**VCBI/CMB**
**BANDARANAIKE INTL COLOMBO**

**JEPPSEN**
**KATUNAYAKE, SRI LANKA**

**10-2**
**Eff 21 Jul**

**RNAV STAR**

---

**ALT Set:** hPa  
**Trans level:** FL130  
**Trans alt:** 11000’

1. **RNAV-1 (GNSS).**
2. **GNSS required.**
3. **ATS Surveillance required.**
4. **ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.**

---

**DABAR 1A [DABA1A]**
**IDIBI 1A [IDIB1A]**
**RNAV ARRIVALS**

---

**STAR**

<table>
<thead>
<tr>
<th>STAR</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DABAR 1A</td>
<td>22</td>
<td>To BI483, to BI482, to BI471, to IKONA.</td>
</tr>
<tr>
<td>IDIBI 1A</td>
<td></td>
<td>To BI475, to BI474, to BI473, to BI472, to BI471, to IKONA.</td>
</tr>
</tbody>
</table>

---

**NOT TO SCALE**

---

**CHANGES:** New chart.
VCBI/CMB
BANDARANAIKE INTL COLOMBO

Atis
127.2

Apt Elev
29'

Alt Set: hPa  Trans level: FL130  Trans alt: 11000'
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

DORTA 1A [DORT1A]
RNAV ARRIVAL

Continued on the cleared STAR to IAF, join ILS 2 RWY22 and land.

Direct distance to Bandaranaike Intl Colombo from:

IKONA 14NM

CHANGES: New chart.

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Alt Set: hPa Trans level: FL130 Trans alt: 11000’
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

CHANGES: New chart.
BIKOK 1A [BIKO1A]  
LALUM 1A [LALU1A]  
RNAV ARRIVALS

**HOLDING OVER MABAL**

---

**New chart.**  
**15 JUL 16**  
**Eff 21 Jul**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>Apt Elev</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>127.2</td>
<td>29'</td>
<td></td>
</tr>
</tbody>
</table>

1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

---

**Changes:** New chart.

---

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VCBI/CMB
BANDARANAIKE INTL COLOMBO

<table>
<thead>
<tr>
<th>ATIS</th>
<th>Apt Elev</th>
<th>Alt Set: hPa</th>
<th>Trans level: FL130</th>
<th>Trans alt: 11000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.2</td>
<td>29'</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

DABAR 2A [DABA2A]
IDIBI 2A [IDIB2A]

RNAV ARRIVALS

NOT TO SCALE

Direct distance to Bandaranaike Intl Colombo from:
BUSLI 10NM

<table>
<thead>
<tr>
<th>STAR</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DABAR 2A</td>
<td>04</td>
<td>To B1777, to B1776 to B1775, to B1774, to B1941, to B1762, to B1761, to BUSLI.</td>
</tr>
<tr>
<td>IDIBI 2A</td>
<td></td>
<td>To B1766, to B1765, to B1764, to B1941, to B1762, to B1761, to BUSLI.</td>
</tr>
</tbody>
</table>

CHANGES: New procedures at this airport.

Printed from JeppView for Windows 5.3.0.0 on 29 Nov 2016; Terminal chart data cycle 24-2016; Notice: After 01 Dec 2016, 0000Z, this chart may no longer be valid.
Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.
Continued on the cleared STAR to IAF. Join 1LS Z RWV04 and land.

1. RNAV-1 (GNSS).
2. GNSS required.
3. ATC Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and expect conventional route where applicable or expect Radar vectors.

Direct distance to Bandaranaike Intl Colombo from:
DUBIM 10NM

Apt Elev 29'
VCBI/CMB
BANDARANAIKE INTL COLOMBO
12 AUG 16
10-2G
Eff 18 Aug
RNAV STAR

<table>
<thead>
<tr>
<th>ATIS</th>
<th>127.2</th>
<th>Apt Elev</th>
<th>29'</th>
</tr>
</thead>
</table>

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

BIKOK 2A [BIKO2A]
LALUM 2A [LALU2A]
RNAV ARRIVALS

Direct distance to Bandaranaike Intl Colombo from:
BUSLI 10NM
PASKU 12NM

HOLDING OVER PASKU

NOT TO SCALE

Printed from JeppView for Windows 5.3.0.0 on 29 Nov 2016; Terminal chart data cycle 24-2016; Notice: After 01 Dec 2016, 0000Z, this chart may no longer be valid
ATETA 1D [ATET1D]

DEMON 1D [DEMO1D]

RNAV DEPARTURES

Trans level: FL130  Trans alt: 11000’
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.
5. ATETA 1D: Available only for ACFT proceeding to VOTR and/or ACFT via TTR to other destinations. ACFT shall flight plan via ATETA - T4 - TTR.

