

පාර්ලිමේන්තු ප්‍රකාශන මාලා අංකය : 274

ආයතනයේ නම : ඉවන් තොටුපළ හා ඉවන්සේවා (ශ්‍රී ලංකා) (පුද්ගලික) සමාගම

පාර්ලිමේන්තුවේ පොදු ව්‍යාපාර පිළිබඳ කාරක සභාව විසින් සභාගත කරන ලද වාර්තා සම්බන්ධයෙන් ස්ථාවර නියෝග අංක 120(4) යටතේ ගරු ආයතන හාර අමාත්‍යවරයාගේ නිරීක්ෂණ හා ගනු ලබන පියවර පාර්ලිමේන්තුව වෙත ඉදිරිපත් කිරීම

පාරාලුමන්තර වෙළුයීර්ඳුත් තොර් ඉලර්කම: 274

නිරුවනත්තීන් පෙයර් : වරෙයුතුත්. වර්මාන. නර්ලය. මර්තරුම. වර්මාන. ෂෙවෙකණ්. (ඉලර්කම).
(තනර්පාර්). රුමපනර්

පාරාලුමන්තරත්තීන් අරස රණර්කුර් රුරුර්වර්නාල් රුණ්වෙර්කර්පර්ඳ් අර්රර්කෙ තොර්පාර්ක නර්ලර්පාර් රුර්ඳ්ලෙඹ ඉලර්කම 120(4) ඉර්ණ් ර්මර් නර්රුවනර්කර්නර්රුර්පර් පොරුර්පාර්න රෙලර්ව අර්මෙර්රර්රර්ණ් අර්වතාර්නර්පර්කර්කර්ණර්ම මර්තරුම අරු තොර්පාර්ක ඉර්කර්කර්පර්ඳර්ම ර්ඳර්වර්කර්කර්කර්ණර්ම පාරාලුමන්තරත්තර්රුර් රුමර්පර්පර්ඳ්.

Parliamentary Series No: 274

Name of the institution: Airport and Aviation Services (Sri Lanka) (Private) Limited

Submission of observations of the Hon. Minister in charge of the institutions and steps taken with regard to the reports tabled by the Committee on Public Enterprises in terms of Standing Order No. 120(4)

Original report signed by the Hon. Minister

Parliamentary Series No. : 274
Name of the Institution : Airport and Aviation Services (Sri Lanka) (Private) Limited
Directive : Progress reporting in accordance with Standing Order 120(4)

Progress of the directives given at the COPE meeting held on 02.04.2025 and 09.05.2025

Item No	Area subjected for Review	COPE Directive	Action taken to implement the Directive given and current status
1	Organizational Structure, Staff, Cadre and Recruitment Procedure of the Institution	To prepare a Recruitment Procedure (SOR) of the Company in accordance with Section 3.2 (i) of the State Enterprises Circular 01/2021 (Operations Manual for State-Owned Enterprises) and to obtain the approval of the Department of Management Services for the same and submit it to the Committee within 3 months. COPE Minute ref. 02.04.2025 (5) I	Submitted Organization structure including Chief Executive Officer (CEO) position, Schemes of Recruitment & Promotion (SORPs), Cadre Structure & special allowances for specific categories of Airport and Aviation Services (Sri Lanka) (Private) Limited (AASL) to the Director General, Department of Management Services (MSD) through the Ministry and copied to the Director General Public Enterprises Department (PED) and Secretary-COPE by the AASL letter dated 30th September 2025. Accordingly, Ministry made arrangements to forward the AASL letter (Ref: HR/620/8/SORP- 30.09.2025) to the Director General MSD on 13.10.2025. MSD had a discussion on review of carder-AASL with the Secretary to the Ministry and Acting Chairman AASL and AASL officials on 11.02.2026 at the Ministry of Ports and Civil Aviation.
2	Reference to Parliamentary Series 274 Report: Page Ref: 02 – 08	To Submit the salary structure approved by the Department of Public Enterprises for the above I that has been presented to the Board of Directors of the Company in July 2024, to the Department of Management Services through the Ministry, along with the views of the Board of Directors on the staff in accordance with the relevant salary structure and the Recruitment Procedures (SOR) prepared accordingly.	Submitted required details (Salary structure approved by the Department of Public Enterprises) to MSD on 17th April 2025.

Item No	Area subjected for Review	COPE Directive	Action taken to implement the Directive given and current status
		COPE Minute ref. 02.04.2025 (5) II	
3		To consider whether there is a need to create a Chief Executive Officer position in addition to the Chairman of the Company, and whether there are any sections that can be consolidated accordingly, considering the duties performed by various sections of the Company, and if so, to consider the possibility of simplifying the organizational structure. COPE Minute ref. 02.04.2025 (5) III	Board of Directors (BOD) entrusted the task of reviewing the SORPs / Cadre / Organization structure / establishment of CEO position / Special allowances of AASL, to Human Resources & Remuneration Board subcommittee (HR&RC). HR&RC reviewed the same and submitted the recommendations to the BOD and BOD at 9th meeting held on 26.09.2025 the same. Simultaneously, BOD approved the proposed organization structure for AASL including CEO position and also approved the TOR for CEO position. Both these proposed documents have already been forwarded to DMS through line ministry on 30/09/2025 with copies to COPE including the proposed SORPs, cadre, special allowances etc. Further, a separate letter forwarded to DMS through line ministry on 06/04/2026 informing to take up the CEO appointing matter on priority basis. Subsequently, DMS requested a form to be filled and send to them based on the circular- DMS/Circular No. 03/2014 dated 31/03/2014. This was also forwarded to DMS through line ministry on 30/04/2026. BOD has taken steps to establish the CEO position.
4		In acting on the above recommendation, proposals relating to the amendment of the Civil Aviation Act No. 14 of 2010 shall be made on the basis of the proposals and approval of the Chief Accounting Officer. COPE Minute ref. 02.04.2025 (5) IV	Need to be initiated to incorporate amendments to Civil Aviation Act No. 14 of 2010 if any by the Secretary to the Ministry once the decision is finalized by the Department of Management Services (MSD).

Item No	Area subjected for Review	COPE Directive	Action taken to implement the Directive given and current status
5		To take steps to prepare the organizational structure, salary structure and cadre decided and proposed by the institution in consultation with the line ministry, in the preparation of the said SOR in a manner consistent with good governance. COPE Minute ref. 02.04.2025 (5) V	Action by Director - Department of Management Services
6		To take necessary steps for prompt action in this regard upon receipt of the SOR and to approve the recruitment scheme in accordance with the relevant salary structures as soon as possible COPE Minute ref. 02.04.2025 (5) VI	Action by Director - Department of Management Services
7	Annual Action Plan and Corporate Plan Reference to Parliamentary Series 274 Report Page Ref : 08 - 09	Revising the corporate plan of the Company for the period from 2025 to 2029 within 03 months to be in line with the policies of the present government and with the new scheme of recruitment (SOR) and making the necessary adjustments to the annual action plan and the human resource plan accordingly. COPE Minute ref. 02.04.2025 (6) I	Board Approved Corporate Plan 2025 -2029 submitted to the Secretary to the COPE on 01 st July 2025.
8	Bandaranaike International Airport Development Project	Identifying the areas where the errors have occurred, holding a discussion and conducting a specific investigation with all the stakeholders, including the ground handling staff and the	All three (03) directives given by the COPE are noted in item no. 8, 10 and 11 of this table are interconnected. AASL has reported the progress of all the directives to COPE on 13.02.2026 through the Line Ministry.

