 2-19	30 JAN 20
VCBI AD 2-43	11 OCT 18	VCCC AD 2-5	12 MAY 16	VCRI AD 2-21	18 JUL 19
VCBI AD 2-45	11 OCT 18	*VCCC AD 2-7	30 JAN 20	VCRI AD 2-23	17 OCT 13
VCBI AD 2-47	11 OCT 18	VCCC AD 2-9	12 MAY 16	VCRI AD 2-25	17 OCT 13
VCBI AD 2-49	11 OCT 18	VCCC AD 2-11	24 MAY 18	VCRI AD 2-27	17 OCT 13
VCBI AD 2-51	11 OCT 18	VCCC AD 2-13	24 MAY 18	VCRI AD 2-29	18 JUL 19
VCBI AD 2-53	11 OCT 18			VCRI AD 2-31	18 JUL 19
VCBI AD 2-55	11 OCT 18	VCCG AD 2-1	24 MAY 18	VCRI AD 2-33	18 JUL 19
VCBI AD 2-57	11 OCT 18	VCCG AD 2-3	17 OCT 13	VCRI AD 2-35	18 JUL 19
VCBI AD 2-59	11 OCT 18			VCRI AD 2-37	18 JUL 19
VCBI AD 2-61	11 OCT 18	VCCH AD 2-1	12 MAY 16	VCRI AD 2-39	18 JUL 19
VCBI AD 2-63	11 OCT 18	*VCCH AD 2-3	30 JAN 20	VCRI AD 2-41	18 JUL 19
VCBI AD 2-65	11 OCT 18			VCRI AD 2-43	18 JUL 19
VCBI AD 2-67	11 OCT 18	*VCCJ AD 2-1	30 JAN 20	VCRI AD 2-45	18 JUL 19
VCBI AD 2-69	11 OCT 18	*VCCJ AD 2-3	30 JAN 20	VCRI AD 2-47	18 JUL 19
VCBI AD 2-71	11 OCT 18	*VCCJ AD 2-5	30 JAN 20	VCRI AD 2-49	18 JUL 19

**FORMAT OF THE APPLICATION FOR NON-SCHEDULED FLIGHTS/ PRIVATE FLIGHTS
INTO/OVERFLY SRI LANKA**

1. General Details of Aircraft Movement:-	
a.	Purpose of flight (VIP / Tourist / Cargo / Ambulance /Relief/Private etc)
b.	Whether overflying Colombo Flight Information Region (FIR) or Landing in Sri Lanka
c.	Date of Operation
d.	If landing in Sri Lanka, 1. Landing Airport 2. Expected Date and Time of Arrival 3. Expected Date and Time of Departure
e.	Inbound/Outbound ATS route itinerary including, 1. Entry point and Expected time at Colombo FIR 2. Exit point and expected time at Colombo FIR
f.	Point of Origin of the flight
g.	Places of intended landing prior to arrival in Sri Lanka or fly over Colombo FIR
h.	Place of immediate landing after departure from Sri Lanka or fly over Colombo FIR
i.	Final Destination
j.	Services/Facilities required at the Airport/s of Sri Lanka
k.	Whether the Operator has previously operated in to an Airport in Sri Lanka or over Colombo FIR (within the preceding three years) and if so, the last date of operation, type of aircraft and registration number
2. Aircraft Operator:-	
a.	Name
b.	Nationality
c.	Postal Address
d.	Telephone Number
e.	Fax Number
f.	E-mail
g.	Aeronautical Fixed Service (AFS) Address, if any
h.	Aircraft Operator's Certificate/Permit Number, if any
i.	Details of Operator (if any changes to above) for Billing purposes
3. Aircraft Details:-	
a.	Pilot-in-Command 1. Name 2. Nationality
b.	Type of Aircraft with Maximum Take-off Weight (MTOW)
c.	State of Registry/Nationality
d.	Registration Number
e.	Aircraft Call sign /Flight Number
f.	Whether the Aircraft is Capable of Air Dropping (Yes/No)
g.	Maximum Passenger Seating Capacity
h.	Maximum Payload Capacity
i.	Communication Equipment Available

Cont'd

4. On-Board Details:-	
a.	Number of Crew
b.	Number of Passengers, VIPs if any with Passenger Manifest (Not applicable for over flights) (Passenger Manifest with passport number and the nationality should be forwarded to Director General of Civil Aviation (DGCA) at least 72 hours before forwarding the Flight Plan except Ambulance Flights. Passenger Manifest of Ambulance Flights should be forwarded with the Non-schedule Application)
c.	General description of the goods carried, if any (such as garments, printed material etc.)
d.	Any arms, ammunitions, explosives, radioactive material, war equipment or dangerous goods carried? If so, attach a copy of Dangerous Goods Regulations (DGR) license issued by the respective Aviation Authority
e.	If Dangerous Goods on-board, UN number/ICAO Class and Division, Quantity should be indicated
f.	<p>1. Details of Consignor:</p> <p>(a) Name of Consignor</p> <p>(b) Postal Address</p> <p>(c) Telephone Number</p> <p>(d) Fax Number</p> <p>(e) E-mail</p> <p>(f) AFS Address(if any)</p> <p>2. Details of Consignee:</p> <p>(a) Name of Consignee</p> <p>(b) Postal Address</p> <p>(c) Telephone Number</p> <p>(d) Fax Number</p> <p>(e) E-mail</p> <p>(f) AFS Address(if any)</p>
g.	Any special equipment such as aerial photography, remote sensing cameras, night vision cameras on board? If so, attach a copy of the permit issued by the relevant Director General of Civil Aviation (DGCA)
h.	Number of passengers with passenger manifest or tonnages and type of cargo to be uplifted from and set-down in Sri Lanka (Passenger Manifest with passport number and the nationality should be forwarded to the Director General Civil Aviation (DGCA) at least 72 hours before forwarding the Flight Plan except Ambulance Flights. Passenger Manifest of Ambulance Flights should be forwarded with the Non-schedule Clearance Application)
5. Details of Travel/Cargo Local Handling Agent:-	
a.	Name
b.	Postal Address
c.	Telephone Number
d.	Fax Number
e.	E-mail
f.	<p>Certified that the information given above is correct.</p> <p>Name of the Signatory :-..... (Signature of the Authorized Officer)</p> <p>Designation :-.....</p> <p>Company/Embassy Name:-..... (Date)</p> <p>Address :-..... (Company Stamp-seal if available)</p>

3.1.16 Contact information for submission of applications for clearance and related matters:

ANS section of the CAA :

AFS : VCCCYAYX

Office Hours : 0300-1045UTC
(Monday to Friday except Public holidays)

a). During Office Hours:

Contact person(s):

Civil Aviation Inspector – AIS

Tel : +94 11 2358856 or
+94 11 2358857

Fax: +94 11 2253627

e-mail : caiais1@caa.lk and
caiais@caa.lk

Senior Civil Aviation Inspector – AIS

Tel : +94 11 2358851

Fax: +94 11 2253627

e-mail : scaiais@caa.lk

b). After Office Hours, Saturdays/Sundays and Public Holidays:

Send your request to Air Navigation-Services (ANS) section of Civil Aviation Authority of Sri Lanka (CAASL).

Contact person(s): duty officer (non scheduled flight clearance):

Primary means
(e-mail) : flightpermission@caa.lk

Secondary means (voice) :
+94776669416, +94776669788

3.2 Procedures for Non-Scheduled/ Private flights across Sri Lanka Air-space outside the Territory

3.2.1 Prior approval not required. However before commencement of the intended operation, an application shall be submitted to the Civil Aviation Authority of Sri Lanka in writing as per the format prescribed in the page GEN 1.2-5. (Refer sub section GEN 1.1-1 for Postal addresses ,Tele phone/Fax numbers and e-mail)

3.3 Documentary requirements for Clearance of aircraft

3.3.1 Same requirements as for scheduled flights.(ref para 2.2)

3.4 Procedure for Foreign Military or State Aircraft into or across Sri Lanka Airspace

3.4.1 All Foreign Military or State Aircraft intending to land at or overfly Sri Lanka shall obtain diplomatic clearance for such landing or over flight from the Ministry of External Affairs, Sri Lanka, by application made through the respective Embassies / High Commission of their country at least five working days in advance of the operation.

3.4.2 All applications for diplomatic clearance should be in the format given in page GEN 1.2-11.

FORMAT OF THE APPLICATION FOR DIPLOMATIC CLEARANCE INTO/OVERFLY SRI LANKA

1. General Details of Aircraft Movement:-	
a.	Embassy / State Requesting the Clearance
b.	Purpose of flight (VIP/Cargo/Relief/Private/Military etc)
c.	Whether overflying Colombo Flight Information Region (FIR) or Landing in Sri Lanka
d.	Date of Operation
e.	If landing in Sri Lanka, 1. Landing Airport 2. Expected Date and Time of Arrival 3. Expected Date and Time of Departure
f.	Inbound/Outbound ATS route itinerary including, 1. Entry point and Expected time at Colombo FIR 2. Exit point and expected time at Colombo FIR
g.	Point of Origin of the flight
h.	Places of intended landing prior to arrival in Sri Lanka or fly over Colombo FIR
i.	Place of immediate landing after departure from Sri Lanka or fly over Colombo FIR
j.	Final Destination
k.	Services/Facilities required at the Airport/s of Sri Lanka
l.	Whether the Operator has previously operated in to an Airport in Sri Lanka or over Colombo FIR (within the preceding three years) and if so, the last date of operation, type of aircraft and registration number
2. Aircraft Operator:-	
a.	Name
b.	Nationality
c.	Postal Address
d.	Telephone Number
e.	Fax Number
f.	E-mail
g.	Aeronautical Fixed Service (AFS) Address, if any
h.	Aircraft Operator's Certificate/Permit Number, if any
3. Aircraft Details:-	
a.	Pilot-in-Command 1. Name 2. Nationality
b.	Type of Aircraft with Maximum Take-off Weight (MTOW)
c.	State of Registry/Nationality
d.	Registration Number
e.	Aircraft Call sign /Flight Number
f.	Whether the Aircraft is Capable of Air Dropping (Yes/No)
g.	Maximum Passenger Seating Capacity
h.	Maximum Payload Capacity
i.	Communication Equipment Available

Cont'd

4. On-Board Details:-	
a.	Number of Crew
b.	Number of Passengers, VIPs if any with Passenger Manifest (Not applicable for over flights) (Passenger Manifest with passport number and the nationality should be forwarded to Director General Civil Aviation (DGCA) at least 72 hours before forwarding the Flight Plan except Ambulance Flights. Passenger Manifest of Ambulance Flights should be forwarded with the Diplomatic Clearance Application)
c.	General description of the goods carried, if any (such as garment and printed materials)
d.	Any arms, ammunitions, explosives, radioactive material, war equipment or dangerous goods carried? If so, attach a copy of Dangerous Goods Regulations (DGR) license issued by the respective Aviation Authority
e.	If Dangerous Goods on-board, UN number/ICAO Class and Division, Quantity should be indicated
f.	<p>1. Details of Consignor:</p> <p>(a) Name of Consignor</p> <p>(b) Postal Address</p> <p>(c) Telephone Number</p> <p>(d) Fax Number</p> <p>(e) E-mail</p> <p>(f) AFS Address(if any)</p> <p>2. Details of Consignee:</p> <p>(a) Name of Consignee</p> <p>(b) Postal Address</p> <p>(c) Telephone Number</p> <p>(d) Fax Number</p> <p>(e) E-mail</p> <p>(f) AFS Address(if any)</p>
g.	Any special equipment such as aerial photography, remote sensing cameras, night vision cameras on board? If so, attach a copy of the permit issued by the relevant Director General of Civil Aviation (DGCA)
h.	Number of passengers with passenger manifest or tonnages and type of cargo to be uplifted from and set-down in Sri Lanka (Passenger Manifest with passport number and the nationality should be forwarded to Director General Civil Aviation (DGCA) at least 72 hours before forwarding the Flight Plan except Ambulance Flights. Passenger Manifest of Ambulance Flights should be forwarded with the Diplomatic Clearance Application)
5. Details of Travel/Cargo Local Handling Agent:-	
a.	Name
b.	Postal Address
c.	Telephone Number
d.	Fax Number
e.	E-mail
f.	<p>Certified that the information given above is correct.</p> <p>Name of the Signatory :-..... (Signature of the Authorized Officer)</p> <p>Designation :-..... (Date)</p> <p>Company/Embassy Name:-..... (Date)</p> <p>Address :-..... (Company Stamp-seal if available)</p>

**4 PUBLIC HEALTH MEASURES
APPLIED TO THE AIRCRAFT**

4.1 Following public health measures are required to be carried out in respect of aircraft entering Sri Lanka.

(a) The pilot-in-command is required to fill in writing the Health Section of the Aircraft General Declaration Form which consist of information regarding any form of illness detected on board the aircraft, incinerate conditions and details of disinfecting or sanitary treatment carried out on board the aircraft.