Apt Elev 29’

Direct distance from Bandaranaike Intl Colombo to:
BI611 6NM

These SIDs require minimum climb gradients of
ATETA 1D: 6.0% up to FL130.
DEMON 1D: 5.3% up to 5000’.

Gnd speed-KT  75  100  150  200  250  300
5.3% V/V (fpm)  403  537  805  1073  1342  1610
6.0% V/V (fpm)  456  608  911  1215  1519  1823

INITIAL CLIMB

Climb on 220° track to 500’, after crossing DER turn RIGHT to Bi611, to Bi622, to SUMOX, to Bi624.

SID  RWY  ROUTING
ATETA 1D  22  From Bi624 to Bi645, to Bi646, to Bi647, to ATETA.
DEMON 1D  - From Bi624 to Bi625, to Bi626, to Bi627, to DEMON.

CHANGES: SID IDIBI 1D withdrawn; procedure note ATETA 1D.

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INITIAL CLIMB

Climb on 220° track to 500', after crossing DER turn LEFT to BI551, to BI552, to GUPOG, to BI554.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DORTA 1D</td>
<td>22</td>
<td>From BI554 to BI555, to BI556, to BI557, to DORTA.</td>
</tr>
<tr>
<td>OLSAR 1D</td>
<td></td>
<td>From BI554 to BI556, to BI556, to BI557, to OLSAR.</td>
</tr>
</tbody>
</table>

These SIDs require a minimum climb gradient of 6.5% up to 6000'.

- Before GUPOG:
  - Continue on SID to GUPOG.
  - Join ILS Z RWY22.
- After GUPOG:
  - Join STAR DORTA 1A (DORTA 1D) or STAR OLSAR 1A (OLSAR 1D).
  - Join ILS Z RWY22.
- If landing land on RWY22:
  - If holding/fuel dumping: From KADIR track to PASKU hold at or above 6000'. For landing track to BI453 and join STAR LALUM 1A.
  - Join ILS Z RWY22.

At or above 7000',

- If landing land on RWY22:
  - If holding/fuel dumping: From KADIR track to PASKU hold at or above 6000'. For landing track to BI453 and join STAR LALUM 1A.
  - Join ILS Z RWY22.

If ACFT return to VCB:
- Before GUPOG:
  - Continue on SID to GUPOG.
  - Join ILS Z RWY22.
- After GUPOG:
  - Join STAR DORTA 1A (DORTA 1D) or STAR OLSAR 1A (OLSAR 1D).
  - Join ILS Z RWY22.

Direct distance from Bandaranaike Intl Colombo to:
- BI551 6NM
- BI552 6NM
- BI554 6NM
- BI555 6NM
- BI556 6NM
- BI557 6NM
- BIDAP 6NM
- BORAS 6NM
- ESFAP 6NM
- ESPAP 6NM
- DORTA 6NM
- OLSAR 6NM

At or above 6000',

These SIDs require a minimum climb gradient of 6.5% up to 6000'.

Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300
---|---|---|---|---|---|---
6.5% V/V (fpm) | 494 | 658 | 987 | 1316 | 1646 | 1975

NOT TO SCALE
VCBI/CMB
BANDARANAIKE INTL COLOMBO

Apt Elev
29'

Trans level: FL130  Trans alt: 11000'
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

CHANGES: New chart.
**RNAV DEPARTURES**

**BASUR 1D [BASU1D]**

- Before BI453:
  - Continue on SID to BI453. Join STAR LALUM 1A. Join ILS Z RWY22.
  - After BI453:
    - Join STAR BIKOK 1A. Join ILS Z RWY22.
    - If landing land on RWY22.
    - If holding/fuel dumping: From KADIR track to PASKU hold at or above 6000'. For landing track to BI453 and join STAR LALUM 1A. Join ILS Z RWY22.