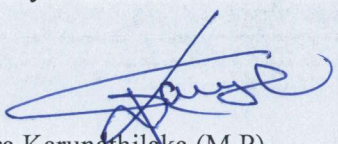
Item No	Area subjected for Review	COPE Directive	Action taken to implement the Directive given and current status
	(BIADP) Phase II - Stage 2, Project B Reference to Parliamentary Series 274 Report Page Ref : 09 - 17	management unit that coordinates the institution, before commencing further work. COPE Minute ref. 02.04.2025 (7) I	CAASL approval for the apron marking rectification have been obtained from 3 stages. 1) AE/01/01/15B (CA/25/605) dated 29 th August 2025 (Annex 1) 2) AE/01/01/15B (CA/26/609) dated 31 st March 2026 (Annex 2) 3) AE/01/01/15B (CA/26/656) dated 22 nd April 2026 (Annex 3) - Apron marking for the rectifications stated in 01st approval letter have been done on ground and operation continued accordingly. - Setting out for the proposed rectifications and new marking have been completed and ready to do painting as per the 02nd approval letter. CAASL has stated some limitations on their 03 rd approval letter dated 22 nd April 2026 and same was sent to the Consultant's/designer's room and Consultant has sent their response on the same (Annex 4). This need to be further discussed and come to a conclusion prior to do the marking rectifications as stated in the 03 rd approval letter.
9		Conducting a full analysis of the JAC/NK company's consultancy process, related to the project and decide whether to continue to engage the company's services. COPE Minute ref. 02.04.2025 (7) II	As per the comprehensive study done by the committee appointed by the Board of Directors AASL, Board of AASL agreed with the committee recommendation to continue with the present consultancy agreement with JV JAC NK mainly highlighting that disadvantages that may occur if the present consultancy is discontinued. Accordingly, AASL decision was notified to the COPE through line Ministry via AASL letter dated 28 th October 2025.

Item No	Area subjected for Review	COPE Directive	Action taken to implement the Directive given and current status
10		Obtaining the views of the Sri Lankan Airlines' ground handling staff and the other stakeholders regarding the solution provided by the consultancy company to resolve operational issues at the multi-aircraft stands, obtaining the approval of the Civil Aviation Authority as soon as possible that it complies with ICAO standards, and implementing the solution within a month COPE Minute ref. 09.05.2025 (5) II	All three (03) directives given by the COPE are noted in item no. 8, 10 and 11 of this table are interconnected. AASL has reported the progress of all the said directives to COPE on 13.02.2026 through the Line Ministry. Please refer the current status of the action taken to implement the Directive as noted in item No. 8
11		Conduct a simulation before implementing the solution. COPE Minute ref. 09.05.2025 (5) III	All three (03) directives given by the COPE are noted in item no. 8, 10 and 11 of this table are interconnected. AASL has reported the progress of all the said directives to COPE on 13.02.2026 through the Line Ministry. Please refer the current status of the action taken to implement the Directive as noted in item No. 8
12		Conducting an independent investigation into the Package B of the Bandaranaike International Airport Development Project (BIADP) Phase II Step 2, within 3 months and to submit a report to the Committee with the necessary observations COPE Minute ref. 02.04.2025 (7) III	As proposed by the minutes of the Committee on Public Enterprises (COPE) meeting held on April 02, 2025 , a three-member committee has been appointed by the Ministry Secretary via letter No. MPSA/AD/05/Cope Matters dated May 08, 2025 , to conduct an independent investigation regarding Package B of the Bandaranaike International Airport Development Project (BIADP) Phase II Stage 2 , which is being implemented by Airport and Aviation Services (Sri Lanka) (Private) Limited. The said committee is currently active, and the respective committee members have been informed via letters requesting them to provide updates on its current progress.
13		Conduct an investigation into the alleged dereliction of duty by the responsible officers of the Company, including JAC/NK consultancy firms, the Project Management Unit and	As proposed by the minutes of the Committee on Public Enterprises (COPE) held on May 09, 2025, a three-member committee has been appointed by the Ministry Secretary via letter No. MPS/AD/05/09 dated 18.07.2025 to investigate these constructions carried out by Airport and Aviation Services (Sri Lanka) (Private) Limited.

Item No	Area subjected for Review	COPE Directive	Action taken to implement the Directive given and current status
		Project division of AASL, in the operational issues arising from the Bandaranaike International Airport Development Project (BIADP) Phase II step 2 Package B project. COPE Minute ref. 09.05.2025 (5) I	The said committee is currently active, and the respective committee members have been informed via letters requesting them to provide updates on its current progress.
14		Submit to the Committee documents confirming that the project supervision activities were properly carried out by the Company's Project division during the period in which the project related to Package B was carried out. COPE Minute ref. 02.04.2025 (7) IV	The requested documents have already been submitted on 25 th April 2025. However, it was not mentioned in the Parliamentary Series 274. Therefore arrangements made to resubmit the relevant documents to the COPE through the line Ministry via AASL letter dated 12.11.2025.
15		The letter sent by JAC/NK to the director of the Project Management Unit stating that they will accept responsibility for correcting the road markings and layouts of the E Apron project relating to the 14 unusable aircraft parking areas in relation to the remote aircraft handling section and taxiway, be submitted to the committee immediately. COPE Minute ref. 02.04.2025 (7) V	The letter requested was submitted to the Committee at its meeting held on 02.04.2025.
16	Bandaranaike International Airport Development Project	To submit to the Committee, the date of ordering the roof, the documents related to the order and the physical progress of the construction of the passenger terminal building at that time.	The physical progress of the construction of the Passenger Terminal Building at that time and the date of ordering were submitted to the COPE Secretariat via AASL letter dated 12.11.2025 through Line Ministry.

Item No	Area subjected for Review	COPE Directive	Action taken to implement the Directive given and current status
	(BIADP) Phase II Step 2- Package A - Passenger Terminal Building and Related Work	COPE Minute ref. 09.05.2025 (6) I	The Acting Project Director has made arrangements to forward documents in connection with ordering the roof to the COPE secretariat through the line Ministry on 14.05.2026.
17	Reference to Parliamentary Series 274 Report Page Ref : 17 - 25	To provide the list of names of the Counterpart Team nominated by the company in relation to the project and other information to the Auditor General and the Committee. COPE Minute ref. 09.05.2025 (6) II	The list of names of the Counterpart Team and other information were provided to the Committee on 11 August 2025.
18	Observations of the Committee Reference to Parliamentary Series 274 Report Page Ref : 27	Conducting a forensic audit of the entire process including Package A and Package B of Phase II Step 2 of the Bandaranaike International Airport Development Project (BIADP) COPE Minute ref. 09.05.2025 (9) I	At the 11th meeting of the Committee on Public Enterprises (COPE) held on May 09, 2025, instructions were given to the Auditor General to conduct a forensic audit regarding the entire process, including Packages A and B of Phase II - Stage 2 of the Development Project (BIADP) of Airport and Aviation Services (Sri Lanka) (Private) Limited. This was communicated via the Ministry Secretary's letter No. MPS/ACC/13/COPE/AASL dated 2025.06.30, along with the necessary guidelines and other related matters. It has been informed that the audit is currently in its final stages and a report will be submitted as soon as the necessary proceedings are completed.

I kindly submit the observations and step taken by the Airport and Aviation Service (Sri Lanka) (Private) Limited for your review and consideration.