(b) Any flight originating in or operating via, from any of the aerodromes located in the following regions shall carry out pre-flight (Blocks away) spraying, top-of-descent spraying and hold spraying in accordance with Aviation Safety Notice of Civil Aviation Authority of Sri Lanka :

- Africa
- Asia
- Central and South America
- Oceania
- Middle East

Cabin crew or a company designated person should handover the empty cans to the Airport Health Office.

5. SUPPLY OF FUEL

5.1 The DGCA will issue instructions to the Sri Lanka Petroleum Corporation in respect of all non-scheduled flights approved by the DGCA provided the operator so requests and specifies the requirements.

6. HANDLING OF AIRCRAFT

6.1 The handling of the aircraft should be entrusted to a recognised airline (i.e. Sri Lankan Airlines).

**7. NOTIFICATION OF AIRCRAFT
ACCIDENT / SERIOUS INCIDENT**

7.1 All aircraft operators as a mandatory requirement, inform the Director General of Civil Aviation Sri Lanka of any aircraft accident or serious incident occurring within the territory of Sri Lanka or in respect of an aircraft registered in Sri Lanka and incident occurring out of the territory of Sri Lanka or an aircraft operated by an Operator of Sri Lanka.

7.2 The Aircraft Accident/Serious Incident Reporting Procedure with the standard Aircraft Accident /Serious Incident Form (CAA/AU/003) is published in the **Sri Lanka AIC Nr. A01/18 dated 25th May 2018.**

<u>Reference</u>	<u>Difference</u>	<u>Reference</u>	<u>Difference</u>
8.7.7.2	The records required by paragraph 7.7.1 shall be kept for a minimum period of thirty-six (36) months after signing of the maintenance release.	ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (12th Edition)	←
9.3.1	The operator shall establish and maintain a ground and flight training programme (refer SLACP 4500), approved by the DGCA, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall: a) Include ground and flight training facilities and properly qualified instructors as determined by the DGCA, for guidance please refer to IS 090 on approval of instructors b) Include Crew Resource Management Training as per guidance provided in General Directive GD 001. c) Include Mode Awareness and Energy State Management Aspects of Flight Deck Automation as per General Directive GD 002. d) Include Flight Crew Initial and Recurrent Approach and Landing Accidents (ALA) and CFIT Prevention Training as per guidance provided in General Directive GD 004. e) Include Training on Instrument Approach Procedures Using Continuous Descent Final Approach Techniques as per guidance provided in General Directive GD 005.	ANNEX 9 - FACILITATION (15th Edition) No differences. ANNEX 10 AERONAUTICAL TELECOMMUNICATION Volume.I 7th Edition - No differences. Volme.II 7th Edition Reference Difference 5.2.1.7.1.2 Call sign of Colombo Aeronautical Mobile Station (AMS) is Colombo and not Colombo Radio as prescribed in Annex 10 Vol.II. Volume.III 2nd Edition - No differences. Volume.IV 5th Edition - No differences. Volume.V 3rd Edition - No difference	←
13.5	Following an act of unlawful interference, the pilot-in-command shall submit, without delay, a report of such an act to DGCA if the event occurred within Sri Lanka and to the respective designated local authority if the incident occurred overseas and copy to DGCA. (Reports shall be submitted in accordance with Implementing Standard S.N.006 - Aviation Occurrence Reporting System).	ANNEX 11 - AIR TRAFFIC SERVICES (15th Edition) Reference Difference Attachment B See pages GEN 1.7-5 GEN1.7-13.	←
		ANNEX 12 - SEARCH AND RESCUE (8th Edition) No differences	
		ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (11th Edition) No differences.	
		ANNEX 14 - AERODROMES Volume I 8th Edition - No differences. Volume II 4th Edition - No differences.	←
		ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (16th Edition) Reference Difference 4.3.2 Each amendment shall be allocated a serial number which is consecutive and based on the calendar year. The year indicated by two digits is a part of the serial number of the amendment.	←
		7.2.4 No colour code used	
ANNEX 6 -OPERATION OF AIRCRAFT			
→	Part II - (10th Edition) - No differences.		
→	Part III - (09th Edition) - No differences.		
ANNEX7 -AIRCRAFT NATIONALITY AND REGISTRATION MARKS (6th Edition)	No differences.		

GEN 2.4 LOCATION INDICATORS

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
ANURADHAPURA	VCCA*	VCBI	KATUNAYAKE / Bandaranaike Intl. Airport Colombo
BATTICALOA	VCCB*	VCCA*	ANURADHAPURA
COLOMBO FIR	VCCF	VCCB*	BATTICALOA
GAL-OYA / Amparai	VCCG*	VCCC	RATMALANA/Colombo
HINGURAKGODA / Minneriya	VCCH*	VCCF	COLOMBO FIR
IRANAMADU	VCCI*	VCCG*	GAL-OYA / Amparai
KANKESANTURAI / Jaffna Intl. Airport	VCCJ	VCCH*	HINGURAKGODA / Minneriya
KATUKURUNDA (NAGODA)	VCCN*	VCCI*	IRANAMADU
KATUNAYAKE/Bandaranaike Intl. Airport Colombo	VCBI	VCCJ	KANKESANTURAI / Jaffna Intl. Airport
KOGGALA	VCCK	VCCK	KOGGALA
MATTALA /Mattala Rajapaksa International Airport	VCRI	VCCN	KATUKURUNDA (NAGODA)
RATMALANA/Colombo	VCCC	VCCS*	SIGIRIYA
SIGIRIYA	VCCS*	VCCT	TRINCOMALEE/China Bay
TRINCOMALEE/China Bay	VCCT	VCCV*	VAVUNIYA
VAVUNIYA	VCCV*	VCCW*	WIRAWILA
WIRAWILA	VCCW*	VCRI	MATTALA /Mattala Rajapaksa International Airport.

* Location Indicators marked by an asterisk cannot be used in the address component of messages transmitted over the AFS.

GEN 3 SERVICES
GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE(S)

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

1.2 The AIS consists of three main sections as follows:

1.2.1 AIS Headquarters:

Postal Address:

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

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

Service Provided during Office Hours.

1.2.2 International NOTAM Office (NOF)

Postal Address:

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

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

Service provided during 24 hours

1.2.3 AIS Aerodrome Briefing/ARO Units:

a) AIS Aerodrome Briefing/ARO Unit at KATUNAYAKE/Bandaranaike Intl Airport

Postal Address:

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

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

Service provided during 24 Hours.

b) AIS Aerodrome Briefing/ARO Unit at MATTALA/Mattala Rajapaksa Intl. Airport

Postal Address:

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

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

Service provided during 24 Hours

c) AIS Aerodrome Briefing/ARO Unit at RATMALANA/Colombo Airport

Postal Address:

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

Tel : +94-11-2623030 Ext.254
Tele fax : +94-11-2623030 Ext.254
AFS : **Briefing**:VCCCYOYX
 ARO :VCCCZPZX
e-mail : rmaais.ans@airport.lk

Service provided: HO.

2. AREA OF RESPONSIBILITY

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

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

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS.

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

5 MINIMUM FLIGHT ALTITUDES.

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

6. ATS UNIT ADDRESS LIST

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

- 6.1.2 Ditching reports, requested by aircraft about to ditch, are given in accordance with the provision in ICAO DOC 7605 MET/526 (the Procedures for Air Navigation Services and Meteorology).
- 6.2 Communication**
- 6.2.1 Transmission and reception of distress messages within Sri Lanka search and rescue area are handled in accordance with Annex 10. Volume 11, chapter 5. Para 5.
- 6.2.2 For communication during search and rescue operations, the codes and abbreviations, published in ICAO DOC 8400 (ICAO CODES AND ABBREVIATIONS) are used.
- 6.2.3 Information concerning positions, call-signs, frequencies and hours of operation of Sri Lanka aeronautical stations is published in section **ENR 2** and **AD 2** section of the respective aerodrome.
- 6.2.4 The frequency 121.5 MHz is guarded continuously during hours of service at the Colombo ACC / FIC, Approach Control Centre, KATUNAYAKE / Bandaranaike Intl. Airport Colombo Control Tower, RATMALANA / Colombo Control Tower ,MATTALA/Mattala Rajapaksa Intl. Airport Control Tower,KANKESANTURAI / Jaffna Intl. Airport Control Tower and BATTICALOA / Batticaloa Airport Control Tower.
- 6.3 Search and Rescue Signals**
- 6.3.1 The SAR signals to be used are those prescribed in Annex 12 chapter 5, para 5.8 and are shown in pages **GEN 3.6-5** and **GEN 3.6-7**.

SEARCH AND RESCUE UNITS

NAME	LOCATION	FACILITIES	REMARKS
a	b	c	d
Search vessels of the Sri Lanka Navy:			
COLOMBO	065621.49N 0795055.33E	i). Off Shore Patrol Vessels (OPV) (1 unit)	- Could carry Four Hundred Fifty (450) casualties. Speed : 21 KTS Range : 5800NM at 15KTS
		ii). Fast Missile Vessel (PMV) (01 unit)	- Could carry Seventy (70) casualties. Speed : 32 KTS Range : 1650NM at 30 KTS 4000 NM at 17.5 KTS
		iii). Fast Gun Boat (FGB) (01 unit)	- Could carry Twenty (20) casualties. Speed : 28 KTS Range : 750 NM at 16 KTS
GALLE	060202.24N 0801354.36E	i). Support/Training Ship (AA/AX) (01 unit)	- Could carry Three hundred (300) casualties. Speed : 10 KTS Range : 5500 NM at 09 KTS
		ii). Fast Gun Boat (FGB) (01 unit)	- Could carry Twenty (20) casualties. Speed : 28 KTS Range : 750 NM at 16 KTS
TRINCOMALEE	083242.37N 0811319.64E	i). Off shore Patrol Vessel (OPV) (01 Unit)	- Could carry Four hundred and fifty (450) casualties. Speed : 18 KTS Range : 6100NM at 14 KTS 2700 NM at 18 KTS

PART 2 - ENROUTE (ENR)**ENR 0**

ENR 0.1	PREFACE - Not applicable
ENR 0.2	RECORD OF AIP AMENDMENTS - Not applicable
ENR 0.3	RECORD OF AIP SUPPLEMENTS - Not applicable
ENR 0.4	CHECK LIST OF AIP PAGES – Not applicable
ENR 0.5	LIST OF HAND AMENDMENTS - Not applicable

ENR 0.6 – TABLE OF CONTENTS TO PART 2

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ENR 1.1	GENERAL RULES AND PROCEDURES	ENR 1.1-1
ENR 1.1.1	General	ENR 1.1-1
ENR 1.1.2	Flight Plan Requirements	ENR 1.1-1
ENR 1.1.3	Air Traffic Control Clearance	ENR 1.1-1
ENR 1.1.4	Essential Traffic Information	ENR 1.1-3
ENR 1.1.5	Communications and Radio Navigation requirements	ENR 1.1-5
ENR 1.1.6	Flight Information Service	ENR 1.1-5
ENR 1.1.7	Radio Communication Failure	ENR 1.1-5
ENR 1.1.8	Failure of Navigation Equipment	ENR 1.1-7
ENR 1.1.9	Position Reports	ENR 1.1-7
ENR 1.1.10	Changing Levels	ENR 1.1-9
ENR 1.1.11	Diversions	ENR 1.1-9
ENR 1.1.12	Fuel Dumping in Flight	ENR 1.1-11
ENR 1.1.13	Military Flights	ENR 1.1-11
ENR 1.1.14	Data Link Services in the Colombo FIR	ENR 1.1-13
ENR 1.1.15	Weather Deviation Procedures for Oceanic Controlled Airspace	ENR 1.1-17
ENR 1.1.16	RNP 10 Operations within Colombo FIR	ENR 1.1-19
ENR 1.1.17	RVSM Procedures in the Colombo FIR	ENR 1.1-23
ENR 1.1.18	Lateral Off-set Procedures in the Non Radar Oceanic Airspace in the Colombo FIR	ENR 1.1-47
ENR 1.1.19	Adoption of SID/STAR specific phraseology within Colombo FIR	ENR 1.1-47 ←
ENR 1.2	VISUAL FLIGHT RULES	ENR 1.2-1
ENR 1.3	INSTRUMENT FLIGHT RULES	ENR 1.3-1