**LALUM 1D [LALU1D]**

- Join STAR LALUM 1A. Join ILS Z RWY22.
- If landing land on RWY22.
- If holding/fuel dumping: From KADIR track to PASKU hold at or above 6000'. For landing track to BI453 and join STAR LALUM 1A. Join ILS Z RWY22.

**Initial Climb/Routing**

- **BASUR 1D**: Climb on 220° track to 500', after crossing DER turn RIGHT to BI611, to BI453, to BI613, to BI614, to BASUR.
- **LALUM 1D**: Climb on 220° track to 500', after crossing DER to BI601, to BI602, to BI603, to LALUM.

**Changes**: New chart.
ATETA 2D [ATET2D]
DEMON 2D [DEMO2D]
RNAV DEPARTURES

This SID requires a minimum climb gradient of
DEMON 2D: 4.5% up to 4000'

Gnd speed-KT 75 100 150 200 250 300
4.5% V/V (fpm) 342 456 684 911 1139 1367

**ATETA NO9 19.1 E079 38.9**

**DEMON NO8 33.5 E078 56.4**

Trans level: FL130, Trans alt: 11000'
1. RNAV-1 (GNSS)
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and
   expect conventional route where applicable or expect RADAR vectors.
5. ATETA 2D: Available only for ACFT proceeding to VOTR and/or ACFT
   via TTR to other destinations. ACFT shall plan flight via ATETA - T4 -
   TTR.

Direct distance from
Bandaranaike Intl Colombo to:
B1900 6NM
B1940 8NM

**ATETA 2D**
- Join STAR IDIBI 2A. Join ILS Z RWY04.
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or
  above 6000'. For landing join ILS Z RWY04.

**DEMON 2D**
Before B1901:
- Join STAR IBIDI 2A. Join ILS Z RWY04.
Else:
- Join STAR BIKOK 2A. Join ILS Z RWY 04.
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or
  above 6000'. For landing join ILS Z RWY04.

**INITIAL CLIMB**
Climb on 040° track to 500', after crossing DER turn LEFT,

**SIDEWAYS CLIMB**

**ATETA 2D**
direct to B1940, to B1941, to B1942, to B1943, to B1944, to ATETA.

**DEMON 2D**
direct to B1900, to B1901, to B1922, to B1923, to B1924, to DEMON.
Trans level: FL130 Trans alt: 11000'
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and expect conventional route where applicable or expect RADAR vectors.

---

**DORTA 2D (DORT2D)**

- From B1854 to B1855, to B1865, to B1866, to OLSAR.
- From B1854 to B1855, to B1865, to B1866, to OLSAR.

**OLSAR 2D (OLSA2D)**

- Continue on SID to cruising level.

**Routing**

- If ACFT return to VCBI:
  - Join STAR DORTA 2A (DORTA 2D) or STAR OLSAR 2A (OLSAR 2D).
  - Join ILS Z RWY04.
  - If landing land on RWY04.
  - If holding/fuel dumping: From DER track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.
These SIDs require a minimum climb gradient of 4.1% up to 11000'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1% V/V (fpm)</td>
<td>311</td>
<td>415</td>
<td>623</td>
<td>830</td>
<td>1038</td>
<td>1246</td>
</tr>
</tbody>
</table>

**INITIAL CLIMB**

Climb on 040° track to 500', after crossing DER turn RIGHT direct to B1850, to B1712, to B1873.

**SID** | **RWY** | **ROUTING**
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>DUDAL 2D</td>
<td>04</td>
<td>From B1873 to B1874, to B1875, to B1876, to B1877, to DUDAL.</td>
</tr>
<tr>
<td>RUPOK 2D</td>
<td></td>
<td>From B1873 to B1884, to B1885, to RUPOK.</td>
</tr>
</tbody>
</table>

**NOTES**

- ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.
- RNAV-1 (GNSS) required.
- RNAV SID 10-3F.
- RNAV SIDs require a minimum climb gradient of 4.1% up to 11000'.
- At 500' but not before DER.
BASUR 2D [BASU2D]
LALUM 2D [LALU2D]
RNAV DEPARTURES

Trans level: FL130  Trans alt: 11000’
1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and
   EXPECT conventional route where applicable or EXPECT RADAR vectors.