Anura Karunathilaka (M.P)
Minister of Ports and Civil Aviation

Anura Karunathilaka
Minister of Ports and Civil Aviation
Ministry of Ports and Civil Aviation
No.19, Chaithya Road, Colombo 01

08/06/2026



இலங்கை சிவில் ஏவிஷன் அධිකாரිය

இலங்கை சிவில் விமானப் போக்குவரத்து அதிகாரசபை

Civil Aviation Authority of Sri Lanka

"සමත් සහ කාර්යක්ෂම අවකාශය"
"அனைவருக்கும் ஆபத்தற்ற திறன்மிக்க வாய்ப்பும்"

"Safe and Efficient Skies for All"

ත.දෙ. 56

த. ம.ப. இல. 56

P.O. Box 56

අංක 152/1, මිනුවන්ගොඩ පාර, කටුනායක, ශ්‍රී ලංකාව.

இல. 152/1, மினுவாங்கொடை வீதி, கட்டுநாயக்க, இலங்கை.

No. 152/1, Minuwangoda Road, Katunayake, Sri Lanka.

මගේ අංකය :

எனது இல. :

My Ref No. :

AE/01/01/15B (CA/25/605)

දිනය :

திகதி :

Date :

29th August 2025

Chairman
Airport and Aviation Services SL (Pvt) LTD
Bandaranaike International Airport
Katunayake.

Dear Chairman,

Approval for Apron E Parking Stand 37 to 41 Marking Plan

Reference is made to the AASL letter reference BIADP/PiiS2/4308/33(Pk.B)-274 dated 07th August 2025 and email of the Overseeing Head of Projects dated 27th August 2025.

Please be informed that the drawings submitted for Apron E Bays 35/36 and 42/43 cannot be accepted due to operational concerns raised by other stakeholders and you are hereby kindly notified to propose suitable alterations for the design to cater for the same. However, the marking plan for Apron E Bays 37 to 41 is acceptable with respective nose wheel position changes as agreed with the ground handler.

This approval is granted solely for the purpose of implementing ground marking as requested by AASL, considering the difficulties encountered with the available paint materials.

Accordingly, you are required to notify this Authority upon completion of the said ground markings for inspection by this Authority.

Yours faithfully,

Rayhan Wannappa
Director General (Acting) of Civil Aviation and
Chief Executive Officer
Civil Aviation Authority of Sri Lanka

In Sanku sec cm

J. n - ps

21/09/2025

Emailed 21/9/2025 @ 11:41 AM

HP
M ensure correct
drawings as suggested
above in consultation
with 3AC and submit
to CAP ASAP.

8/9/25



ශ්‍රී ලංකා සිවිල් ගුවන් සේවා අධිකාරිය
இலங்கை சிவில் விமானப் போக்குவரத்து அதிகாரசபை
Civil Aviation Authority of Sri Lanka

Annex 2

"සැමට සුරැකි සහ කාර්යක්ෂම අහසක්"
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த. பெ. இல. 56
P.O. Box 56

අංක 152/1, මිනුවන්ගොඩ පාර, කටුනායක, ශ්‍රී ලංකාව.
இல. 152/1, மினுவாங்கொடை வீதி, கட்டுநாயக்க, இலங்கை.
No. 152/1, Minuwangoda Road, Katunayake, Sri Lanka.

මගේ අංකය :
எனது இல. :
My Ref No. : **AE/01/01/15B(CA/26/609)**

දිනය :
திகதி :
Date : **31st March 2026**

Chairman
Airport & Aviation Services SL Pvt Ltd
Bandaranaike International Airport
Katunayake.

Dear Sir,

Rectification of Apron E Markings

Reference to AASL letters BIADP/PIIS2/4308/33(Pk.B)- 282 dated 13th March 2026 and BIADP/PIIS2/4308/33(Pk.B)- 281 dated 2nd February 2026 for requesting approval for the markings of Apron E.

This Authority has no objection for the following markings as proposed by AASL submitted through drawing No. C-AT-MI-002 dated 04th February 2026.

1. Amendments for the GSE areas of E30-33 and E43-48.
2. Amendments for the lead in, turning and lead out lines. (Wingspan of aircraft operating to E44 shall not exceed 35 m and Wingspan of aircraft operating to E32 shall not exceed 13 m)
3. Startup points from I to 6.
4. Pushback points from I to IV.
5. Extended service roads adjacent to E27 and E49.

Yours faithfully,

Capt. Daminda Rambukwella,
Director General of Civil Aviation and
Chief Executive Officer
Civil Aviation Authority of Sri Lanka.



ශ්‍රී ලංකා සිවිල් ගුවන් සේවා අධිකාරිය
இலங்கை சிவில் விமானப் போக்குவரத்து அதிகாரசபை
Civil Aviation Authority of Sri Lanka

"සැමට සුරැකි සහ කාර්යක්ෂම අහසක්"
"அனைவருக்கும் ஆபத்தற்ற திறன்மிக்க ஆகாயம்"
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த. பெ. இல. 56
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අංක 152/1, මිනුවන්ගොඩ පාර, කටුනායක, ශ්‍රී ලංකාව.
இல. 152/1, மினுவாங்கொடை வீதி, கட்டுநாயக்க, இலங்கை.
No. 152/1, Minuwangoda Road, Katunayake, Sri Lanka.

මගේ අංකය :
எனது இல. :
My Ref No. :

AE/01/01/15B(CA/26/656)

දිනය :
திகதி :
Date :

22nd April 2026

Chairman
Airport and Aviation Services SL Pvt Ltd (AASL)
Bandaranaike International Airport
Katunayake.

Dear Sir,

NO OBJECTION FOR REVISED MARKING PLANS – APRON E AT BIA

Reference to your letter BIADP/PIIS2/4308/33(Pk.B)-283 dated 16th April 2026 requesting approval for revised marking plans of apron E rectification works.

This Authority has no objection to the introduction of new GSE roads between aircraft parking stands E35 and E36 and between E42 and E43 providing access to E36 and E42 respectively.

Marking plans with references below dated 22nd October 2025 are hereby accepted by this Authority.

C-AT-MI-E27 GSE	C-AT-MI-E40 GSE	C-AT-MI-E36 GSE (2 sheets)
C-AT-MI-E28	C-AT-MI-E40	C-AT-MI-E43, 44 GSE (3 sheets)
C-AT-MI-E29	C-AT-MI-E41 GSE	C-AT-MI-ESP 2&3
C-AT-MI-E30 & E31	C-AT-MI-E41	C-AT-MI-ESP 4&5
C-AT-MI-E31 & E32	C-AT-MI-E42	C-AT-MI-ESP 6
C-AT-MI-E32 & E33	C-AT-MI-E41 GSE RD	C-AT-MI-003A-01
C-AT-MI-E34, E35 & GSE	C-AT-MI-E44 & E45	C-AT-MI-003C-01
C-AT-MI-E37	C-AT-MI-E48 & E49	C-AT-MI-003G-01
C-AT-MI-E38	C-AT-MI-E49 GSE RD	C-AT-MI-003J-01
C-AT-MI-E39	C-AT-MI-ESP1	C-AT-MI-003A-01

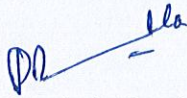
However following limitations were identified during the review of proposed revised marking plans.

1. During an occupation of code F aircraft at E28 aircraft stand adjacent E27 shall only accommodate code D or below aircraft to ensure adequate wing tip clearance. GSE vehicles shall not be in use on the portion of adjacent service road during aircraft entry and exit movements at E27.
2. During occupation of code E aircraft at E29, the parking stand E30 shall only allow to park aircraft with maximum wingspan of 34.5 m
3. E32 shall only allow to park code B aircraft not exceeding aircraft wingspan 23 m.