- c) Level(s) of aircraft concerned and estimated time of passing or if this is not available estimated time of arrival for the reporting point nearest to where the level will be crossed.
- 5 Communications and radio navigation requirements.**
- 5.1 All aircraft operating under IFR or VFR within controlled airspace shall be equipped with CPDLC or VHF RTF or HF RTF enabling them;
- a) To maintain two way communication with the appropriate ATC unit. The minimum requirements are VHF RTF equipment suitable for communicating on ATC frequencies and HF RTF beyond the range of VHF.
- b) To maintain track within the lateral limits of the airway and to navigate in accordance with ATC instructions.
- 5.2 The pilot in command shall maintain a continuous listening watch on the appropriate air / ground frequency.
- 5.3 VHF frequency 123.45MHz is available as an air to air VHF communication channel for the use of aircraft in flight out of the VHF range of appropriate ATC centers to facilitate the exchange of operational information and the resolution of operational problems.
- 6 Flight information service**
- 6.1 Flight information service is provided by Colombo FIC to all flights operating within Colombo FIR
- 6.2 Flight information service provided by the FIC includes the provision of:
- i) Present and forecast weather conditions at KATUNAYAKE / Bandaranaike Intl. Airport Colombo, MATTALA/Mattala Rajapaksa Intl. Airport, RATMALANA / Colombo, KANKESANTURAI / Jaffna Intl. Airport and Chennai aerodromes.
- ii) Collision hazards to aircraft operating outside control area and control zones.
- iii) The state of serviceability of navigational aids at KATUNAYAKE / Bandaranaike Intl. Airport Colombo ,MATTALA/Mattala Rajapaksa Intl. Airport and RATMALANA / Colombo aerodromes.
- iv) The state of aerodromes and associated facilities of KATUNAYAKE / Bandaranaike Intl. Airport Colombo ,
- MATTALA/Mattala Rajapaksa Intl. Airport , RATMALANA / Colombo Airport and KANKESANTURAI / Jaffna Intl. Airport. ←
- 6.3 Pilots may use the traffic information provided by the FIC for avoiding collision risks but it should not be used for the purposes of separation, as FIS is not a direct air traffic control service.
- 7 Radio communication failure**
- 7.1 In case of complete radio communication failure in an aircraft, the pilot in command is required to adopt the procedures of Annex 10, VOL II, and with the following procedures as appropriate.
- 7.2 In addition, the aircraft when forming part of the aerodrome traffic at a controlled aerodrome shall keep a watch for such instructions as may be issued by visual signals
- 7.3 If in VMC, the aircraft shall;
- a) Continue to fly in VMC
- b) Land at the nearest suitable aerodrome, and
- c) Report its arrival by the most expeditious means to the appropriate air traffic control unit.
- 7.4 In IMC, or when weather conditions are such that it does not appear feasible to complete the flight in VMC the aircraft shall:
- a) unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- b) In airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
1. The time the last assigned level or minimum flight altitude is reached; or
2. The time the transponder is set to code 7600;or

- 18. LATERAL OFFSET PROCEDURES IN THE NON-RADAR OCEANIC AIRSPACE OF THE COLOMBO FIR.**
- 18.1** The revised 2NM lateral offset procedures to the right of the route centreline are applied in the non-radar oceanic airspace of the Colombo FIR.
- 18.2** Offsets are applied only by aircraft with automatic offset tracking capability.
- 18.3 Purpose**
- 18.3.1** The purpose of this procedure is to standardize procedures to reduce the likelihood of pilots inadvertently applying procedures different from those specified for the airspace in which they are operating. It is also necessary to ensure that the application of offsets to reduce the risk of collision as a result of loss of vertical separation would not unduly increase the risk of loss of lateral separation between aircraft on adjacent tracks.
- 18.3.2** The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, one of the three available options.(centreline, 1NM or 2NM right offset) shall be used.
- 18.4 Operators Procedures.**
- 18.4.1** The decision to apply a strategic lateral offset is the responsibility of the flight crew.
- 18.4.2** The offset shall be established at a distance of one or two nautical miles to the right of the centreline relative to the direction of flight.
- 18.4.3** In airspace where the use of lateral offsets has been authorized, pilots are not required to inform air traffic control (ATC) that an offset is being applied.
- **19. ADOPTION OF SID/STAR SPECIFIC PHRASEOLOGY WITHIN COLOMBO FIR**
- 19.1 Introduction**
- 19.1.1** The SID/STAR specific phraseologies incorporated in PANS-ATM (DOC 4444) amendment 7-A are adopted.
- 19.1.2** These core phraseologies are expected to positively reinforce lateral, vertical and speed requirements embedded in a SID or STAR that will continue to apply, unless explicitly cancelled or amended by the controller.
- 19.1.3** A level instruction issued with the words "VIA SID" or "VIA STAR" alerts the pilot that they are flying a procedure with published restrictions that must be complied with.
- 19.1.4** The requirement specified in ICAO Annex 10, Volume II promulgated in Sri Lanka under Implementing Standard 038 of CAASL for the highest standard of discipline to be applied to all communications at all times and the speed limits associated to airspace classification (Chapter 2 and Appendix 4 of ICAO Annex 11 promulgated in Sri Lanka under Implementing Standard 025 of CAASL) are not cancelled by the instructions in the SID and STAR procedures.
- 19.2 Overview of core SID/STAR Phraseologies**
- 19.2.1** Clearance to aircraft on a SID/ STAR with published level and/ or speed restrictions shall indicate if such restrictions are to be followed or are cancelled.
- 19.2.2** The SID/STAR specific phraseologies incorporated in PANS-ATM (Doc 4444) amendment 7-A are detailed in ENR 1.1-49 & ENR 1.1-51.
- 19.2.3** If there are no published level or speed restrictions on the SID/ STAR, the phrase CLIMB TO (*level*)/ DESCEND TO (*level*) should be used respectively.
- 19.2.4** When subsequent speed restriction instructions are issued and if the cleared level is unchanged, the phrases CLIMB VIA SID TO (*level*)/ DESCEND VIA STAR TO (*level*) should be omitted.
- 19.2.5** When a departing/ arriving aircraft is cleared to proceed direct to a published waypoint on the SID/ STAR, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.
- 19.2.6** When a departing/ arriving aircraft is vectored or cleared to proceed to a point that is not on the SID/ STAR, all the published speed and level restrictions of the SID/ STAR are cancelled and the controller shall:
- (a) Reiterate the cleared level;
 - (b) Provide speed and level restrictions as necessary; and
 - (c) Notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID/ STAR.
- 19.2.7** ATC instructions to an aircraft to rejoin a SID/ STAR shall include:
- (a) the designator of the SID/ STAR to be rejoined, unless advance notification of rejoining has been provided in accordance with para 19.2.5
 - (b) the cleared level in accordance with para 19.2.1; and
 - (c) the position at which it is expected to rejoin the SID/ STAR, as per the phraseology on rejoin instructions given in Chapter 12 of PANS-ATM Doc. 4444.
- 19.3** Further guidance on SID/STAR phraseologies are available in ICAO website which is accessible through the following web address
https://www.icao.int/airnavigation/sid_star/Pages/CHANGES-TO-SID_STAR-PHRASEOLOGIES.aspx

19.4 Clearances on a SID

PHRASEOLOGY	AIRCRAFT REQUIREMENT
CLIMB VIA SID TO (level):	(i) climb to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
CLIMB VIA SID TO (level), CANCEL LEVEL RESTRICTION(S):	(i) climb to the cleared level; published level restrictions are cancelled; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
CLIMB VIA SID TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s)):	(i) climb to the cleared level; published level restriction(s) at the specified point(s) are cancelled; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S):	(i) climb to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the SID; and (iii) published speed restrictions and ATC-issued speed control instructions are cancelled.
CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S) AT (point(s)):	(i) climb to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the SID; and (iii) published speed restrictions are cancelled at the specified point(s).
CLIMB UNRESTRICTED TO (level) or CLIMB TO (level), CANCEL LEVEL AND SPEED RESTRICTION(S)	(i) climb to the cleared level; published level restrictions are cancelled; (ii) follow the lateral profile of the SID; and (iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

19.5 Clearances on a STAR

PHRASEOLOGY	AIRCRAFT REQUIREMENT
DESCEND VIA STAR TO (level):	(i) descend to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the STAR; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S):	(i) descend to the cleared level; published level restrictions are cancelled; (ii) follow the lateral profile of the STAR; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s)):	(i) descend to the cleared level; published level restriction(s) at the specified point(s) are cancelled; (ii) follow the lateral profile of the STAR; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
DESCEND VIA STAR TO (level), CANCEL SPEED RESTRICTION(S):	(i) descend to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the STAR; and (iii) published speed restrictions and ATC-issued speed control instructions are cancelled.
DESCEND VIA STAR TO (level), CANCEL SPEED RESTRICTION(S) AT (point(s)):	(i) descend to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the STAR; and (iii) published speed restrictions are cancelled at the specified point(s).
DESCEND UNRESTRICTED TO (level) or DESCEND TO (level), CANCEL LEVEL AND SPEED RESTRICTION(S):	(i) descend to the cleared level; published level restrictions are cancelled; (ii) follow the lateral profile of the STAR; and (iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. GENERAL

1.1 ATS airspace is classified and designated in accordance with the following:

Class A

Only IFR flights are permitted, all flights are subjected to air traffic control service and are separated from each other.

Class B (Not used in Colombo FIR)

IFR and VFR flights are permitted, all flights are subjected to air traffic control service and are separated from each other.

Class C

IFR and VFR flights are permitted, all flights are subjected to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D

IFR and VFR flights are permitted and all flights are subjected to air traffic control service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.

Class E

IFR and VFR flights are permitted. IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as practicable.

Class F (Not used in Colombo FIR)

IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G

IFR and VFR flights are permitted and receive flight information service if requested.

2. REQUIREMENTS FOR FLIGHTS

2.1 The requirements for flights within each class of airspace are as shown in the table on pages **ENR 1.4-3** and **ENR 1.4-5**.

3. ATS CLASSIFICATION WITHIN COLOMBO FIR

3.1 Within the Colombo FIR, the airspace is divided into 5 classes in accordance with the para 2.4 of ICAO Annex 11 as shown in the table below.

Airspace	Vertical Limits	Classification
Colombo FIR (including TMA and all ATS routes)	FL460 FL245	A
Colombo TMA excluding CTAs and CTRs	FL245 10000FT ALT	C
Colombo CTA - Colombo TMA within 50NM of KATUNAYAKE/Bandaranaike Intl. , RATMALANA/Colombo and MATTALA/Mattala Rajapaksa Intl. airports.(sectorized).	FL245 LOWER LIMITS	
Colombo CTR - KATUNAYAKE/Bandaranaike Intl. and RATMALANA/Colombo joint Control Zone.	4000FT ALT GND	
Mattala CTR - (Remark: Wirawila CTR also merged into Mattala CTR)	4000FT ALT GND	D
All other CTRs	UPPER LIMIT LOWER LIMIT	
Anuradhapura CTA	9500FT ALT 2000FT ALT	
Jaffna CTA	10000FT ALT 3000FT ALT	
All ATS route segments outside Colombo TMA.	FL245 LOWER LIMITS	E
Colombo TMA excluding CTAs and CTRs.	10000FT ALT 2500FT ALT	
Colombo FIR other than the airspace classified under Classes A,C,D and E		G

ENR 1.7 ALTIMETER SETTING PROCEDURES**1 INTRODUCTION**

1.1 The altimeter setting procedures in use generally conform to those contained in ICAO DOC 8168-OPS/611 Vol. 1 without exception.

1.2 Transition altitude (TA) is given on instrument approach charts.

1.3 QNH and temperature information for the use in determining adequate terrain clearance are provided in MET broadcast and is available on request from ATS units. QNH values are given in whole Hpa.

2 BASIC ALTIMETER SETTING PROCEDURES**2.1 General**

2.1.1 A common transition altitude 11000FT (3350M) is established for KATUNAYAKE / Bandaranaike Intl, Airport Colombo (VCBI), MATTALA/Mattala Rajapaksa Intl. (VCRI) , Ratmalana / Colombo Airport (VCCC) and KANKESANTURAI / Jaffna Intl. Airport (VCCJ).

2.1.2 A transition level (TL) of FL 130 is established while maintaining a minimum thickness of 1000ft of transition layer.

2.1.3 Vertical position of an aircraft is expressed in terms of;

- a). Altitudes, when at or below the transition altitude or when descending through the transition layer, and
- b). Flight Levels, when at or above the transition level or when ascending through the transition layer.

2.1.4 Flight level zero is located at the atmospheric pressure level of 1013.2 Hpa (29.92inc). Consecutive flight levels are separated by a pressure interval corresponding to 500ft in the standard atmosphere.

2.1.5 Note:

Example of the relationship between flight levels and altimeter indication is given in the following table, the metric equivalents being approximate;

Flight Level Number	Altimeter Indication	
	Feet	Metres
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

2.2 Take-off and climb

2.2.1. Current QNH altimeter setting is made available to aircraft in taxi clearance before take-off if it differs from the previous broadcast in ATIS.

2.2.2. Vertical position of aircraft during climb is given reference to;

- a) Altitudes, until reaching the transition altitude; and
- b) Flight Level, when above the transition altitude

2.3 Vertical separation – En-route

2.3.1 Vertical separation enroute is assessed in terms of;

- a). Altitudes, when at and below the transition altitude; and
- b). Flight Levels, when above the transition altitude.