These SIDs require a minimum climb gradient of
4.5% up to 5000’.

Gnd speed-KT  75  100  150  200  250  300
4.5% V/V (fpm)  342  456  684  911  1139  1367

Continue on SID to cruising level.
If ACFT return to VCBI:

BASUR 2D
- Join STAR BIKOK 2A. Join ILS Z RWY04.
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or
  above 6000’. For landing join ILS Z RWY04.

LALUM 2D
Before B1903:
- Join STAR BIKOK 2A. Join ILS Z RWY04.
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or
  above 6000’. For landing join ILS Z RWY04.
Else:
- Join STAR LALUM 2A. Join ILS Z RWY 04.
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or
  above 6000’. For landing join
  Join ILS Z RWY04.

Direct distance from
Bandaranaike Intl Colombo to:
B1900 6NM

Changes:
None.
VCBI/CMB
BANDARANAIKE INTL COLOMBO
12 AUG 16

COLOMBO Director
132.4

Apt Elev
29'

Trans level: FL130  Trans alt: 11000'
1. No turns allowed before DER.
2. Assigned heading and level if applicable will be
   issued with take-off clearance.
3. When airborne contact COLOMBO DIRECTOR.

RADAR 1L, RADAR 1R, RADAR 1S
RADAR 2L, RADAR 2R, RADAR 2S

DEPARTURES

Climb straight ahead, turn LEFT before D4.0 KAT, track on to course.
Climb straight ahead to 500', turn RIGHT, track on to course.
Climb straight ahead to 1000', turn RIGHT, track on to course.
Climb straight ahead and maintain 2500'.
Maintain assigned heading and climb to MSA
or at last assigned level if higher.
Maintain MSA or assigned level as appropriate
for 2 minutes. Then climb to flight plan level
and intercept flight plan track as amended by
ATC if applicable.
Climb straight ahead to 500', turn RIGHT, track on to course.

CHANGES: Chart reindexed.
The pilot shall notify ATC when aircraft is “READY TO PUSH-BACK AND START-UP IN FIVE MINUTES”. ATC clearance will be cancelled after five minutes grace period.
Stands A6 thru A9 and B10 thru B14 equipped with visual docking guidance system.
DOCKING GUIDANCE SYSTEM (SAFEDOCK)

DESCRIPTION OF THE SYSTEM

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

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

LED-Display and Laser Scanning Unit mounted on the pier building wall in front of each of above parking stands:

DOCKING PROCEDURES

1. Pilot identifies the correct parking bay position.
2. Pilot observes that the scrolling yellow arrows are indicating that the system is activated.
   (Pilot shall not enter the parking stand area unless the scrolling yellow arrows are displayed).
3. Pilot follows the lead in line and checks that the correct aircraft type is displayed.
   (Pilot shall not enter the parking stand area unless the correct aircraft type is displayed).

4. On successful capture of the aircraft, the scrolling yellow arrows are replaced by solid yellow closing rate field.
   (Pilot shall not proceed to the bridge unless the scrolling arrows have been superseded by the solid yellow closing rate field).
5. The flashing red arrow and solid yellow provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.
6. When the aircraft is 39'/12m from the stop position, the system starts displaying closing rate information. “Distance to go” is indicated by turning off one row of LEDs for each 2'/0.5m that the aircraft advances towards the stop position. From 30'/9m to the stop position, the yellow digital closing rate countdown will indicate the distance from the stop position for every 3'/1m. At 7'/2m from the stop position, the display will indicate the distance from the stop position for every 0.7'/0.2m.
7. The aircraft must be identified at least 39'/12m before the stop position. If this does not occur, the system displays “STOP” and then “WAIT” with two red rectangular fields being lit in the azimuth guidance area of the display. The system will then attempt to identify the aircraft. If successful, the docking procedure will continue. If not, “WAIT” will be replaced with “STOP”.

8. If the aircraft is approaching faster than the accepted speed, the system will show “SLOW DOWN” as a warning.

9. When the correct stop position is reached, all of the LEDs for the closing rate field will be off, the word “STOP” will appear in the display and two red rectangular fields will light the azimuth guidance area of the display.

10. If the aircraft stops in the correct position, “OK” will be displayed after a few seconds.

11. If the aircraft has gone past the correct stop position, the display will show “T - FAR”. (To avoid overshooting, pilots are advised to approach the stop position at the minimum speed and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing “STOP”).