4. During an occupation of code E aircraft at E38, the parking stand E37R shall be vacant.
5. During the occupation of code F aircraft at E41, the parking stand E 40R and E 42L shall be vacant.
6. Simultaneous code E aircraft shall allow at E48 & E49 for the aircraft wingspan equal or below 62.75m. GSE vehicles shall not be in use on the portion of adjacent service road during aircraft entry and exit movements at E49.
7. The given list of aircraft types of compatible shall be amended as A300, A310 and MD11 under Code D aircraft category rather than under Code E aircraft category and MD 11 could be excluded as the aircraft type no longer in service.

You are hereby requested to submit required details forwarded through letter reference AE/01/01/15B dated 24th December 2025 and updated SOPs for all aircraft parking stands for review and final approval.

Yours faithfully,



Capt. Daminda Rambukwella,
Director General of Civil Aviation and
Chief Executive Officer
Civil Aviation Authority of Sri Lanka.

Phase II Stage 2



JV - JAPAN AIRPORT CONSULTANTS, INC. -



NIPPON KOEI CO.LTD

BIADP II-2 Project Office

Air Cargo Premises,

Bandaranaike International Airport, Katunayake, Sri Lanka.

Tel: +94-11-2253601-3

Date: 08th May 2026

Ref. JAC-NK/PMU/Pk.B/26/ 2770

Project Director
Project Management Unit
Bandaranaike International Airport Development Project,
Phase II Stage 2,
Katunayake, Sri Lanka

Dear Sir,

Reference: Bandaranaike International Airport Development Project Phase II Stage 2
Package B Remote Apron and Taxiways

Subject: **Apron E Marking**

We refer to your email dated 04th May 2026 and to the CAASL letter No. AE/01/01/15B(CA/26/656) dated 22nd April 2026, and advise of our response by reference to our clarification remarks made on the comments from CAASL, as per the attachment.

Yours faithfully,



Nobuyoshi ONO

Project Manager

JV Japan Airport Consultants, Inc. and Nippon Koei Co., Ltd.

Attachments : Response to the comments by CAASL

C.C: Head of Civil Engineering / AASL
Deputy Head of Project /AASL



இலங்கை சிவில் விமானப் போக்குவரத்து அதிகாரசபை
Civil Aviation Authority of Sri Lanka

"සැබැවු සුදුසු සහ සාර්වත්‍රම අතරක්"
"அனைவருக்கும் ஆபத்தற்ற திறம்படுக்க ஆகலாம்"
"Safe and Efficient Skies for All"

கவ.கல. 56
த. பெ. இல. 56
P.O. Box 56

අංක 152/1, මිනුවන්ගොඩ පාර, කටුනායක, ශ්‍රී ලංකාව.
இல. 152/1, மினுவாங்கொடை வீதி, கட்டுநாயக்க, இலங்கை.
No. 152/1, Minuwangoda Road, Katunayake, Sri Lanka.

මගේ අංකය :
எனது இல. :
My Ref No. :

AE/01/01/15B(CA/26/656)

දිනය :
திகதி :
Date :
22nd April 2026

Chairman
Airport and Aviation Services SL Pvt Ltd (AASL)
Bandaranaike International Airport
Katunayake.

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Marking plans with references below dated 22nd October 2025 are hereby accepted by this Authority.

- During an occupation of code E aircraft at E38, the parking stand E37R shall be vacant.
- During the occupation of code F aircraft at E41, the parking stand E 40R and E 42L shall be vacant.
- Simultaneous code E aircraft shall allow at E48 & E49 for the aircraft wingspan equal or below 62.75m. GSE vehicles shall not be in use on the portion of adjacent service road during aircraft entry and exit movements at E49.
- The given list of aircraft types of compatible shall be amended as A300, A310 and MD11 under Code D aircraft category rather than under Code E aircraft category and MD 11 could be excluded as the aircraft type no longer in service.

You are hereby requested to submit required details forwarded through letter reference AE/01/01/15B dated 24th December 2025 and updated SOPs for all aircraft parking stands for review and final approval.

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C-AT-MI-E27 GSE	C-AT-MI-E40 GSE	C-AT-MI-E36 GSE (2 sheets)
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C-AT-MI-E32 & E33	C-AT-MI-E41 GSE RD	C-AT-MI-003A-01
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C-AT-MI-E37	C-AT-MI-E48 & E49	C-AT-MI-003G-01
C-AT-MI-E38	C-AT-MI-E49 GSE RD	C-AT-MI-003J-01
C-AT-MI-E39	C-AT-MI-ESP1	C-AT-MI-003A-01

However following limitations were identified during the review of proposed revised marking plans.

- During an occupation of code F aircraft at E28 aircraft stand adjacent E27 shall only accommodate code D or below aircraft to ensure adequate wing tip clearance. GSE vehicles shall not be in use on the portion of adjacent service road during aircraft entry and exit movements at E27.
- During occupation of code E aircraft at E29, the parking stand E30 shall only allow to park aircraft with maximum wingspan of 34.5 m
- E32 shall only allow to park code B aircraft not exceeding aircraft wingspan 23 m.

Please find consultant responses in the following slides.

Table 3-1. Taxiway minimum separation distances

Code letter	Distance between taxiway centre line and runway centre line (metres)								Taxiway centre line to taxiway centre line (metres)	Taxiway, other than aircraft stand taxilane, centre line to object (metres)	Aircraft stand taxilane centre line to aircraft stand taxilane centre line (metres)	Aircraft stand taxilane centre line to object (metres)
	Instrument runways				Non-instrument runways							
	Code number	Code number	Code number	Code number	Code number	Code number	Code number	Code number				
1	2	3	4	1	2	3	4					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
A	77.5	77.5	—	—	37.5	47.5	—	—	23	15.5	19.5	12
B	82	82	152	—	42	52	87	—	32	20	28.5	16.5
C	88	88	158	158	48	58	93	93	44	26	40.5	22.5
D	—	—	166	166	—	—	101	101	63	37	59.5	33.5
E	—	—	172.5	172.5	—	—	107.5	107.5	76	43.5	72.5	40
F	—	—	180	180	—	—	115	115	91	51	87.5	47.5

Note 1.— The separation distances shown in columns (2) to (9) represent ordinary combinations of runways and taxiways. The basis for development of these distances is given in the Aerodrome Design Manual (Doc 9157), Part 2.

