

# Mattala Rajapaksa International Airport

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The second international airport in Sri Lanka is located in Hambantota district under Hambantota Greater Development Plan. With the aim of becoming aviation hub in Asia the airport is constructed as a 4F category so that larger aircrafts can be facilitated in this airport. Connecting road network to the site is Meegahajandura- Hambantota road which is situated approximately 3km west of the site, Colombo-Wellawaya (A2) trunk road is passing 14 km East of the site and Pahala Andarawewa- Padawkema road to the North of the site around 3 km away from the airport site. Proposed extension of Southern Highway (E001) will be connected to the airport as one of the main access road in the future. Airport is connected to the Mahinda Rajapakse Port in Hambantota providing enough provisions on advanced logistics handling and operation facilities.

According to the design standards the physical features of the airside facilities are being provided so that larger aircrafts such as A380 will be facilitated in this airport. Airbus A380 can carry around 550 passengers at a time and currently it is the largest passenger aircraft in the world.

**Runway:** Runway has been design according to the 4F category airport. Two turn pads are available in either ends of the runway.

- Length – 3500 m (Land acquisition has been done for 4000m)
- Width – 75 m
- Type of pavement – Flexible

**Taxiway:** Two taxiways Alpha and Bravo are provided. Parallel taxiways will be constructed when hourly demand exceeds 10 aircraft movements per hour.

- Length – 330m
- Width – 60
- Type of pavement – Flexible

## **Apron**

Ten (10) parking positions will be provided initially where one position will be made for the design aircraft and three positions are for wide body aircrafts and six for a combination of narrow body and small size aircrafts.

- Type of pavement – Rigid

In addition other facilities are available in the airport namely: terminal building, traffic control tower, fire and rescue building, cargo handling building, met briefing center, immigration falsities, duty free center, fuel farm etc. Air traffic control tower comprises all the modern equipment to handle the air traffic in the airport. The latest technology such as performance based navigation (PBN) system is used by the air traffic controllers. The Phase II of the airport will further expand the number of parking for aircrafts, installation of more aerobridges, terminal capacity, provision of parallel taxiways, hangars etc.



According to the Master Plan of the Mattala Rajapakse International Airport (MRIA) the expected traffic movements are as per the Table 01.

**Table 01: Expected Passenger, Cargo and Aircraft Handling in MRIA**

Category		Passengers Movements (No. of pax).	Cargo Movements (MT)	Aircraft Movements (No. of A/C)
Short Term	5 Years	500,000	47,000	3,600
Medium Term	10 Years	1,000,000	110,000	7,900
Longer Term	15 Years	5,000,000	450,000	18,000

Source: Master Plan for MRIA, Airport Aviation Services Sri Lanka Limited

MRIA can be used as the best logistics airport in the country with the use of port and proposed industrial zone in Hambantota. High-tech industries should be planned and installed so that industrial zone will be able to operate with minimal human resources but will be able to provide the maximum production outputs.



**Figure 1: First touch of Srilankan airbus A330-200 at MRIA.** (Copy rights reserved)