CHANGES: New chart.
## Straight-in RWY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS</td>
<td>234’(210’)</td>
<td>244’(220’)</td>
<td>254’(230’)</td>
<td>264’(240’)</td>
</tr>
<tr>
<td>FULL</td>
<td>R550m</td>
<td>R550m</td>
<td>R550m</td>
<td>R550m</td>
</tr>
<tr>
<td>Limited</td>
<td>R750m</td>
<td>R750m</td>
<td>R750m</td>
<td>R750m</td>
</tr>
<tr>
<td>ALS out</td>
<td>R1200m</td>
<td>R1200m</td>
<td>R1200m</td>
<td>R1200m</td>
</tr>
<tr>
<td>LOC</td>
<td>380’(356’)</td>
<td>380’(356’)</td>
<td>380’(356’)</td>
<td>380’(356’)</td>
</tr>
<tr>
<td>ALS out</td>
<td>R900m</td>
<td>R900m</td>
<td>R900m</td>
<td>R900m</td>
</tr>
<tr>
<td>RCLM (DAY only)</td>
<td>250m</td>
<td>300m</td>
<td>400m</td>
<td>500m</td>
</tr>
<tr>
<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
</tr>
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<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
<td>RCLM (DAY only)</td>
</tr>
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</table>

*Continuous Descent Final Approach.*

## Take-off RWY

### 04

**LVP must be in Force**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RL, CL &amp; mult. RVR req.</td>
<td>RL &amp; CL</td>
<td>RCLM (DAY only) or RL</td>
<td>RCLM (DAY only) or RL</td>
<td>NIL (DAY only)</td>
</tr>
<tr>
<td>RL, CL</td>
<td>150m</td>
<td>200m</td>
<td>250m</td>
<td>400m</td>
</tr>
</tbody>
</table>

### 22

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RL, CL &amp; mult. RVR req.</td>
<td>RL &amp; CL</td>
<td>RCLM (DAY only) or RL</td>
<td>RCLM (DAY only) or RL</td>
<td>NIL (DAY only)</td>
</tr>
<tr>
<td>RL, CL</td>
<td>150m</td>
<td>200m</td>
<td>250m</td>
<td>400m</td>
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*Changes: RNP 04 added.*
**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>160</td>
</tr>
</tbody>
</table>

**PANS OPS**

- **A**: RVR 720m
  - VIS 800m
  - 1200m
  - 1200m
- **B**: RVR 720m
  - VIS 800m
  - 1200m
  - 1200m
- **C**: RVR 1500m
  - VIS 1600m
  - 2000m
  - 2000m

**Changes**: New procedure.

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MISSED APCH: Climb on R-040 to 2500' and contact APP.
MISSED APCH: Climb STRAIGHT AHEAD to 2500’ and contact APP.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL 130  Trans alt: 11000’
Climb to 2000' on track 040° to IKONA and hold.

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

RNP-1 operation. GNSS required.

Alt Set: hPa
Rwy Elev: 1 hPa
Trans level: FL 130
Trans alt: 11000'

<table>
<thead>
<tr>
<th>RNP</th>
<th>Final Apch Crs</th>
<th>Procedure Alt</th>
<th>LNAV/VNAV DA(H)</th>
<th>Apt Elev 29°</th>
</tr>
</thead>
<tbody>
<tr>
<td>040°</td>
<td>1500' (1476')</td>
<td>Rwy 24’</td>
<td>Refer to Minimuns</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>Descent Angle</td>
<td>3.00°</td>
<td>372</td>
<td>478</td>
<td>531</td>
<td>637</td>
<td>743</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAP at RW04</th>
<th>2000'</th>
<th>040°</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>LNAV/VNAV</th>
<th>STRAIGHT-IN LANDING RWY 04</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA(H) A: 310° (286')</td>
<td>C: 340° (316')</td>
</tr>
<tr>
<td>B: 320° (296')</td>
<td>D: 370° (346')</td>
</tr>
<tr>
<td>MDA(H)</td>
<td>570' (546')</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALS out</th>
<th>ALS out</th>
</tr>
</thead>
<tbody>
<tr>
<td>RVR 720m</td>
<td>RVR 720m</td>
</tr>
<tr>
<td>VIS 800m</td>
<td>VIS 800m</td>
</tr>
<tr>
<td>RVR 1500m</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>VIS 1600m</td>
<td>VIS 1600m</td>
</tr>
<tr>
<td>RVR 1500m</td>
<td>2400m</td>
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<tr>
<td>VIS 1600m</td>
<td></td>
</tr>
<tr>
<td>2000m</td>
<td></td>
</tr>
<tr>
<td>2000m</td>
<td>2800m</td>
</tr>
</tbody>
</table>

