

ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ගැසට් පත්‍රය

අති විශේෂ

The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

අංක 1798/12 - 2013 පෙබරවාරි මස 18 වැනි සඳුදා - 2013.02.18

No. 1798/12 - MONDAY, FEBRUARY 18, 2013

(Published by Authority)

PART I : SECTION (I) — GENERAL

Government Notifications

CIVIL AVIATION ACT, No. 14 OF 2010

Notice under Section 14(3)

APPROVAL OF MASTERPLAN OF MATTALA RAJAPAKSA INTERNATIONAL AIRPORT

MEMBERS of the public are hereby notified that in terms of powers vested under Section 14 of the Civil Aviation Act, No. 14 of 2010, the Civil Aviation Authority of Sri Lanka has granted approval for the Master Plan of Mattala Rajapaksa International Airport located in administrative areas of Hambantota and Lunugamvehera Divisional Secretariats of the Southern Province subject to the following terms and conditions :-

1. An airport Master Plan is a comprehensive study of an Airport and usually describes the short-term, medium-term and long-term development plans to meet future aviation demand and it is the strategy of the applicant for Master Plan for the development of the Airport. The goal of a Master Plan is to provide the framework needed to guide future Airport Development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. In this context, the Airport and Aviation Services (SL) Ltd. (AASL) shall ensure that the Master Plan of Mattala Rajapaksa International Airport, Hambantota is kept current incessantly by effecting necessary revisions or updates as may be required, after due diligence.

2. In the process of revision or updating the Mater Plan, the CAA requires the AASL to be guided by Aviation Traffic forecasts and also to consider the possible environmentla and socioeconomic costs associated with alternative development concepts, and the possible means of avoiding, minimizing, or mitigating impacts to sensitive resources at the appropriate level of detail in respect of future facility planning.

3. The AASL shall ensure through periodic review and necessary updates where required, that the Master Plan of Mattala Rajapaksa International Airport continues to meet at least the following objectives ;

- (a) The Master Plan has documented the issues that the proposed development will address ;
- (b) The Master Plan has justified the proposed development through appropriate technical, economic, and environmental investigation of concepts and alternatives ;
- (c) The Master Plan has provided and effective graphic presentation of the development of the Airport and anticipated land uses in the vicinity of the Airport ;
- (d) The Master Plan has established a realistic schedule for the implementation of the development Proposed in the Plan particularly the short-term Ccapital improvement program ;

- (e) The Master Plan has proposed an achievable financial plan to support the implementation schedule ;
- (f) The Master Plan has provided sufficient project definition and detail for subsequent environmental evaluations that may be required before commencement of any future expansion of the Airport ;
- (g) The Master Plan has presented a plan that adequately addresses the issues and satisfies the applicable Local Governmental, Provincial Council and State Regulations which are current ;
- (h) The Master Plan has documented policies and future aeronautical demand to support Municipal or Local deliberations on spending, debt, land use controls, and other policies necessary to preserve the integrity of the Airport and its surroundings ; and
- (i) The Master Plan has set the stage and established an appropriate framework for a continuing planning process. Such a process should monitor key conditions and permit changes in plan recommendations as required.

4. AASL shall establish and maintain on continuing basis the Airport Layout Plan (ALP) Drawing Set Updates which will reflect clearly actual or planned modifications to the Airport and Significant Off-Airport Development. An accompanying ALP Narrative Report should explain and document those changes and contain at least the following elements :

- (a) Basic aeronautical forecasts ;
- (b) Basis for the proposed items of development ;
- (c) Rationale for unusual design features and/or modifications to CAA Airport Design Standards ;
- (d) Summary of the various stages of Airport Development and layout sketches of the major items of development in each stage.

An ALP Drawing Set update is an appropriate alternative to a full Master Plan whenever the fundamental assumptions of the previous Master Plan have not changed. If there have not been any major changes in Airport activity or improvements that have had unanticipated consequences, a Master Plan update is not necessary. Another situation where only an ALP update would be appropriate is the examination of a single development item, such as runway safety area improvements. As indicated above, an ALP update will typically involve fewer elements than a full Master plan, including only the aviation demand forecasts, an assessment of facility requirements, a facility implementation and financing Plan, and an Airport Layout Plan drawing set. If additional steps are required to complete the ALP update, a full Master Plan study should be performed.

5. It should be noted that the contents in the Airport Master Plan represent the views, policies and development plans of the AASL and shall not be construed as the official stance or views of the CAA. Approval of the Master Plan by the CAA does not constitute a commitment on the part of the State to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. The CAA reviews all elements of the Master Plan to ensure that sound planning techniques have been applied and approves only the following elements of Airport Master Plan :

- (a) Forecasts of Demand-which ensures that the underlying assumptions and forecast methodologies are appropriate ;
- (b) Airport Layout Plan - All Airport Development must be done in accordance with a CAA-approved ALP. CAA approval of the ALP indicates that the existing facilities and proposed development depicted on the ALP conforms to the CAA Airport design standards in effect at the time of the approval or that an approved modification to standard had been issued. Such approval also indicates that the CAA finds the proposed development to be safe, secured and efficient.

6. The AASL is required to effect any change in the Master Plan at any stage that would be suggested by the CAA to ensure safe, secure and efficient operation of the Airport.

A copy of the approved Master Plan of Mattala Rajapaksa International Airport is available for the reference of the Members of the Public at the Library, Civil Aviation Authority, No. 4., Hunupitiya Road, Colombo 02.

Attention of the Members of Public is also drawn to Hambantota International Airport Protected Area Order No. 01 of 2012 made by Hon. Minister of Civil Aviation and published in Government *Gazette Extra ordinary* No. 1777/40 dated 28th September, 2012 and the Zoning Instructions applicable to Protected Area issued by Director General of Civil Aviation in *Gazette* No. 1785 dated 16th November, 2012.

By Order of Civil Aviation Authority of Sri Lanka

H. M. C. NIMALSIRI,
Director General of Civil Aviation and
Chief Executive Officer.

Civil Aviation Authority of Sri Lanka.
No. 4, Hunupitiya Road,
Colombo 02,
18th February 2013.

03 - 321