

PART 3 - AERODROME (AD)
AD 1 AERODROME INTRODUCTION
AD 1.1 AERODROME AVAILABILITY

1. GENERAL CONDITIONS UNDER WHICH AERODROMES / HELIPORTS AND ASSOCIATED FACILITIES ARE AVAILABLE FOR USE.

1.1 The conditions under which aircraft may land, be parked, housed or otherwise dealt with at any of the aerodromes under the control of the Airport & Aviation Services (S.L.) (Private) Ltd. on the delegated authority by the Director General of Civil Aviation are as follows:

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- (a) The fees and charges for the landing, parking or housing of aircraft shall be those from time to time notified by the Director General of Civil Aviation (referred to herein as "the **DGCA**") and published in Integrated Aeronautical Information Package. The fees and charges for any supplies or services which may be furnished to the aircraft at any aerodrome under the control of the DGCA or on behalf of the DGCA shall, unless it is otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the DGCA for that aerodrome. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable to the airport administration on demand.
 - (b) The DGCA shall have a lien on the aircraft, its parts and accessories for such fees and charges as previously mentioned.
 - (c) If payment of such fees and charges is not made to the Airport and Aviation Services (S.L.) (Private) Ltd., on behalf of the DGCA within Fourteen (14) days after a letter demanding payment thereof has been sent by post, the DGCA shall be entitled to sell, remove; destroy or otherwise

dispose of the aircraft and any of its parts and accessories, and to apply the proceeds from so doing to the payment of such fees and charges.

- (d) Neither the DGCA nor Airport and Aviation Services (S.L.) (Private) Ltd. or any servant or an agent of the government shall be liable for loss of, or damage to the aircraft, its parts or accessories or any property contained in the aircraft, however if such loss or damage may arise, occurring while the aircraft is on any of the aerodromes under the control of the DGCA or is in the course of landing or take off at any such aerodrome or of being removed or dealt with elsewhere for the purpose of above paragraph (c) of these conditions ←

1.2 Landing made elsewhere than at alternate airports

1.2.1 If a landing is made elsewhere other than at an international airport or a designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to the ATS, health, customs and immigration authorities at the international airport at which the landing was scheduled to take place. This notification may be made through the most expeditious means of communication available.

1.2.2 The pilot-in-command shall be responsible for ensuring that:

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- (a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided.

- (b) No cargo, baggage and mail are removed from the aircraft except as provided in paragraph (c) below.
- (c) Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruits etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in which case they must be destroyed by burning or by deep burial.

1.3 Traffic of Persons and Vehicles on Aerodrome

1.3.1 Demarcation of Zones

1.3.1.1 The grounds of each aerodrome are divided into two zones as follows:

- (a) A public zone comprising the part of the aerodrome open to the public;
- (b) A restricted zone comprising the rest of the aerodrome.

1.3.1.2 The restricted zone of the airport is subdivided as follows:

- (c) Apron, Parking and Loading area
- (d) Manoeuvring area

Apron, Parking and Loading Area

A defined area on a land aerodrome intended to accommodate aircraft for purposes of loading or unloading passengers, mail and cargo, refueling, parking or maintenance.

Manoeuvring Area

The part of the aerodrome to be used for the take off and landing of the aircraft and for the surface movement of aircraft associated with take off and landing excluding aprons.

All pedestrians and vehicular traffic on the Manoeuvring area of the

aerodrome shall be subject to permission and control by the aerodrome control tower to avoid hazard to them or to aircraft, landing, taxing or taking-off.

1.3.2 Mooring of Aircraft

1.3.2.1 The owner or operator of an aircraft, which is parked in the open, shall ensure that the aircraft is securely moored.

1.3.3 Movement of Persons

1.3.3.1 Access to the restricted zone is authorized only under conditions prescribed by the Airport and Aviation Services (S.L)(Private) Ltd. ←

1.3.3.2 The Customs, Immigration / Emigration, Health Inspection Office and the premises assigned to transit traffic are normally accessible only to passengers, staff of airlines, and to authorized persons in pursuit of their duty.