2.3.2 All en-route flights should be conducted in accordance with the Semi-circular system of cruising levels corresponding to the magnetic tracks and shown in the following table as will provide the required terrain clearances.

2.4 Approach and landing

2.4.1. Current QNH altimeter setting is made available in approach clearance and in the landing clearance if it differs from the previous QNH broadcast in the ATIS.

2.4.2. A QFE altimeter setting will be made available on request but reports to ATC should be made on the QNH value.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

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

Note: Flight moment messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO DOC 4444 PANS – ATM, Chapter 11 refers)

CATEGORY OF FLIGHT 1	ROUTE 2	MESSAGE ADDRESS 3
All Flights	- Into or via Colombo FIR	VCCCZQZX
	- Into KATUNAYAKE / Bandaranaike Intl. Airport Colombo	VCCCZQZX VCBIZTZX VCBIZPZX
	- Into MATTALA / Mattala Rajapaksa Intl. Airport.	VCCCZQZX VCRIZTZX VCRIZPZX
	- Into RATMALANA / Colombo Airport	VCCCZQZX VCCCZTZX VCCCZPZX



ENR 4.4 NAME - CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-Code Designator	Co-ordinates	ATS Route or Other Route	Name-Code Designator	Co-ordinates	ATS Route or Other Route
ALGET	062001N 0813207E	M766	HAMBA	060701N 0810407E	N640
ALVES	020000S 0860000E	For ATC purposes	HB	063115N 0815650E	Y510
AKDOB	010000N 0780000E	For ATC purposes	HC	060756N 0815739E	Z610, M766
ANIVE	054054N 0780000E	M512,T310	HD	054942N 0814954E	L897
ANSAS	073306N 0863348E	L645,L896	HE	053738N 0813806E	Q210, N640
APOVU	020000S0820000E	For ATC Purposes	HF	055142N 0802627E	M513
ATETA	091906N 0793855E	M300	HG	060836N 0801923E	T310
BASEV	010121S 0885622E	N628, N640	HK	064610N 0802656E	L897
BASUR	075543N 0780926E	P570	IBADA	045210N 0832210E	L897
BAXAM	010303N 0850806E	M641	IDIBI	084418N 0792154E	G325
BIDAP	071639N 0820105E	L645, Q110	IDUDO	072631N 0851829E	L645, M300,Y510
BIKOK	081706N 0783555E	M641,N640	JAVVI	020000S 0850000E	For ATC purposes
CA	080019N 0795632E	A465	KADAP	020000S 0840936E	P627
CB	073424N 0810000E	P762	KALOX	001839S 0862217E	M641, P627
CC	071330N 0810000E	L645	KASGO	070611N 0840610E	Y510
CE	064431N 0804319E	M766	KASVO	010000S 0780000E	For ATC purposes
CF	062431N 0803525E	M641	KETIV	004200S 0920000E	L774, N628, L897
CI	073049N 0790726E	P570	LAKIP	032630N 0853455E	L897, P756
CJ	075119N 0792556E	R461	LAVOX	030000N 0780000E	For ATC purposes
CK	075725N 0793908E	G325	MANRU	041931N 0780000E	M513
CL	062849N 0803837E	N640	MATLU	012656N 0884025E	P627, L897
CM	074243N 0791432E	M641, N640	MENAL	000000 0780000E	For ATC purposes
CN	062143N 0791132E	G454	NALDO	020000S 0810000E	For ATC purposes
CO	063225N 0790505E	M512	NISOK	030254N 0920000E	L896, P756
DABAP	012639S 0845318E	N628	NIXUL	040029N 0920000E	P627, P570
DABAR	100000N 0800454E	A465	OBDAL	031850N 0874447E	M766, P756
DADAR	020000S 0792706E	N628,L894	PADLA	044606N 0780000E	G454
DEMON	083325N 0785638E	R461	PEDRU	095003N 0801239E	For ATC purposes
DOGAR	020000S 0875100E	M641	PIBOR	020000N 0780000E	For ATC purposes
DUGOS	085306N 0844753E	P762,L896	POPAK	050442N 0880000E	P570
EGODU	033150N 0840336E	N640, P756	PUNAN	093336N 0801151E	For ATC purposes
ELATI	020000S 0895742E	N640, L774	RULKA	062600N 0880000E	L896, M300
EKASU	013733N 0861005E	N640	RUXER	033514N 0830107E	P756, M641,Q210
ESPAP	081342N 0825218E	P762,M300,Q110	SAPTA	054954N 0784744E	G454,T310
GODAV	051002N 0840006E	M766	SEBLO	060000N 0773000E	G465
GUTOX	021721N 0894622E	M766, P627	SELSU	011100N 0920000E	M766
HA	065519N 0814156E	Q110	SULTO	073836N 0880154E	L645

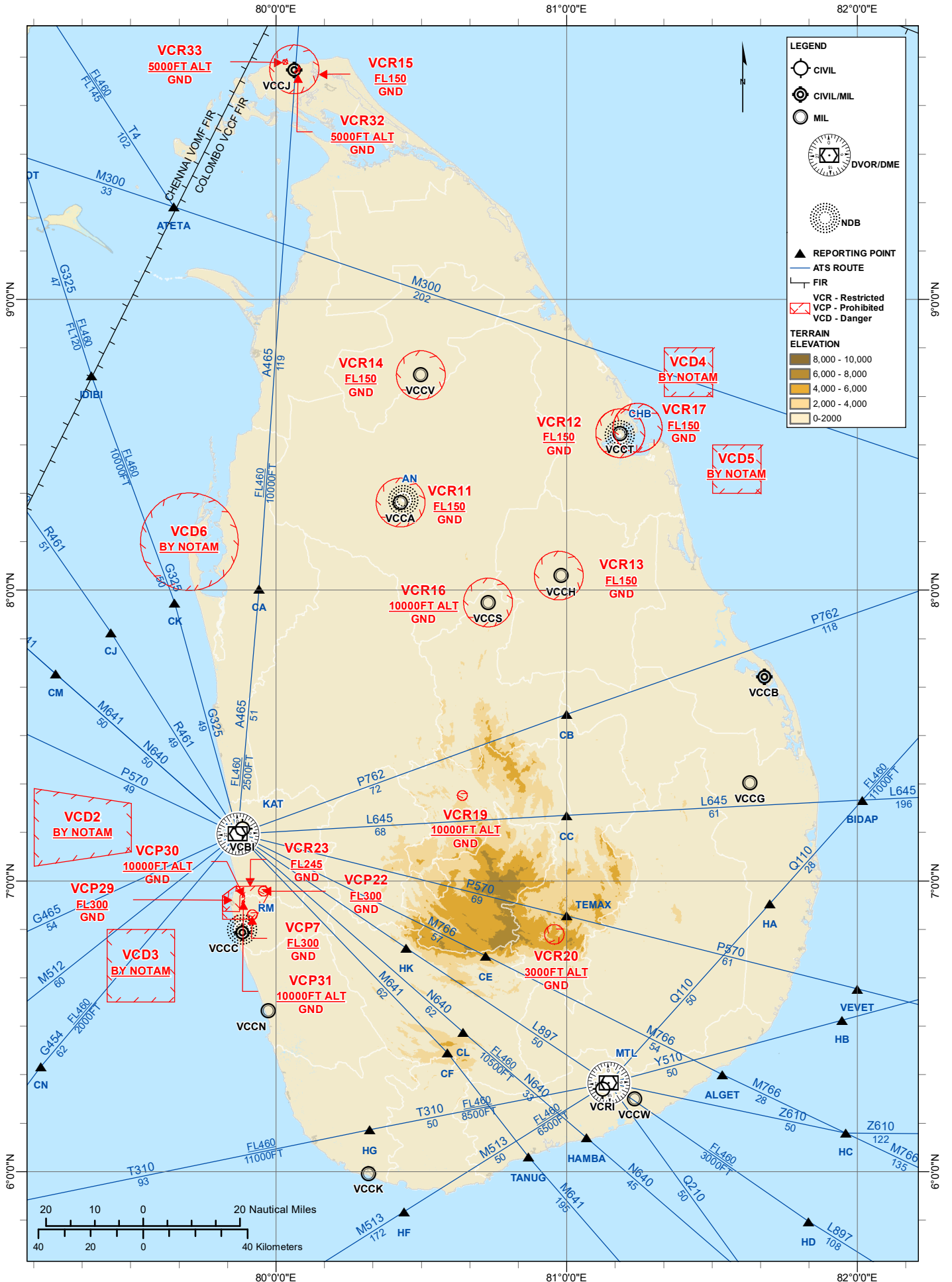
Remark: WGS-84 Co-ordinates

ENR 5 NAVIGATION WARNINGS
ENR 5.1 PROHIBITED. RESTRICTED AND DANGER AREAS.

Identification, Name and Lateral Limits.	Upper Limit Lower Limit	Remarks: (Time of Activity, Type of Restriction, Nature of Hazard, Risk of Interception etc.)
1	2	3
<u>PROHIBITED AREAS</u>		
VCP7 A circle of 1NM radius, centered on 065301N0795508E.	FL300 GND	Active : PERM Parliamentary Complex Landing / Overflying of aircraft prohibited.
VCP22 A circle of 1NM radius centered on 065752N0795725E.	FL300 GND	Active : PERM Sapugaskanda Oil Refinery Landing / Overflying of aircraft prohibited.
VCP29 An area bounded by COORD: 065849N0795237E- 065730N0795235E- 065715N0795253E- 065653N 0795234E- 065342N0795229E- 065345N0794900E - 065654N0794900E and 065850N0795133E- 065849N0795237E.	FL300 GND	Active : PERM Colombo City Landing / Overflying of aircraft prohibited
VCP30 A circle of 0.25NM radius centered on COORD: 065652N0795319E.	10000FTALT GND	Active : PERM Orugodawatta Petroleum storage tanks. Landing / Overflying of aircraft prohibited
VCP31 A circle of 0.25NM radius centered on COORD: 065541N0795315E.	10000FTALT GND	Active : PERM Kolonnawa Petroleum storage complex. Landing / Overflying of aircraft prohibited
<u>RESTRICTED AREAS</u>		
VCR11 A circle of 5NM radius centered on 081807N0802544E (ARP- Anuradhapura AD).	FL150 GND	Active : PERM SLAF Base – Anuradhapura.
VCR12 A circle of 5NM radius centered on 083224N0811104E (ARP-Trincomalee/China Bay AD).	FL150 GND	Active : PERM SLAF Base – China Bay.
VCR13 A circle of 5NM radius centered on 080259N0805853E (ARP-Hingurakgoda / Minneriya AD).	FL150 GND	Active : PERM SLAF Base – Hingurakgoda/Minneriya.
VCR14 A circle of 5NM radius centered on 084428N0802952E (ARP-Vavuniya AD).	FL150 GND	Active : PERM SLAF Base – Vavuniya.
VCR15 A circle of 5NM radius centered on 094732N0800412E excluding (ARP-Kankesanturei / Jaffna AD) VCR32 and VCR33..	FL150 GND	Active : PERM SLAF Base – Kankesanturei / Jaffna

Identification, Name and Lateral Limits	<u>Upper Limit</u> <u>Lower Limit</u>	Remarks: (Time of Activity, Type of Restriction, Nature of Hazard, Risk of Interception etc.)
1	2	3
VCR16 A circle of 5NM radius centered on 075728N0804347E (ARP-Sigiriya AD).	$\frac{10000\text{FTALT}}{\text{GND}}$	Active : PERM SLAF Base – Sigiriya.
VCR17 A circle of 5NM radius centered on 083332N0811439E.	$\frac{\text{FL150}}{\text{GND}}$	Active : PERM Trincomalee Harbor.
VCR19 A circle of 1NM radius centered on 071737N0803829E.	$\frac{10000\text{FT ALT}}{\text{GND}}$	Active : PERM Kandy – Sri Dalada Maligawa.
VCR20 A circle of 2NM radius centered on 064858N0805727E.	$\frac{3000\text{FT ALT}}{\text{GND}}$	Active: PERM Diyatalawa – Army camp.
VCR23 An area bounded by COORD: 065859N0795753E-065724N0795834E-065203N0795538E-065203N0794900E-065654N0794900E-065850N0795133E-065859N0795753E excluding VCP7, VCP22,VCP29 VCP30 and VCP31.	$\frac{\text{FL245}}{\text{GND}}$	Active : PERM Colombo City Restricted Area. All ops subjected to prior approval from ATC and SLAF.
VCR32 An area bounded by COORD: 094700N0800349E-094758N0800448E-094738N0800506E-094642N0800407E-094700N0800349E.	$\frac{5000\text{FT ALT}}{\text{GND}}$	Active : PERM
VCR33 A circle of 0.5NM radius centered on 094902N0800155E.	$\frac{5000\text{FT ALT}}{\text{GND}}$	Active : PERM
<u>DANGER AREAS</u>		
VCD2 An area bounded by COORD: 071901N 0791008E - 071601N 0793008E - 070601N 0793008E - 070301N 0791008E-071901N 0791008E.	$\frac{\text{Notified}}{\text{By NOTAM}}$	Activated by NOTAM Naval Gun Firing.
VCD3 An area bounded by COORD: 065001N0792508E - 065001N0793908E-063501N0793908E-063501N0792508E-065001N 0792508E.	$\frac{\text{Notified}}{\text{By NOTAM}}$	Activated by NOTAM Naval Gun Firing.
VCD4 An area bounded by COORD: 084001N0812007E - 085001N0812007E - 085001N0813007E - 084001N 0813007E-084001N0812007E.	$\frac{\text{Notified}}{\text{By NOTAM}}$	Activated by NOTAM Naval Gun Firing.
VCD5 An area bounded by COORD: 082001N0813007E - 083001N0813007E-083001N0814007E-082001N0814007E- 082001N0813007E.	$\frac{\text{Notified}}{\text{By NOTAM}}$	Activated by NOTAM Naval Gun Firing.
VCD6 An area of 10NM radius centered on 081001N0794208E.	$\frac{\text{Notified}}{\text{By NOTAM}}$	Activated by NOTAM Naval Gun Firing.