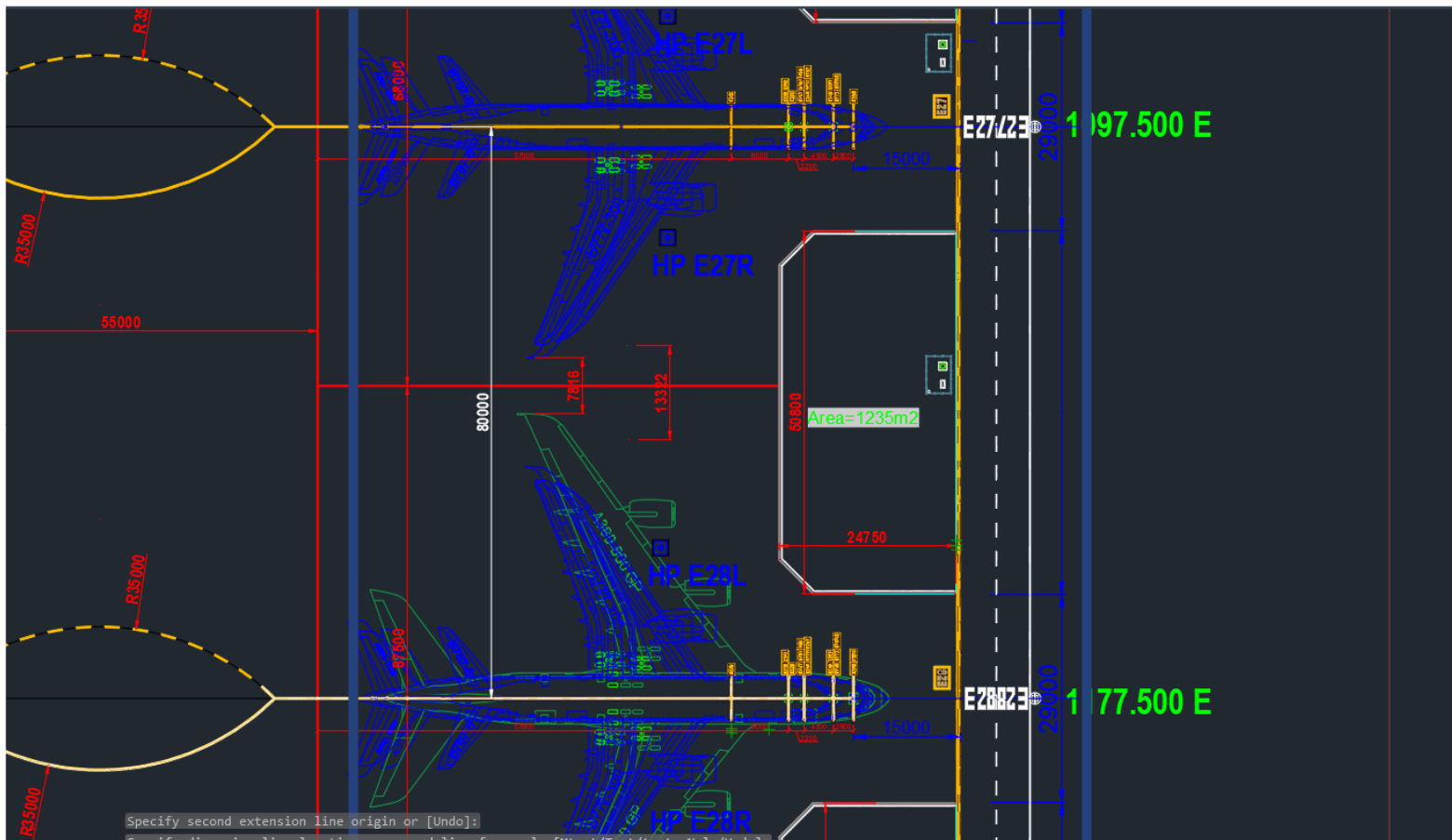
Note 2.— The distances in columns (2) to (9) do not guarantee sufficient clearance behind a holding aeroplane to permit the passing of another aeroplane on a parallel taxiway. See the Aerodrome Design Manual (Doc 9157), Part 2.

Code letter	Wingspan
A	Up to but not including 15 m
B	15 m up to but not including 24 m
C	24 m up to but not including 36 m
D	36 m up to but not including 52 m
E	52 m up to but not including 65 m
F	65 m up to but not including 80 m

Based on the above data Aircraft stand taxi center to Aircraft stand taxi center clearance as tabulated below

Code	Adjacent aircraft Code	Minimum Spacing requirements for wingtip
E	C	$72.5 + 40.5 = 113/2, (56.5 - \text{max wings span of both}/2) = (56.5 - 32.5 - 18) = 6\text{m}$
F	E	$87.5 + 72.5 = 160/2, (80 - \text{max wings span of both}/2) = 80 - 40 - 32.5 = 7.5\text{m}$
F	C	$87.5 + 40.5 = 128/2, (64 - \text{max wings span of both}/2) = 64 - 40 - 18 = 6\text{m}$
C	B	$28.5 + 40.5 = 69/2, (34.5 - \text{max wings span of both}/2) = 34.5 - 18 - 12 = 4.5\text{m}$

1. During an occupation of code F aircraft at E28 aircraft stand adjacent E27 shall only accommodate code D or below aircraft to ensure adequate wing tip clearance. GSE vehicles shall not be in use on the portion of adjacent service road during aircraft entry and exit movements at E27.

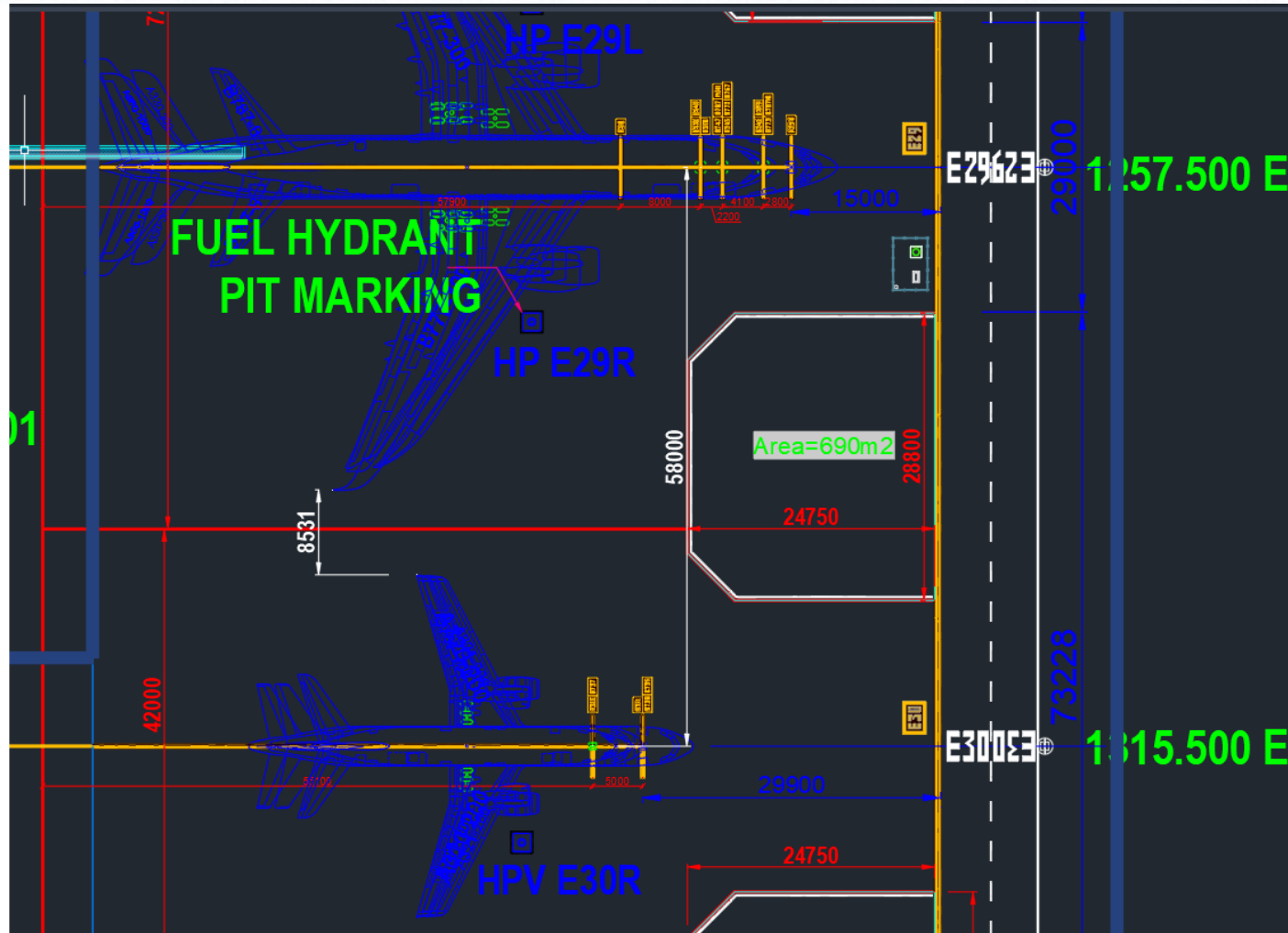


It is not necessary to downgrade Stand E27, as the centre-to-centre spacing between E27 and E28 is 80 m, which is adequate to accommodate Code F and Code E aircraft with a wingtip clearance of 7.5 m.