CHANGES: New procedure.
MISSED APCH: Climb to 2000' on track 220° to PASKU and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'

Minimum temperature for Baro-VNAV approaches 15°C. The temperature at which the effective VPA will exceed 3.5° is 50°C.
**BRIEFING STRIP**

**MISSED APCH:** Climb on R-040 to 2500' and contact APP.

### VOR KAT

- **VOR:** KAT
- **Frequency:** 114.1 MHz
- **Final Apch Crs:** 040°
- **Minimum Alt:** D4.0
- **MDA(H):** 540' (511')
- **Apt Elev:** 29'

### MSA KAT VOR

- **Alt Set:** hPa
- **Apt Elev:** 1 hPa
- **Trans level:** FL 130
- **Trans alt:** 11000'

### KATUNAYAKE INTL COLOMBO

- **ATIS:** 127.2
- **COLOMBO Approach (R):** 120.9
- **COLOMBO Director (APP):** 120.9
- **COLOMBO Tower:** 132.4
- **Ground:** 118.7

<table>
<thead>
<tr>
<th>ATIS</th>
<th>COLOMBO Approach (R)</th>
<th>COLOMBO Director (APP)</th>
<th>COLOMBO Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.2</td>
<td>120.9</td>
<td>120.9</td>
<td>132.4</td>
<td>118.7</td>
</tr>
</tbody>
</table>

### Gnd speed-Kts

- **3.02°**
- **374**
- **481**
- **534**
- **641**
- **748**
- **855**

### STRAIGHT-IN LANDING RWY 04

- **MDA(H):** 540' (511')

<table>
<thead>
<tr>
<th>ALS out</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>1400m</td>
</tr>
<tr>
<td>2200m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALS out</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
</tr>
<tr>
<td>RVR 1500m</td>
</tr>
<tr>
<td>VIS 1600m</td>
</tr>
<tr>
<td>2400m</td>
</tr>
</tbody>
</table>

**CHANGES:** Missed apch icon.
**BRIEFING STRIP**

**13-2 VOR DME Rwy 22**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>COLOMBO Approach (R)</th>
<th>COLOMBO Director (APP)</th>
<th>COLOMBO Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.2</td>
<td>120.9</td>
<td>120.9</td>
<td>132.4</td>
<td>118.7</td>
</tr>
</tbody>
</table>

**VOR KAT 114.1**

- Final Apch Crs: 220°
- Minimum Alt: D8.4
- MDA(H): 540' (511')
- Apt Elev: 29'

**Minimum Alt**

- D8.8
- 3500'
- 022°
- TCH 53'
- 1.1
- 4.9

**VCBI/CMB BANDARANAIKE INTL COLOMBO KATUNAYAKE, SRI LANKA VOR DME Rwy 22**

**MISSED APCH:** Climb on runway heading to 2500' and contact APP.

**AT**

- Alt Set: hPa
- Apt Elev: 1 hPa
- Trans level: FL 130
- Trans alt: 11000'

**Altitude**

- KAT DME: 4.0, 5.0, 6.0, 7.0, 8.4
- Altitude: 590', 880', 1230', 1550', 2000'

**Descent Angle**

- Gnd speed-Kts: 70, 90, 100, 120, 140, 160
- Descent Angle: 3.01°, 373°, 479°, 532°, 639°, 745°, 852°
- MAP at D3.5

**SRA**

- Straight-In Landing Rwy 22
- MDA(H): 540' (511')

**PANS-OPS**

- A
  - RVR 720m
  - RVR 1500m
- B
  - VIS 800m
  - VIS 1600m
- C
  - RVR 1500m
  - VIS 1600m
- D
  - 2400m

**CHANGES:** None.

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