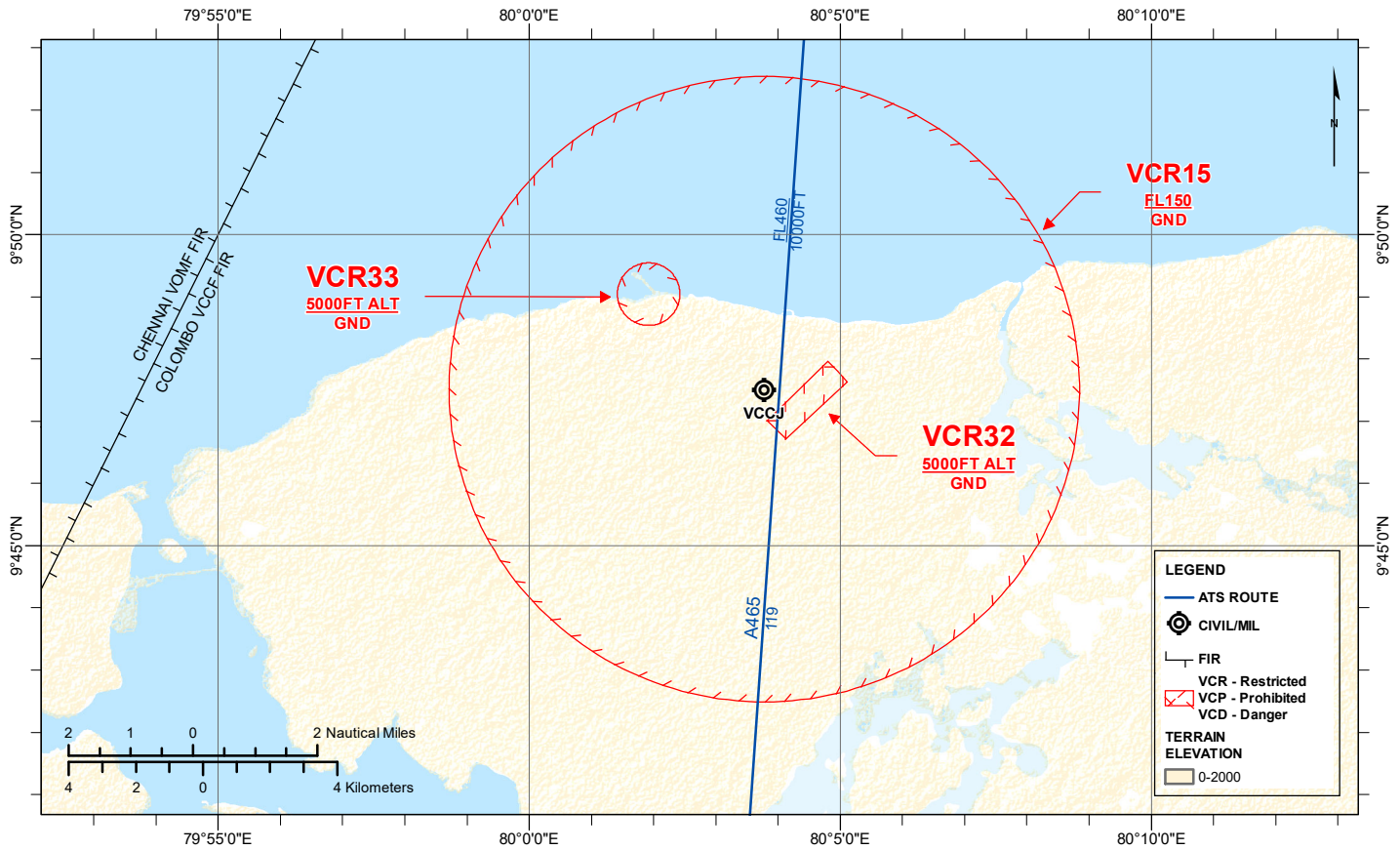
RESTRICTED, PROHIBITED AND DANGER AREA



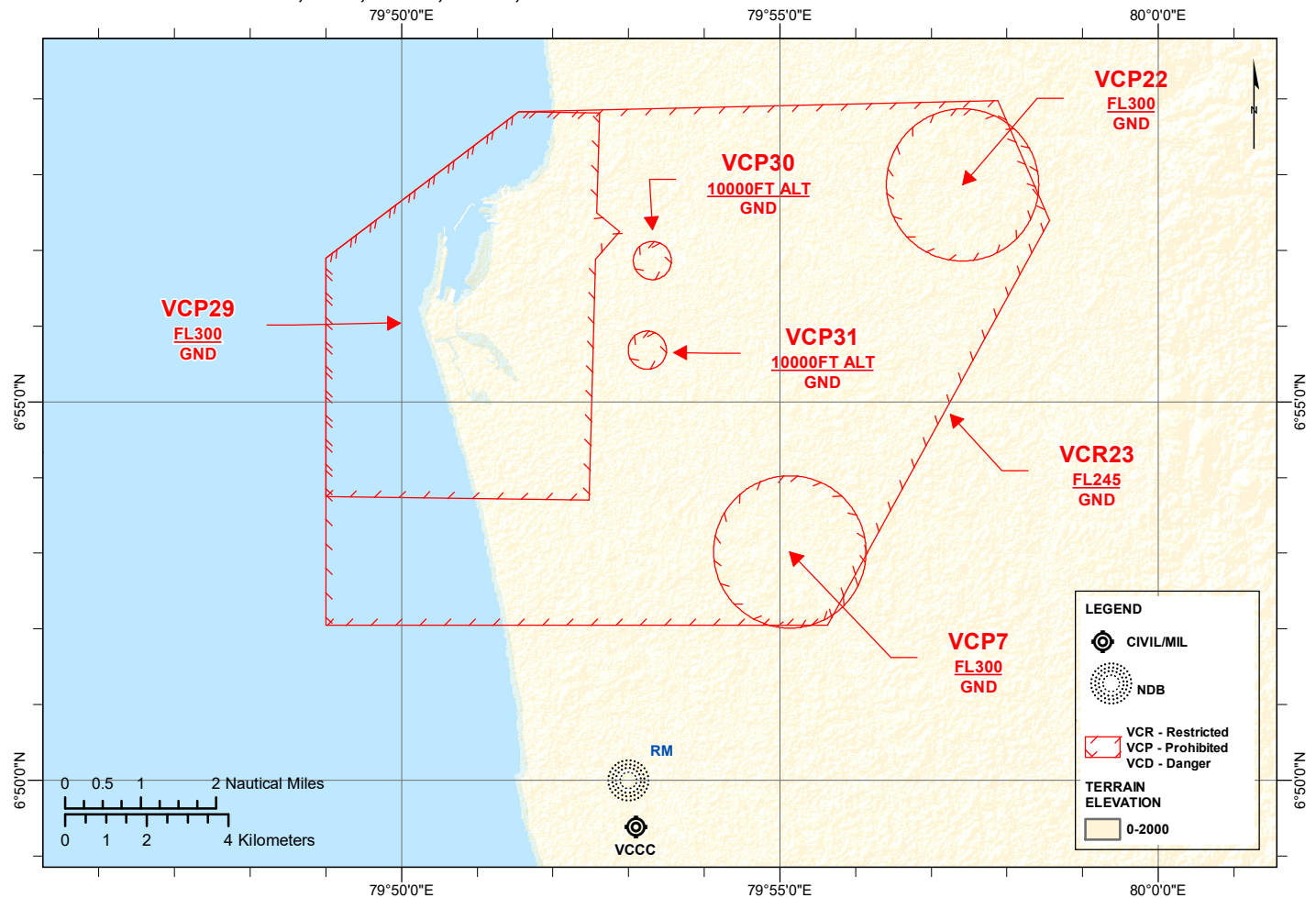
Note : See next page for enlarge view sets of [VCR15, VCR 32 AND VCR 33] & [VCR23, VCP7, VCP22, VCP29, VCP30 & VCP31]
Changes : Inserted VCR32 & VCR33

RESTRICTED, PROHIBITED AND DANGER AREA (Continued)

ENLARGE VIEW OF VCR15, VCR 32 AND VCR 33.



ENLARGE VIEW OF VCR23, VCP7, VCP 22, VCP 29, VCP 30 AND VCP 31.



Changes : Inserted ENLARGE VIEW OF VCR15, VCR 32 AND VCR 33.

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome / Heliport Location Indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to AD Section and Remarks.
	INTL = International NTL = National	IFR - VFR	S = Schedule NS = Non Scheduled P = Private	
1	2	3	4	6
ANURADHAPURA (VCCA)	NTL	VFR		VCCA AD 2
BATTICALOA (VCCB)	NTL	VFR		VCCB AD 2
GALOYA / Amparai (VCCG)	NTL	VFR		VCCG AD 2
HINGURAKGODA/Minneriya (VCCH)	NTL	VFR		VCCH AD 2
KANKESANTURAI / Jaffna Intl. (VCCJ)	INTL - NTL	VFR		VCCJ AD 2
KATUKURUNDA (VCCN)	NTL	VFR		VCCN AD 2
KATUNAYAKE / Bandaranaike Intl.Colombo (VCBI)	INTL – NTL	IFR – VFR	S - NS - P	VCBI AD 2
KOGGALA (VCCK)	NTL	VFR		VCCK AD 2
MATTALA/Mattala Rajapaksa Intl. (VCRI)	INTL – NTL	IFR – VFR	S - NS - P	VCRI AD 2
RATMALANA / Colombo (VCCC)	INTL – NTL	IFR – VFR	NS - P	VCCC AD 2
SIGIRIYA (VCCS)	NTL	VFR		VCCS AD 2
TRINCOMALEE / China- Bay(VCCT)	NTL	VFR		VCCT AD 2
VAVUNIYA (VCCV)	NTL	VFR		VCCV AD 2
WIRAWILA (VCCW)	NTL	VFR		VCCW AD 2
HELIPORTS : Nil				

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name and Location Indicator	Status of Certification	Date of Certification	Validity of Certificate	Remarks
1	2	3	4	5
KATUNAYAKE / Bandaranaike International Airport Colombo (VCBI)	Certified	01 MAR 2018	Two (02) years from the date of certification.	i. AD Reference Code : 4E VCBI satisfies the physical characteristics requirements for A380 operations on Code-E Aerodromes ii. Date of initial certification: 01 MAR 10. iii. See *Note for exemptions.
MATTALA/Mattala Rajapaksa International Airport (VCRI)	Certified	30 JAN 2017	Two (02) years from the date of certification.	i. AD Reference Code : 4F ii. Date of initial certification: 18 MAR 13.
KANKESANTURAI /Jaffna International Airport (VCCJ)	Certified	01 NOV 2019	Two (02) years from the date of certification.	i. AD Reference Code : 3C ii. Date of initial certification: 01 NOV 19.

*** Note :**

Following exemptions granted for the Aerodrome Certificate issued to KATUNAYAKE/Bandaranaike Intl. Airport (VCBI):

1. Widening of Runway Strip to 300M

- up to 1st March 2022

- b). After pushing back, the pilot advises that the aircraft is returning to the bay.
 - c). If the aircraft is unable to commence / continue taxiing due to an operational or technical reason.
- 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 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.