1.3.3.3 Movements of persons having access to the restricted aerodrome are subject to the conditions prescribed by the air traffic regulations and the rules laid down by the Airport and Aviation Services (S.L)(Private) Ltd. ←

1.4 Movement of Vehicles

1.4.1 The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying traffic permits or official cards of admittance.

1.4.2 Drivers of vehicles of whatever type, driving within the confines of the aerodrome must respect the direction of the traffic, traffic signs and the posted speed limits and generally comply with the provisions of Highway Code and with all instructions given by the airport authorities.

1.5 Policing

1.5.1 Whilst all possible measures have been taken to ensure the security of the airport, the state or any concessionaire, shall not be held responsible for either;

- (a) The care and protection of aircraft, vehicles, equipment and goods for which the aerodrome facilities are used, or;
- (b) Any loss or damage, unless such loss or damage is incurred as a result of an action by the state or a concessionaire or their respective agent.

2 APPLICABLE ICAO DOCUMENTS

2.1 ICAO Standards and Recommended Practices are applied in accordance with ICAO Annex 14.

3 CIVIL USE OF MILITARY AIR BASES.

3.1 Conditions of use:

3.1.1 Sri Lanka registered civil aircraft and helicopters could fly into the airfields administered by SLAF after obtaining clearance from Sri Lanka Air force Headquarters.

3.2 Clearance from the Ministry of Defence is required for:

- (a) Carriage of foreign passport holders into above airfields.
- (b) Helicopters intending to land outside the airfields within the northern and eastern provinces.

4 CAT II/III OPERATIONS AT AERODROMES

4.1 No aerodrome within the territory of Sri Lanka is available for category II or category III operations.

5 FRICTION MEASURING DEVICES USED AND FRICTION LEVEL BELOW WHICH THE RUNWAY IS DECLARED SLIPPERY WHEN IT IS WET.

5.1 Responsibility

→ 5.1.1 The Airport & Aviation Services (S.L)(Private) Ltd. is responsible for maintaining the civil aerodromes in a satisfactory condition for flight operations.

5.2 Measuring of Runway Surface Friction

5.2.1 The friction of the runway is measured periodically by the use of a Mu-Meter Trailer. This friction tester equipped with self-wetting features and friction measurements are taken on the runway surface at a speed of 65km/h with 1mm thick water depth underneath of testing wheels. The equipment consist of small three-wheeled trailer incorporating electronic measuring systems which operate in conjunction with a computer carried in the chosen towing vehicle. The trailer systems produce signals which are presented on the laptop screen and provide continuous register of the mean coefficient of friction values.

5.2.2 Friction tests will be made over the usable length of the runway, by sections of one third of the length, and at approximately to 7M each side of the centreline in such manner as to produce mean values for the runway.

5.2.3 Should the friction value fall to 0.42 or less, NOTAM will be promulgated to notify the runway as liable to be slippery when wet.

5.2.4 The following table would be adopted by Civil Engineering (Maintenance) Division of the Airport & Aviation Services (S.L) (Private) Ltd when they report the friction values tested on the runway. ←

Friction Value (from Mu-Meter Trailer)	Airport & Aviation services (S.L) (Private) Ltd's Comment on values obtained ←
>0.42	Normal
≤0.42	May be Slippery when wet (NOTAM would be issued).

6 AIRCRAFT ACCIDENT / INCIDENT REPORTING PROCEDURE

6.1 In order to speed up the process of investigation of the various categories of aircraft accident / incident occurring at all aerodromes listed under sub section AD 2, all aircraft operators as

a mandatory requirement shall follow the procedure detailed in the Sri Lanka AIC Nr. A01/20 dated 20th July 2020 and use the standard Aircraft Accident/Serious Incident Reporting Form (CAA/AU/003) which is available as an attachment to the AIC to report such occurrence.