The screenshot displays a CAD software interface with a site plan. Key elements include:

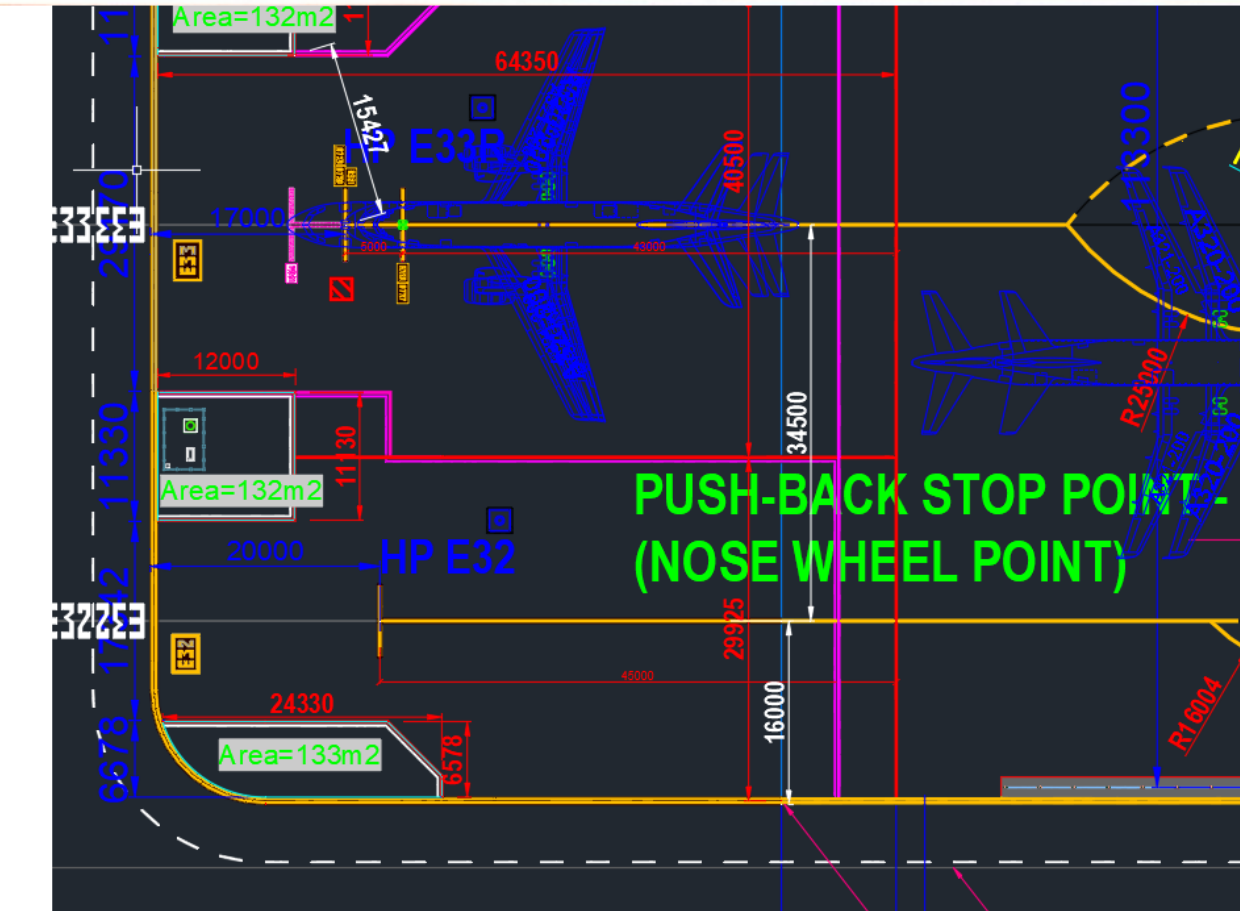
- Top Left:** A green text label "LINE V=900mm".
- Top Center:** A command line with the text "Select objects or specify first extension line origin or" and coordinates "1153980" and "-543333".
- Top Right:** A pink text label "STOP & NO ENTRY SIGN".
- Left Side:** A green text label "NO ENTRY MARKING".
- Center:** A blue text label "Proposed GSE Road".
- Right Side:** A green text label "Area=413m2".
- Bottom Center:** A blue text label "HP E27L".
- Bottom Right:** A green text label "E27/23" and a blue text label "1097.500".
- Dimensions:** Various numerical dimensions are shown in blue and red, including "56800", "750", "800", "7769", "24750", "17150", "18000", "29000", "15000", "57900", "8000", "4100", "2800", "2200", "68000", "67878", "67623", "67300", "67000", "66700", "66400", "66100", "65800", "65500", "65200", "64900", "64600", "64300", "64000", "63700", "63400", "63100", "62800", "62500", "62200", "61900", "61600", "61300", "61000", "60700", "60400", "60100", "59800", "59500", "59200", "58900", "58600", "58300", "58000", "57700", "57400", "57100", "56800", "56500", "56200", "55900", "55600", "55300", "55000", "54700", "54400", "54100", "53800", "53500", "53200", "52900", "52600", "52300", "52000", "51700", "51400", "51100", "50800", "50500", "50200", "49900", "49600", "49300", "49000", "48700", "48400", "48100", "47800", "47500", "47200", "46900", "46600", "46300", "46000", "45700", "45400", "45100", "44800", "44500", "44200", "43900", "43600", "43300", "43000", "42700", "42400", "42100", "41800", "41500", "41200", "40900", "40600", "40300", "40000", "39700", "39400", "39100", "38800", "38500", "38200", "37900", "37600", "37300", "37000", "36700", "36400", "36100", "35800", "35500", "35200", "34900", "34600", "34300", "34000", "33700", "33400", "33100", "32800", "32500", "32200", "31900", "31600", "31300", "31000", "30700", "30400", "30100", "29800", "29500", "29200", "28900", "28600", "28300", "28000", "27700", "27400", "27100", "26800", "26500", "26200", "25900", "25600", "25300", "25000", "24700", "24400", "24100", "23800", "23500", "23200", "22900", "22600", "22300", "22000", "21700", "21400", "21100", "20800", "20500", "20200", "19900", "19600", "19300", "19000", "18700", "18400", "18100", "17800", "17500", "17200", "16900", "16600", "16300", "16000", "15700", "15400", "15100", "14800", "14500", "14200", "13900", "13600", "13300", "13000", "12700", "12400", "12100", "11800", "11500", "11200", "10900", "10600", "10300", "10000", "9700", "9400", "9100", "8800", "8500", "8200", "7900", "7600", "7300", "7000", "6700", "6400", "6100", "5800", "5500", "5200", "4900", "4600", "4300", "4000", "3700", "3400", "3100", "2800", "2500", "2200", "1900", "1600", "1300", "1000", "700", "400", "100".
- Annotations:** "NO ENTRY" is written vertically on the left side. "HP E27L" is written in the center. "E27/23" is written on the right side.
- Interface Elements:** A compass rose is visible in the top right corner. A command line at the bottom left shows "Specify second extension line origin or [Undo]:" and "Specify dimension line location or second line for angle [Mtext/Text/text aAngle/Undo]:".