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 detailed 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

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

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

VCCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP co-ordinates and site at AD	074218.34N 0814037.64E
2.	Direction and distance from (city)	240°, 0.94NM from Batticaloa Town.
3.	Elevation / Reference temperature	4.2M(13.8FT) / 34.0° C
4.	MAG VAR /Annual change	2° W (2019) /Negligible
5.	AD Administration, address, telephone, tele fax, AFS	Airport & Aviation Services (S.L.) Ltd. Batticaloa Airport, Batticaloa, Sri Lanka. Tel: +94-654549966 Tele Fax: +94 654549967 AFS : VCCBYDYX e-mail : oic.bda@airport.lk
6.	Types of traffic permitted (IFR/VFR)	VFR
7.	Remarks	Both civil and military traffic OPR

VCCB AD 2.3 OPERATIONAL HOURS

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

VCCB AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

VCCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 5
2.	Rescue equipment	01 Crash -16 fire vehicle of AASL 01 fire vehicle of SLAF
3.	Capability for removal of disabled aircraft	Commanding officer: Contact - Officer-In Charge VCCB +94 765577669 , +94 718030804 or +94 654549966 E-mail : oic.bda@airport.lk

VCCB AD 2.7 SEASONAL AVAILABILITY – CLEARING

AD Available throughout the year

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

1.	Designation, Surface and Strength of Aprons	Surface : Concrete Strength : 30/R/L/W/T
2.	Designation, width, Surface and Strength of Taxiways	Designation : TWY A Width : 24.6M Surface : Asphalt Strength : PCN 30/F/C/W/T

VCCB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	Use of aircraft stands ID signs TWY guide lines and visual docking/parking guidance system of aircraft stands.	TWY guidance system : Nose Wheel Guidance TWY and Apron Marshalling.
2.	RWY and TWY markings	RWY : Designation ,THR , TDZ, Centre Line, Edge Line , End Marked TWY : Centre Line, Edge Line and Holding Position at TWY/RWY Intersections, marked

VCCB AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	f
VCCBOB001	Antenna	074317.96N 0814148.49E	325 FT	Mast/Red and White bands	Nil

VCCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

VCCB 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	
06	61.23° GEO	1368 X 30	PCN 30/F/C/W/T Asphalt	074207.66N 0814018.09E -	
24	241.23° GEO			074228.98N 0814057.20E -	
Designations RWY NR	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY	SWY Dimens ions (M)	CWY Dimensions (M)	
1	6	7	8	9	
06	THR : 4.15M	Longitudinal Slope : 0.16% Transverse slope within:1%	60 X30	N/A	
24	THR : 2.16M	Longitudinal Slope : 0.16% Transverse slope within:1%	60 X30	N/A	
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
06	1488 X 150	104 X 90	NIL	NIL	RWY Shoulders: 7.5M either side Surface : Asphalt
24		104 X 90	NIL	NIL	

VCCB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	1368	1368	1428	1368	Nil
24	1368	1368	1428	1368	

VCCB 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
06	-	GREEN	-	-	-	1368M, 60M, (0M-600M) WHITE/YELLOW (600M-768M) WHITE (768M-1368M) WHITE/YELLOW (*)Refer Note	RED -	RED -	Nil
24	-	GREEN	-	-	-	1368M, 60M, (0M-600M) WHITE/YELLOW (600M-768M) WHITE (768M-1368M) WHITE/YELLOW (*)Refer Note	RED -	RED -	Nil

(*) NOTE: RWY Edge LGT are placed at 22.5 m from RWY centerline

VCCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN / IBN location, characteristics and hours of operation	ABN : Rotating Beacon at 12 RPM located top of the Control Tower. HO
2.	TWY edge and TWY centre line LGT	Edge LGT : Elevated Lights - Blue
3.	Remarks	Aldis lamp available in the Control Tower

VCCB AD 2.16 HELICOPTER LANDING AREA

To be specified

VCCB AD 2.17 ATS AIRSPACE

1.	Designation and Lateral Limits	BATTICALOA CTR A Circle of radius 10NM centred 074218N 0814038E
2.	Vertical Limits	SFC to 4000FT ALT
3.	Airspace Classification	D
4.	ATS Unit Call sign Language(s)	Batticaloa Tower English
5.	Transition Altitude	11,000FT (3350m)
6.	Remarks	Controlling authority: ATC Tower (AASL)

VCCB AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Batticaloa Tower	123.70MHz	HJ	Controlling Authority: AASL
DDF	Batticaloa Homer	123.70MHz	H24	Controlling Authority: AASL/SLAF
Distress		121.5MHz	H24	Controlling Authority: HJ - AASL HN -SLAF

VCCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

VCCB AD 2.20 LOCAL TRAFFIC REGULATIONS

To be specified



VCCB AD 2 .21 NOISE ABATEMENT PROCEDURES

To be specified

VCCB AD 2.22 FLIGHT PROCEDURES

To be specified

VCCB AD 2.23 ADDITIONAL INFORMATION

NIL

VCCB AD 2.24 CHARTS RELATED TO BATTICALOA / BATTICALOA AIRPORT

NIL

VCCC - RATMALANA/Colombo

VCCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

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

VCCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP co-ordinates and site at AD	064923N 0795306E 723M BRG 15° GEO from Tower in main Terminal Building.
2.	Direction and distance from (city)	12KM South of Colombo
3.	Elevation / Reference temperature	6.7M(22FT)/32.7 C ⁰
4.	MAG VAR /Annual change	2° W (2017) / Negligible
5.	AD Administration, address, telephone, tele fax, AFS	Airport and Aviation Services(SL) Ltd; Colombo Airport, Ratmalana, Sri Lanka. Tel : +94-11-2623030 / EXTN 400 / 200 Telex : 22481 Tele Fax : +94-11-2635711 AFS : VCCCYDYX e-mail : amrma@airport.lk
6.	Types of traffic permitted (IFR/VFR)	IFR / VFR
7.	Remarks	Both Civil and Military traffic OPR

VCCC AD 2.3 OPERATIONAL HOURS.

1.	Aerodrome Administration	0030-1230 UTC DLY RWY 04/22 closed BTN 0800-1100 (UTC) on 1 st and 3 rd TUE of EV month for SKED MAINT
2.	Customs and Immigration	HO
3.	Health and Sanitation	HO
4.	AIS Briefing Office	HO
5.	ATS Reporting Office	HO
6.	Met Briefing Office	H24
7.	Air Traffic Services	H24
8.	Fuelling	HO
9.	Handling	HO
10.	Security	H24
11.	Remarks	NIL

VCCC AD2.12 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	032.50 ⁰ GEO	1773 X 30	PCN 34/F/D/Z/U TARMAC	064853.75N 0795254.28E -
22	212.50 ⁰ GEO		PCN 34/F/D/Z/U TARMAC	064942.60N 0795325.02E -

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 :7.3M		NIL	NIL
22	THR :2.3M		NIL	NIL

Designations RWY NR	Strip Dimensions (M)	RESA Dimen sions (M)	Location and description of arresting system	OBST Free Zone	Remarks
1	10	11	12	13	14
04	1893 x 80	-	-	NIL	RWY 04/22 closed BTN 0800-1100 (UTC) on 1 st and 3 rd TUE of EV month for SKED MAINT
22		-	-	NIL	

VCCC AD 2.13 DECLARED DISTANCES

RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	1773	1773	1773	1773	Nil
22	1773	1773	1773	1773	

VCCC AD 2.14 APPROACH AND RWY LIGHTING

RWY	APCH LGT Type, LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centreline 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	Nil	GREEN	PAPI LEFT/3 ⁰ (11.1M)	N/A	N/A	Low intensity electric	RED	N/A	Nil
22	Nil	GREEN	PAPI LEFT/3 ⁰ (11.1M)	N/A	N/A		RED	N/A	Nil

VCCH AD 2.14 APPROACH AND RWY LIGHTING

RWY LGT – Electric flare path

VCCH AD 2.17 ATS AIRSPACE

1.	Designation and Lateral Limits	MINNERIYA CTR Circle of 10NM radius centred on 080300N 0805800E
2.	Vertical Limits	SFC to 4000FT ALT
3.	Airspace Classification	D
4.	ATS Unit Call sign Language(s)	Minneriya Tower English
5.	Transition Altitude	11,000FT (3350M)
6.	Remarks	Controlling Authority: SLAF

VCCH AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Minneriya Tower	123.525 MHz *118.100 MHz	HO	Controlling Authority: SLAF *Standby Frequency.
DDF	Minneriya Homer	123.525 MHz *118.100 MHz	HO	

VCCH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

VCCH AD 2.24 CHARTS RELATED TO MINNERIYA AERODROME

NIL

VCCJ - KANKESANTURAI / Jaffna Intl Airport**VCCJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

1.	Location Name	Kankesanturai
2.	Name of Aerodrome	Jaffna International Airport
3.	ICAO Location Indicator	VCCJ

VCCJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP co-ordinates and site at AD	094732.47N 0800412.19E
2.	Direction and distance from (city)	027°, 6.9 NM from Jaffna town
3.	Elevation / Reference temperature	10.32M(33.83FT) / 31.2° C
4.	Geoid undulation at AD ELEV PSN	(-)97.8M
5.	MAG VAR /Annual change	3° W (2019)
6.	AD Administration, address, telephone, Tele fax, AFS	Airport and Aviation Services (SL) Ltd. Jaffna International Airport Jaffna Tel : +94-11-2252861-5 (5 lines) Tele fax : +94-11-2253187 Telex : 22481 AFS : VCCJYDYX e-mail : ambia@slt.lk
7.	Types of traffic permitted (IFR/VFR)	VFR
8.	Remarks	Both civil and military traffic OPR

VCCJ AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	HJ
2.	Air Traffic Services	HJ
3.	Customs and Immigration	HJ
4.	AIS Briefing Office	HJ
5.	Quarantine	HJ
6.	Meteorological Services	HJ
7.	Fire and Rescue Services	HJ
8.	Security	H24

VCCJ AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Fuel Type	Aviation Turbine Fuel (Jet A1)
2.	Fuelling Facilities and Capacity	One No. Benz, 15,000L Capacity refueller 1000lpm (flow rate)

VCCJ AD 2.5 PASSENGER FACILITIES

1.	Hotels	At close proximity
2.	Restaurants	At close proximity
3.	Transportation	Taxis are on call

VCCJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	Cat 5
2.	Rescue equipment	Adequate rescue equipment and fire fighting vehicle available.
3.	Capability for removal of disabled aircraft	Aerodrome operator will coordinate for disable aircraft removal activities as per the disable aircraft removal plan.

VCCJ AD 2.7 SEASONAL AVAILABILITY – CLEARING

AD Available throughout the year

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

1.	Surface and Strength of Aprons	Surface : Asphalt Strength : PCN/31/F/C/Y/T
2.	Designation, width, Surface and Strength and Shoulders of Taxiways	Designation : TWY Z Width : 25M Surface : Asphalt Strength : PCN/31/F/C/Y/T
3.	Location and Elevation of Altimeter Checkpoints	Location : 094735.28N 0800415.09E Elevation: 9.701M (31.827FT)

VCCJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	Use of aircraft stands ID signs TWY guide lines and visual docking/parking guidance system of aircraft stands.	TWY guidance system : Nose Wheel guidance TWY and Apron marshalling
2.	RWY and TWY markings	RWY: Designation, THR, TDZ, Center Line, EDGE Line and End marked. TWY : Center Line, Edge Line and holding position at TWY/RWY intersections marked.