- 6.2 The Aircraft Accident/ Serious incident Reporting Form (CAA/AU/003) is available at all ATS/AIS units. It can also be downloaded from the CAASL web site www.caa.lk.

7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING

7.1 Introduction of GRF

The new ICAO methodology for assessing and reporting runway surface conditions, commonly known as the **Global Reporting Format (GRF)**, enables the harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance.

The GRF includes an agreed set of criteria used in a consistent manner for runway surface condition assessment, unique runway condition code (RWYCC) linking the agreed set of criteria with the aircraft landing and takeoff performance, braking action experienced and eventually reported by flight crews; coverage, contaminant type and depth, and a standardized common terminology and phraseology for the description of runway surface conditions that can be used by aerodrome operator inspection personnel, air traffic controllers, aeronautical information services officers, aircraft operators and flight crew.

7.2 Responsibility

7.2.1 Air Traffic Services

i. Being familiar with the contents of the last issued Runway Condition Report (RCR), continuously monitoring the changes in the vicinity that could affect the runway surface contamination and the surface conditions to determine whether a runway inspection is required to be

carried out to assess the runway surface condition.

ii. Summon the responsible officer of the aerodrome operator to conduct a Runway Inspection and facilitate him to complete the assessment.

iii. Checking the received RCR to ensure the accuracy, relevancy, and timeliness of the contents of the report to the best of the knowledge and experience, to determine whether any significant change in the runway surface condition has been reported in order to disseminate via Automatic Terminal Information Service (ATIS) broadcast and/or Air-Ground Voice Communication and/or promulgating a SNOWTAM.

iv. Transmitting the information contained in the RCR to the approaching aircraft without delay, updating the ATIS Broadcast and forwarding the SNOWTAM Request form to AIS Unit/AASL for dissemination as appropriate.

v. Coordinating with the MET office during night operations or at any other adverse weather conditions to get the most updated weather information and forecast to determine the need to conduct an assessment and upgrading/ downgrading process accordingly.

7.2.2 Aerodrome Operator

Assessing the condition of the runway for each third of the runway and issuing a RCR

7.2.3 Aeronautical Information Services

Providing the information received by the ATS on SNOWTAM request form to end users via SNOWTAM.

7.2.4 Aircraft Operators

i. Utilizing the RCR information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely.

ii. Notifying the Air Traffic Services (ATS), whenever the runway braking action encountered during the landing roll is not as good as that reported by the Control Tower in the RCR, by means of a special air-report (AIREP) as early as possible.

7.3 Runway condition assessment matrix (RCAM)

Assessment criteria		Downgrade assessment criteria	
Runway condition code (RWYCC)	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	Dry	-	-
5	WET (The runway surface is covered by any visible dampness or water up to and including 3MM depth)	Braking deceleration is normal for the wheel braking effort applied and directional control is normal.	Good
3	WET (“Slippery wet” runway)	Braking deceleration is noticeably reduced for the wheel braking effort applied or directional control is noticeably reduced.	Medium
2	STANDING WATER (More than 3MM depth)	Braking deceleration or directional control is between Medium and Poor	Medium to Poor

7.4 Communication channels for RCR

Runway condition code (RWRCC)	Air-Ground Voice Communications	ATIS	SNOWTAM
	Only the RWYCC for each RWY third in the direction of landing/take-off will be communicated. Other information will be provided upon request by the Pilot.	Information is communicated for each runway third in the direction of landing/take-off	The assessment and reporting of runway surface conditions continue until the runway is no longer contaminated. RCR is Communicated from the lowest runway designation number
6 (Dry)	Yes*	No	No**
5 (Wet)	Yes	Yes	No**
3 (Slippery Wet)	Yes	Yes	No**
2 (Standing Water more than 3MM)	Yes	Yes	Yes

* Upon request

** Except when RWYCC 2 was previously reported.