- During occupation of code E aircraft at E29, the parking stand E30 shall only allow to park aircraft with maximum wingspan of 34.5 m



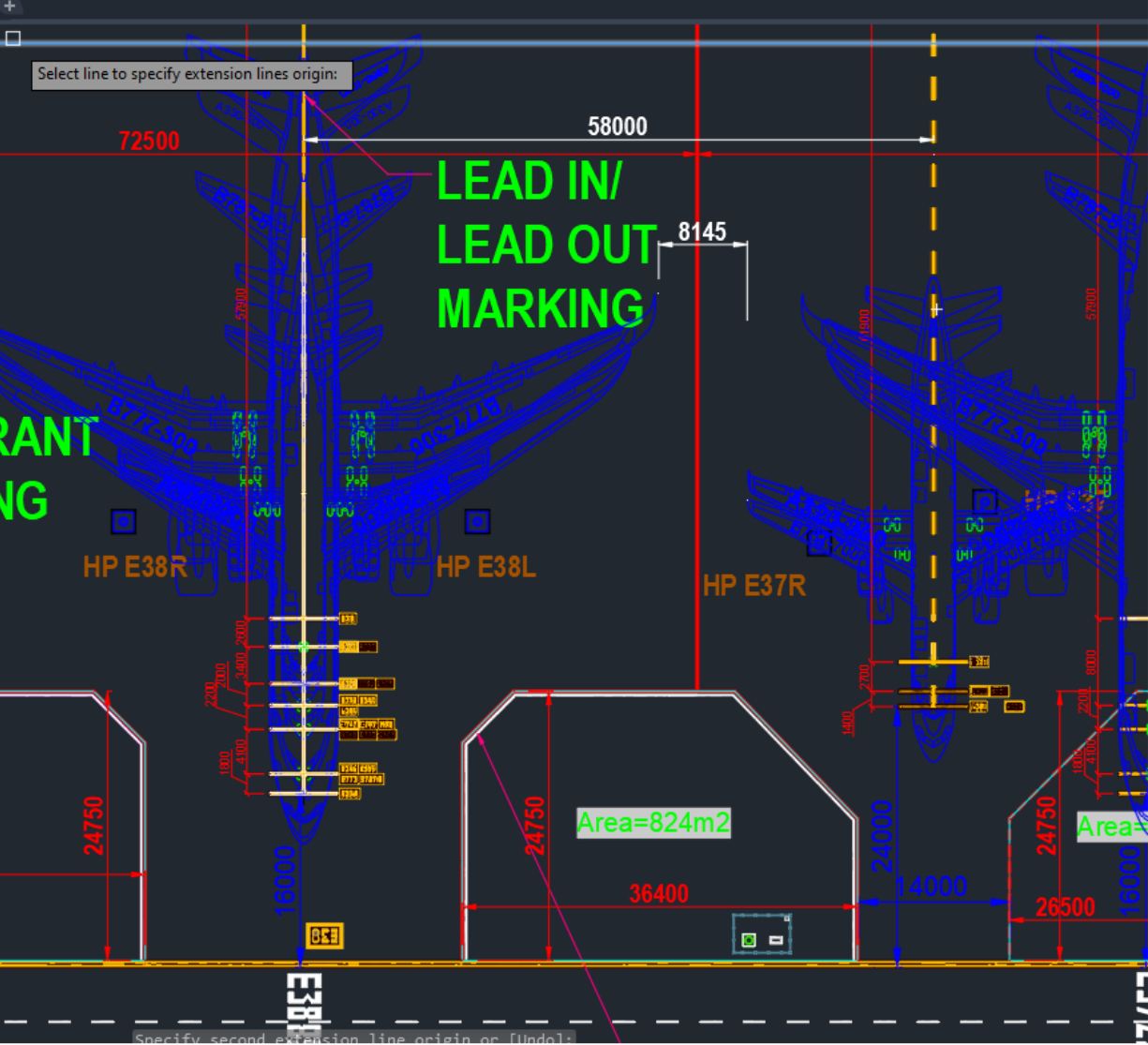
It is not necessary to restrict the aircraft wingspan, as the centre-to-centre spacing between E29 and E30 is 58,000 mm. Considering the maximum wingspan requirements for both aircraft types (18 m + 32.5 m = 50.5 m), a clear wingtip spacing of 7.5 m can still be achieved.

3. E32 shall only allow to park code B aircraft not exceeding aircraft wingspan 23 m.



The spacing between E32 and E33, Code B and C complies with the standard requirements for accommodating the maximum aircraft sizes(34.5m). In addition, a 16 m clearance has been provided between the GSE road edge and Stand E32. Therefore, the wingspan restriction for Code B aircraft at E32 is not required

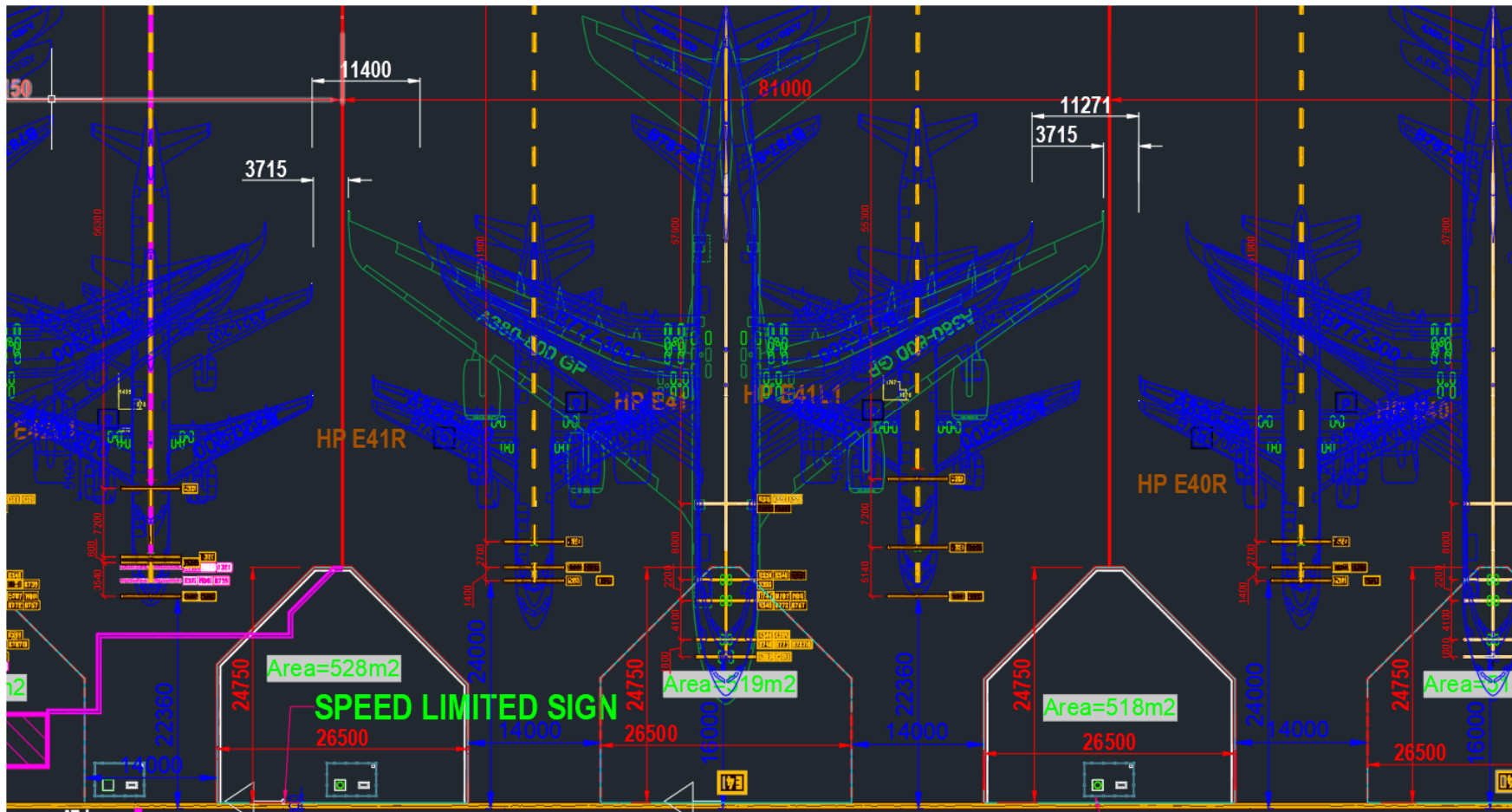
4. During an occupation of code E aircraft at E38, the parking stand E37R shall be vacant.