VCCJ AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT (m)	Markings/ Type, Color	Remarks
a	b	c	d	e	f
CJ_2C_001	Antenna	094723.34N 0800417.75E	34.95/25.8		COM Antenna
CJ_2C_002	Antenna	094746.09N 0800447.97E	82.55/73.9		COM Antenna
CJ_2C_003	Antenna	094739.73N 0800449.09E	88.61/78.50		COM Antenna

VCCJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	KANKESANTURAI / Jaffna International Airport
2.	Hours of Service MET Office outside hours:	HJ -
3.	Office responsible for TAF preparation: Period of validity	KATUNAYAKE / Bandaranaike International Airport 30Hrs
4.	Type of landing forecast intervals of Issuance	TREND, 1 HR
5.	Briefing/Consultation provided	P, T, D
6.	Flight Documentation: Language(s) used:	C English
7.	Charts and other information available for briefing consultation	S, U, P, W
8.	Supplementary equipment available for providing information	AWOS
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 Fax :+94 11 2252319
<p>P - Personal consultation T - Telephone C - Charts D - Self Briefing U - Upper air analysis (current chart) W - Significant weather chart S - Surface analysis (current) WXR - Weather radar APT - Receiver for Satellite cloud picture</p>		

VCCJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Co-ordinates THR Geoid undulation (GUND)	
1	2	3	4	5	
05	045.79 ⁰ GEO	1400 X 30	PCN/31/F/C/Y/T Asphalt	094726.43N 0800405.97E GUND (-)98.092M	
23	225.79 ⁰ GEO			094758.27N 0800438.83E GUND (-)96.272M	
Designations RWY NR	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY	SWY Dimens ions (M)	CWY Dimensions (M)	
1	6	7	8	9	
05	THR :10.14M	Longitudinal Slope : (0M – 350M) : +0.02% (350M – 500M) : +0.47% (500M – 1100M): -0.45% (1100M – 1400M): -0.03% Transverse slope within: 1.2%	NIL	150 x 150	
23	THR : 8.20M	Longitudinal Slope : (0M – 300M) : +0.03% (300M – 900M) : +0.45% (900M –1050M): -0.47% (1050M –1400M): -0.02% Transverse slope within: 1.2%	869x30	-	
Designations RWY NR	Strip Dimensions (M)	RESA Dimensions (M)	Location and description of arresting system	OBST Free Zone	Remarks
1	10	11	12	13	14
05	2389 X 150	90 X 60	-	-	RWY Shoulders: 7.5M either side asphalt
23		90 X 60	-	-	

VCCJ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	1400	1550	1400	1400	-
23	1400	1400	2269	1400	

VCCJ 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
05	-	-	-	-	-	-	-	-	Nil
23	-	-	PAPI on Left hand side / 3 ⁰	-	-	-	-	-	Nil

VCCJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN / IBN location, characteristics and hours of operation	ABN: SLAF Tower. FLG ALTN G & W 18 per min HO
2.	TWY edge and TWY centre line LGT	NIL
3.	Remarks	NIL

VCCJ AD 2.16 HELICOPTER LANDING AREA

To be specified

VCCJ AD 2.17 ATS AIRSPACE

1.	Designation and Lateral Limits	JAFFNA CTR The airspace enclosed by the boundary starting from a point 095503N 0795732E thence clockwise along an arc of 10NM radius centered on 094732N 0800412E up to a point 094823N 0795411E thence along straight lines joining the points 095503N 0795732E and 094823N 0795411E.
2.	Vertical Limits.	Surface to 4000FT ALT
3.	Airspace Classification	D
4.	ATS Unit Call sign Language(s)	Jaffna Tower English
5.	Transition Altitude	11000FT(3350M)
6.	Remarks.	Controlling authority –AASL
1.	Designation and Lateral Limits	JAFFNA CTA The airspace enclosed by the boundary starting from a point 100000N 0803139E thence clockwise along an arc of 30NM radius centered on 094732N 0800412E up to a point 092604N 0794302E thence along straight lines joining the points 092604N 0794302E , 100000N 080000E and 100000N 0803139E. (Excluding CTR Area)
2.	Vertical Limits.	3000FT to 10000FT ALT
3.	Airspace Classification	D
4.	ATS Unit Call sign Language(s)	Colombo Radar English
5.	Transition Altitude	11000FT(3350M)
6.	Remarks.	Controlling authority –AASL

VCCJ AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Jaffna Tower	Primary 118.8MHz	HJ	Controlling authority -AASL
		Secondary 119.4MHz		
Distress	Jaffna Tower	121.5MHz	HJ	Controlling Authority - AASL

VCCJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

VCCJ AD 2.20 LOCAL TRAFFIC REGULATIONS AND PROCEDURES**1. Aircraft Operations at Jaffna Airport**

- 1.1 VFR Operations
1.2 VFR/IFR operations are permitted and IFR to change to VFR before entering Jaffna Control Zone (CTR).

2. Start-up Clearance

- 2.1 Aircraft start-up are allowed only with prior approval from Jaffna Air Traffic Control Tower.

- 2.2 Special Procedure for Start-up by Aircraft which intend to enter Chennai FIR.

- 2.2.1 The Pilot of an aircraft who intends to enter Chennai FIR shall notify ATC Twenty minutes (20 min) prior to start-up using the following phraseology format.

- Call sign
- Destination
- Proposed altitude/ Flight Level
- Parked Position
- "Ready to start in Twenty minutes"

- 2.3 All other aircraft shall request startup clearance from Jaffna Tower when ready.

- 2.4 Aircraft Engine Ground Run-up Restrictions.

- 2.4.1 On the Apron, no aircraft are allowed for Engine Ground-Run except on Idle Power, and with approval from the Jaffna Tower.

- 2.4.2 Aircraft engine run-ups other than on idle power are allowed only on the Runway or Taxiway-Z with nose-in position towards the Apron, with approval from the Jaffna Tower.

- 2.4.3 Before allowing engine run-ups to be carried out on the Taxiway, Jaffna Air Traffic Control Tower will ensure adequate measures are taken for safety of other aircraft, vehicles, personnel and properties.

3. Aircraft Taxiing

- 3.1 Only Taxiway-Z is available for Civil Aircraft operations to and from Apron. (See the aerodrome Chart – VCCJ AD 2-17).

4. Aircraft Parking and Marshalling

- 4.1 Parking stands at the Apron are allocated by the Jaffna Tower for all aircraft ensuring the optimum use of the Apron.

- 4.2 Only Nose-in/Taxi-out (Power-in/Power-out parking is permitted in the allocated stand on the Apron.

- 4.3 All Arriving and Departing aircraft shall make use of Marshalling Service provided at Jaffna International Airport.

5. Aircraft Arriving

- 5.1 Arrivals from Chennai FIR shall contact Jaffna Control Tower at least Ten minutes (10 min) prior to entering the Colombo FIR.

- 5.2 Visual Approaches for Runway-23 or Runway-05 will be approved by Jaffna ATC Tower as depicted in Visual approach Chart – VCCJ AD 2-21 including Missed Approach Procedure and prescribed Holding Pattern.

6. Flight Planning Procedure

- 6.1 International inbound flights may file their Flight Plans at the Point of Departure on AFTN/AMHS addressed to VCBIZPZX, VCCCZQZX and VCCJZTX until further notice.

7. Radio Communication Failure Procedure

- 7.1 In the event of a Radio Communication Failure, such aircraft within Jaffna CTR and Jaffna ATC Tower shall follow standard RTF Procedure published in ICAO Annex 2 and Annex 10 Volume II as appropriate.

VCCJ AD 2.21 NOISE ABATEMENT PROCEDURES

Not Specified

VCCJ AD 2.22 FLIGHT PROCEDURES

Refer Visual Approach Chart – ICAO –
VCCJ AD 2-21

**VCCJ AD 2.23 ADDITIONAL
INFORMATION**

1. Non-schedule and Private Flights PPR as
per Para 3 of Sub Section GEN 1.2

2. Traffic circuits: RWY 05 & 23 both
LEFT and RIGHT as appropriate.
Circuit ALT 1000FT.
3. All requests for allocation of SLOTS
for Jaffna International Airport shall
be directed to Director General of
Civil Aviation. Email; sldgca@caa.lk

**VCCJ AD 2.24 CHARTS RELATED TO KANKESANTURAI/JAFFNA INTERNATIONAL
AIRPORT**

Chart Name	Page
Aerodrome Chart	VCCJ AD 2-17
Aerodrome Obstacle Chart Type A (Operating Limitations)	VCCJ AD 2-19
Visual Approach Chart – ICAO	VCCJ AD 2-21

AERODROME CHART

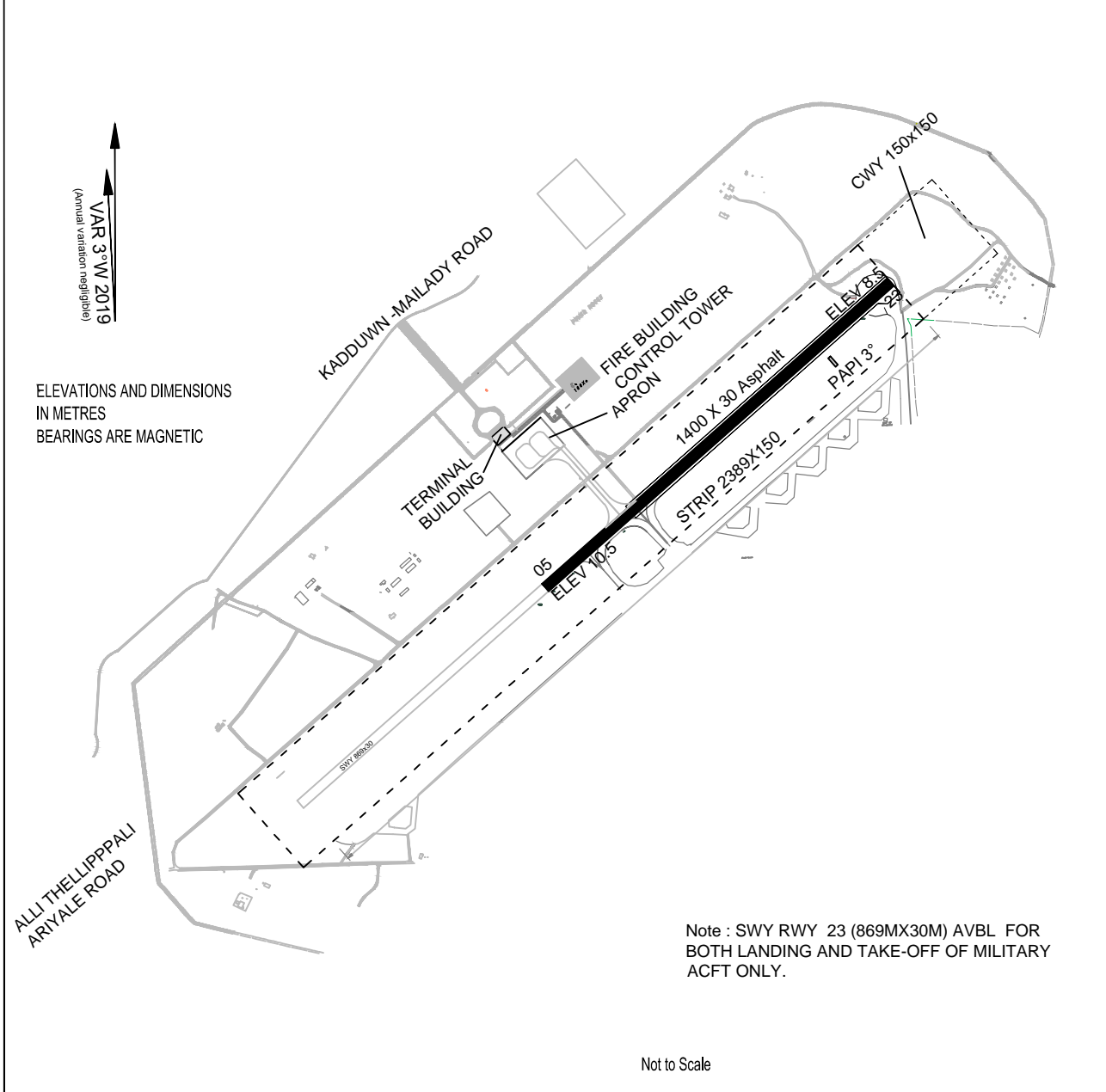
09° 47' 32"N
080° 04' 12"E

ELEV 10.5M

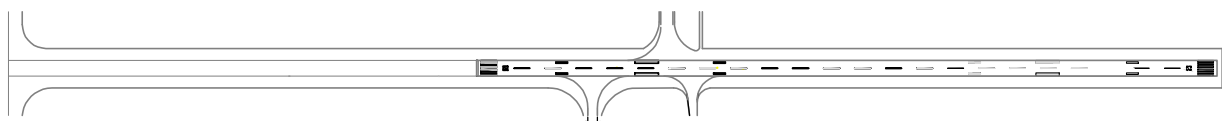
TWR 118.8MHz
119.4MHz

KANKESANTURAI/JAFFNA INTL (VCCJ)