Considering all aircraft configurations at Stands E38 and E37R, ranging from Code E to Code C aircraft, the minimum required wingtip clearance is 6 m. However, based on the actual operating scenario, a maximum clearance of 8.145 m can be achieved. Therefore, maintaining E37R as a vacant stand is not necessary from an aerodrome safety perspective.

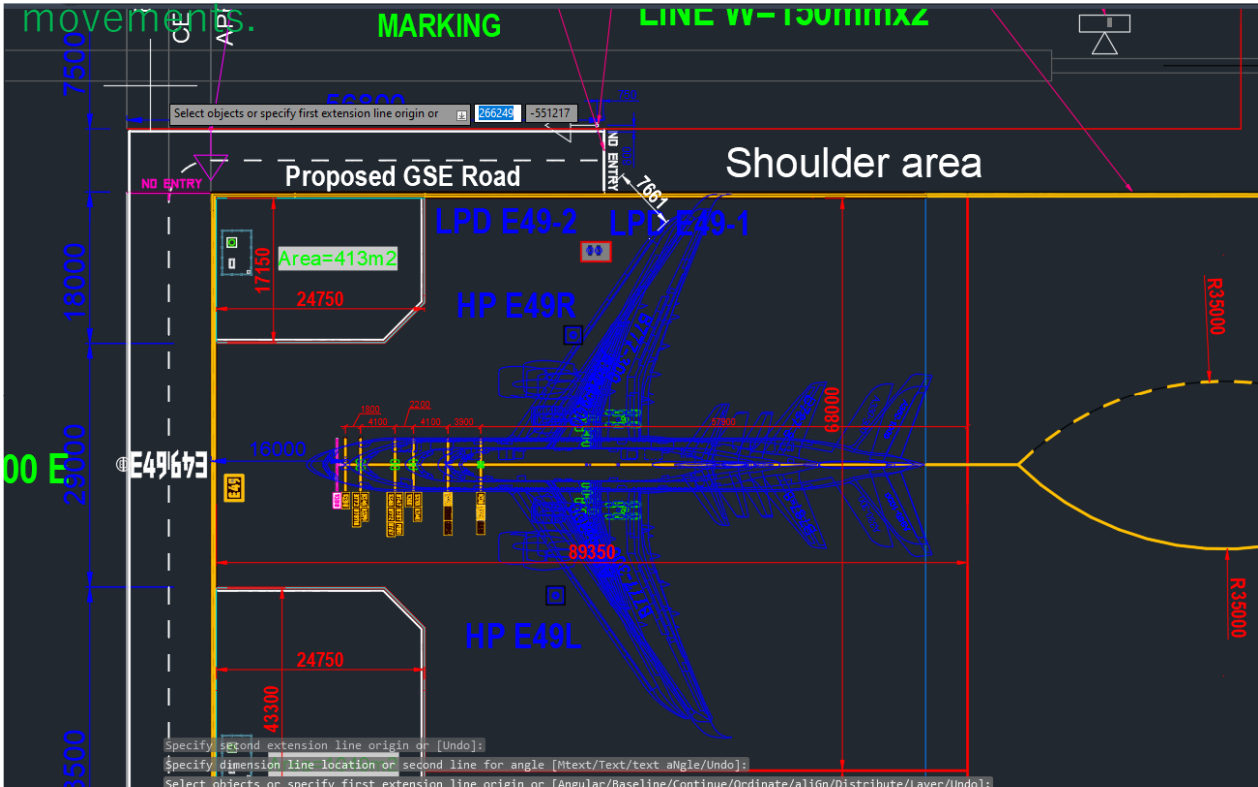
5. During the occupation of code F aircraft at E41, the parking stand E 40R and E 42L shall be vacant.

We agree with the above. (However, when a Code E aircraft is parked at Stand E41, there is no requirement to restrict aircraft parking at Stands E40R and E42L).



6. Simultaneous code E aircraft shall allow at E48 & E49 for the aircraft wingspan equal or below 62.75m. GSE vehicles shall not be in use on the portion of adjacent service road during aircraft entry and exit movements at E49.

The spacing between the GSE road edge and the aircraft wingtip is slightly greater than 7.5 m; therefore, there are no concerns regarding aerodrome safety. However, to maintain standard operational protocols for the ground handling team experiences, it would be preferable to restrict access during aircraft entry and exit movements.



7. The given list of aircraft types of compatible shall be amended as A300, A310 and MD11 under Code D aircraft category rather than under Code E aircraft category and MD 11 could be excluded as the aircraft type no longer in service.

We agree with the above and have updated the list for your review

UPDATED LIST OF AIRCRAFT TYPES COMPATIBLE WITH EACH PARKING STAND- APRON E(May 2026)

Parking Stand	AIRCRAFTS CAN PARK																			
Code	D	D	C	C	E	E	E	E	E	E	F	C	C	C	E	F	D	E	E	E
E27	A300	A310			A330	A340	A345	A346	A359	A3510					B747		B767	B772	B773	B787
E28	A300	A310			A330	A340	A345	A346	A359	A3510	A380				B747	B748	B767	B772	B773	B787
E29	A300	A310			A330	A340	A345	A346	A359	A3510					B747		B767	B772	B773	B787
E30			A320	A321								B737	B738	B739						
E31			A320	A321								B737	B738	B739						
E32	Code B Aircrafts																			
E33			A320	A321								B737	B738	B739						
E34			A320	A321								B737	B738	B739						
E35	Down Graded to occupy Code B Aircrafts																			
E36L			A320	A321								B737	B738	B739						
E36	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787
E36R			A320	A321								B737	B738	B739						
E37L			A320	A321								B737	B738	B739						
E37	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787
E37R			A320	A321								B737	B738	B739						
E38	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787
E39	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787
E40L			A320	A321								B737	B738	B739						
E40	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787
E40R			A320	A321								B737	B738	B739						
E41L			A320	A321								B737	B738	B739						
E41L	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510	A380	B737	B738	B739	B747	B748	B767	B772	B773	B787
E41R			A320	A321								B737	B738	B739						
E42L			A320	A321								B737	B738	B739						
E42	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787
E42R			A320	A321								B737	B738	B739						
E43	Down Graded to occupy Code B Aircrafts																			
E44			A320	A321								B737	B738	B739						
E45	Code B Aircrafts																			
E46			A320	A321								B737	B738	B739						
E47			A320	A321								B737	B738	B739						
E48	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787
E49	A300	A310	A320	A321	A330	A340	A345	A346	A359	A3510		B737	B738	B739	B747		B767	B772	B773	B787

To be Completed under Pk.A1

Constructed under Pk.B