RWY	DIRECTION	THR
05	48°	09° 47' 26.43"N 080° 04' 05.97"E
23	228°	09° 47' 58.27"N 080° 04' 38.83"E



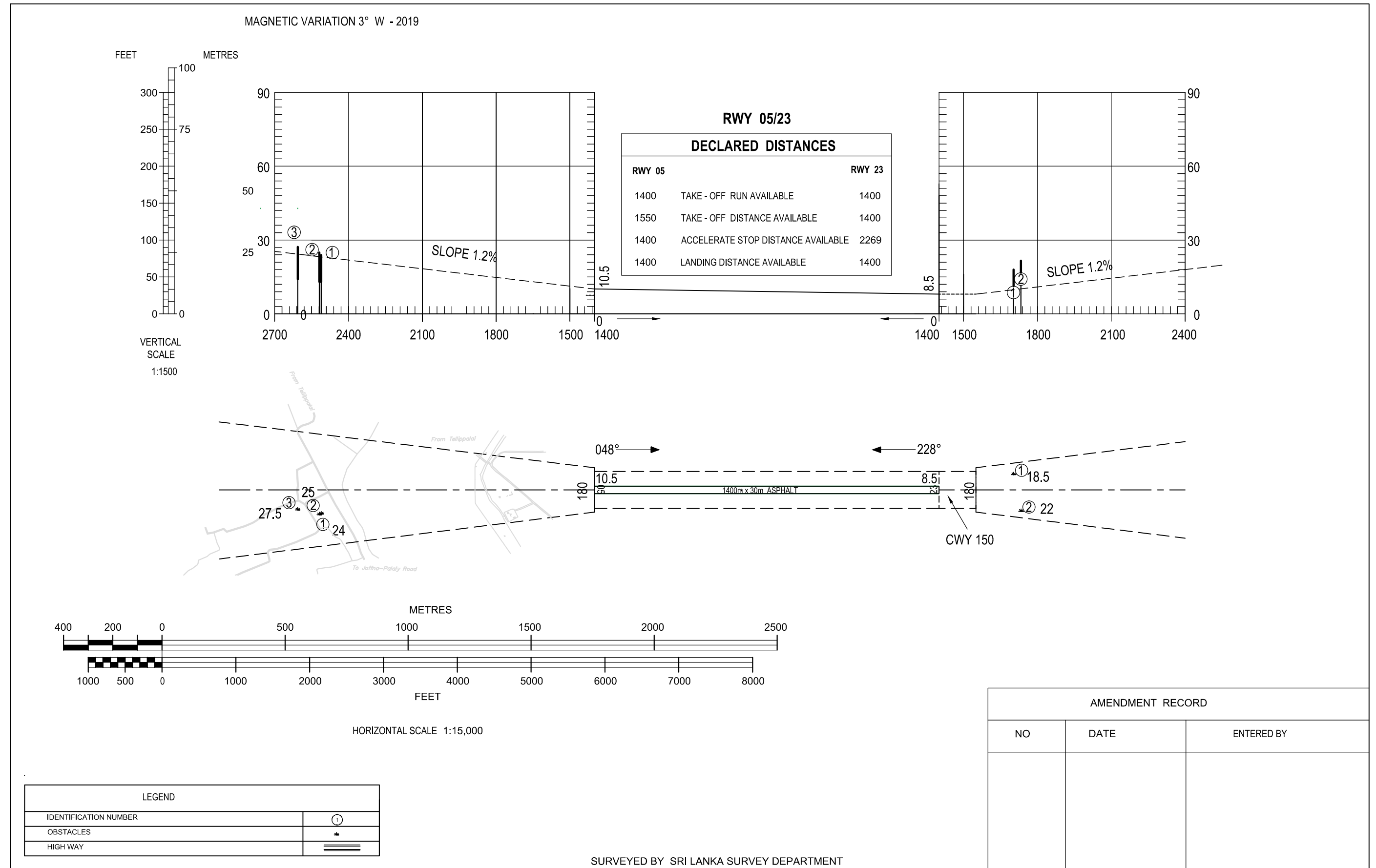
MARKING AIDS RWY 05/23 AND EXIT TWY



**AERODROME OBSTACLE CHART -
TYPE A (OPERATING LIMITATIONS)**

DIMENSIONS AND ELEVATION IN METRES

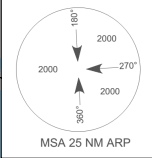
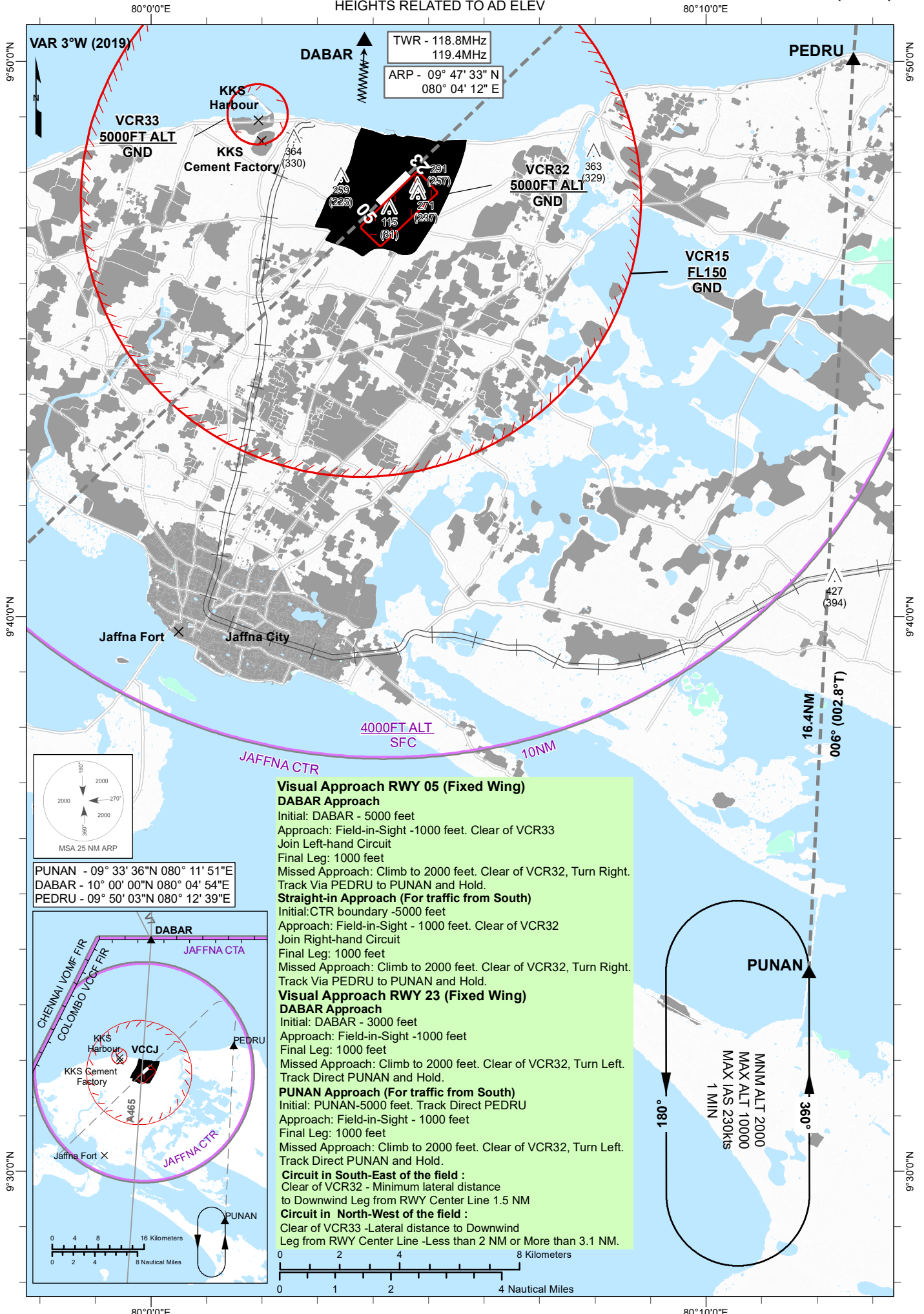
SRI LANKA / KANKESANTURAI/JAFFNA INTL. AIRPORT
RWY 05/23



VISUAL APPROACH CHART

AD ELEVATION 34FT
HEIGHTS RELATED TO AD ELEV

KANKESANTURAI/ JAFFNA INTL. (VCCJ)



PUNAN - 09° 33' 36"N 080° 11' 51"E
DABAR - 10° 00' 00"N 080° 04' 54"E
PEDRU - 09° 50' 03"N 080° 12' 39"E



Visual Approach RWY 05 (Fixed Wing)
DABAR Approach
Initial: DABAR - 5000 feet
Approach: Field-in-Sight -1000 feet. Clear of VCR33
Join Left-hand Circuit
Final Leg: 1000 feet
Missed Approach: Climb to 2000 feet. Clear of VCR32, Turn Right.
Track Via PEDRU to PUNAN and Hold.

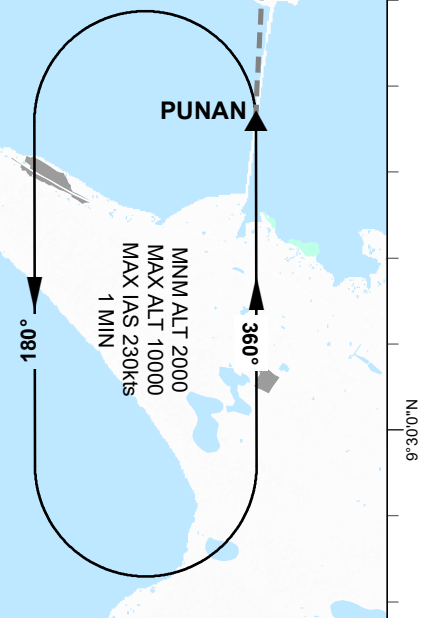
Straight-in Approach (For traffic from South)
Initial: CTR boundary -5000 feet
Approach: Field-in-Sight - 1000 feet. Clear of VCR32
Join Right-hand Circuit
Final Leg: 1000 feet
Missed Approach: Climb to 2000 feet. Clear of VCR32, Turn Right.
Track Via PEDRU to PUNAN and Hold.

Visual Approach RWY 23 (Fixed Wing)
DABAR Approach
Initial: DABAR - 3000 feet
Approach: Field-in-Sight -1000 feet
Final Leg: 1000 feet
Missed Approach: Climb to 2000 feet. Clear of VCR32, Turn Left.
Track Direct PUNAN and Hold.

PUNAN Approach (For traffic from South)
Initial: PUNAN-5000 feet. Track Direct PEDRU
Approach: Field-in-Sight - 1000 feet
Final Leg: 1000 feet
Missed Approach: Climb to 2000 feet. Clear of VCR32, Turn Left.
Track Direct PUNAN and Hold.

Circuit in South-East of the field :
Clear of VCR32 - Minimum lateral distance to Downwind Leg from RWY Center Line 1.5 NM

Circuit in North-West of the field :
Clear of VCR33 -Lateral distance to Downwind Leg from RWY Center Line -Less than 2 NM or More than 3.1 NM.



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

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

VCRI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP co-ordinates and site at AD	061704.08N 0810726.86E (RWY Mid Point)
2.	Direction and distance from (city)	9NM, Bearing 001 ⁰ , from Hambantota town.
3.	Elevation / Reference temperature	48M / 32.5 ⁰ C
4.	Geoid Undulation at AD ELEV PSN	(-)97M
5.	MAG VAR / Annual change	2 ⁰ W (2017) / Negligible
6.	AD Administration, address, telephone, Tele fax, AFS	Airport & Aviation Services (S. L) Ltd, Mattala Rajapaksa International Airport, Mattala, Sri Lanka. Tel : +94-47-2031100 Fax : +94-47-2031130 AFS : VCRIYDYX e-mail : ammria@airport.lk
7.	Types of traffic permitted (IFR/VFR)	IFR / VFR
8.	Remarks	Nil

VCRI AD 2.3 OPERATIONAL HOURS.

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

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- | | |
|--|---|
| <p>12. Removal of Disabled Aircraft From Runways</p> <p>12.1 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.</p> <p>13. Ground Handling Facilities And Services</p> <p>13.1 Designated Agency:</p> <p>13.1.1 SriLankan Airlines is the designated agency responsible for the provision of ground handling facilities and services for all aircraft operating to / from MATTALA / Mattala Rajapaksa Intl. Airport (VCRI). It is therefore necessary that the operator should arrange with Sri Lankan airlines for the ground handling of aircraft before landing. (website: http://www.srilankan.com/ground-handling/contact-us/ul-contacts.htm) and such arrangement shall be made known to the Director General of Civil Aviation, Sri Lanka .</p> | <p>3. Standard Instrument Departures (SID). ←</p> <p>3.1 The SIDs shown on pages VCRI AD 2-29 and VCRI AD 2-31 shall be used by the departing IFR flights on RWY 05 and RWY 23 respectively except when otherwise instructed by ATC. Departure clearance will include a reference to the appropriate SID to be followed, if required by ATC.</p> <p>4. Radar Services and Procedures ←</p> <p>4.1 Radar services will be available above 5000FT for arriving and departing aircraft to/from VCRI including transiting traffic.</p> |
|--|---|
- VCRI AD 2.23 ADDITIONAL INFORMATION**
- Nil

VCRI AD 2.21 NOISE ABATEMENT PROCEDURES

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

VCRI AD 2.22 FLIGHT PROCEDURES

- 1. **SIDs and STARs**
- 1.1 The SID/STAR specific phraseologies incorporated in PANS-ATM (DOC 4444) Amendment 7-A are adopted as detailed in sub section ENR 1.1, para 19.
- 2. **Standard Terminal Arrival Routes (STAR).**
- 2.1 The STARs shown on **VCRI AD 2-33 and VCRI AD 2-35** shall be used by the arriving IFR flights on RWY 05 and RWY 23 respectively except when otherwise instructed by ATC. Inbound clearance will include a reference to the appropriate STAR to be followed, if required by ATC.