



EXPRESSION OF INTEREST (EOI)

MINISTRY OF PORTS AND CIVIL AVIATION



**AIRPORT & AVIATION SERVICES (SRI LANKA)
(PRIVATE) LIMITED**

**BANDARANAIKE INTERNATIONAL AIRPORT,
KATUNAYAKE, SRI LANKA**

**INVESTMENTS TO UTILIZE RESOURCES OF MATTALA
RAJAPAKSA INTERNATIONAL AIRPORT (MRIA),
HAMBANTOTA, SRI LANKA**

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ANNEXURES

- Annex A** - **Land Use Plan**
- Annex B** - **AIP – Aeronautical Information Publication (MRIA)**

ABBREVIATIONS

- EOI** - **Expression of Interest**
- RFP** - **Request for Proposals**
- AASL** - **Airport & Aviation Services (Sri Lanka) (Private) Limited**
- CAASL** - **Civil Aviation Authority of Sri Lanka**
- ICAO** - **International Civil Aviation Organization**
- IATA** - **International Air Transport Association**
- CANC** - **Cabinet Appointed Negotiation Committee**
- PC** - **Project Committee**
- MRIA** - **Mattala Rajapaksa International Airport**
- GOSL** - **Government of Sri Lanka**
- MRO** - **Maintenance, Repair and Overhaul**

1. INVITATION

MINISTRY OF PORTS AND CIVIL AVIATION



AIRPORT & AVIATION SERVICES (SRI LANKA) (PRIVATE) LIMITED

CALLING FOR EXPRESSION OF INTEREST (EOI)

INVESTMENTS TO UTILIZE RESOURCES OF MATTALA RAJAPAKSA INTERNATIONAL AIRPORT (MRIA), HAMBANTOTA, SRI LANKA

EOI No : 045/T/2026

The Ministry of Ports & Civil Aviation on behalf of Airport & Aviation Services (Sri Lanka) (Private) Limited (AASL) invites proposals from prospective investors i.e. Companies, Corporations, Firms, and Joint Ventures, duly organized, existing and registered under laws of its Country, for Investments to Utilize Resources of Mattala Rajapaksa International Airport (MRIA), Hambantota, Sri Lanka.

A Cabinet Appointed Negotiation Committee (CANC) is entrusted with inviting, receiving, and evaluating Expression of Interest (EOI) to select the eligible party/parties to participate in the calling of Request for Proposals (RFP). All communications and submissions, until such time, shall be directed through the CANC at the specified address.

The calling of EOI consists of the following two segments.

1. Airside/Aerodrome Operations (Civil Airport Operations within the inner perimeter)
2. Landside Operations (within the outer and inner perimeter operations)

The Proponents are invited to submit their EOI demonstrating their qualifications and relevant experience to carry out the investments as morefully described under the scope of the EOI. The proponents shall be shortlisted, accordingly.

EOI is open to both domestic and international entities. EOI documents will be issued free of charge and can be obtained on working days from 9.00 a.m. to 2.30 p.m. (GMT in Sri Lanka – 05:30) from 27th April 2026 upto 08th June 2026 from the Office of the Commercial & Properties Division, Room No. 36, 2nd Floor, Passenger Terminal Building, Bandaranaike International Airport (BIA), Katunayake, Sri Lanka by submitting a request letter on the letterhead of the Proponent. The EOI document could also be downloaded from the website of Airport & Aviation Services (Sri Lanka) (Private) Limited [AASL] www.airport.lk.

An On-demand, irrevocable, and unconditional Bank Guarantee shall be submitted by Proponents along with their EOI as the Proposal Guarantee in the format provided in Form No. 06 of the EOI Document or a Bank Draft for a value of USD 500 issued by a reputed licensed Commercial Bank or a licensed Specialized Bank operating in Sri Lanka and approved by the Central Bank of Sri Lanka or by an International Bank confirmed by a bank licensed to conduct business in Sri Lanka as approved by the Central Bank of Sri Lanka or a Cash Deposit made to the Finance Division of Airport & Aviation Services (Sri Lanka) (Private) Limited, Bandaranaike International Airport, Katunayake.

The proposals shall remain valid for a minimum of One Hundred and Twenty (120) days from the closing date of the EOI (from 09th June 2026 to 6th October 2026, inclusive of both days), and the Proposal Guarantee/Bank Draft validity shall be One Hundred and Fifty (150) days from the closing date of the EOI (from 09th June 2026 to 5th November 2026, inclusive of both days). The Proponent shall extend the Proposal and the Proposal Guarantee as required by CANC.

A Pre-Proposal Briefing, followed by a site visit to MRIA shall be organized by Airport & Aviation Services (Sri Lanka) (Private) Limited at 11:00 a.m. (GMT in Sri Lanka – 05:30) on 22nd May 2026 at MRIA. The Proponents and/or their duly authorized representatives are invited to be present at the Pre-Proposal Briefing and for the purpose of familiarizing themselves with the local conditions in Hambantota and Airport operating practices of MRIA.

The EOI shall be either sent by registered post or hand delivered in a sealed form or submitted electronically to the address of the Chairman, CANC on the email address provided below, not later than **2.00 p.m. (GMT in Sri Lanka – 05:30) on 9th June 2026**. Late submissions will be rejected without being opened. The EOI received will be opened immediately after the closing time by a committee of officials appointed for this purpose. Information received through EOIs shall remain confidential.

Email address to submit EOI: avprocbids@gmail.com

**CHAIRMAN
CABINET APPOINTED NEGOTIATION COMMITTEE (CANC)
MINISTRY OF PORTS & CIVIL AVIATION
NO. 19, CHAITHYA ROAD
COLOMBO 01**

2. INSTRUCTIONS TO THE PROPONENTS

2.1 Overview

2.1.1 Background

Mattala Rajapaksa International Airport (MRIA) is an exotic Greenfield Airport added to the Aviation map of Sri Lanka in Year 2013, located in the Southern part of the Island. MRJA is located in the town known as “Mattala”, 18 km North to Port City of Hambantota. MRJA is in close proximity to major tourist attractions, including Ella, Arugambay, Nuwara-Eliya, Yala National Park, Kataragama, Udawalawa Elephant Orphanage, Tangalle, Mirissa and Galle.

As the second International Airport, MRJA was commissioned to develop the aviation industry, international trade, tourism, and generation of employment in Sri Lanka.

The stage one of the airport development has now been completed to serve one million passengers annually; it is also capable to handle 45,000 Mt. of Air Cargo. The total land available at MRJA is 800 hectares of which 360 hectares are currently developed as part of the aerodrome.



Figure 01: Panoramic View of MRJA

MRIA is located in the upper tip of Hambantota District of the Southern Province and the lower boundaries of Ratnapura District of the Sabaragamuwa Province and Monaragala District of the Uva Province of Sri Lanka. Distance between BIA and MRJA is around 240 Km by land transport and 80 Nm by air. MRJA is closely located to the main tourism zones of Sri Lanka such as the southern coastal belt, up country tourism zone, Udawalawa, Yala Eco-tourism zone and East coast tourism belt. Further, MRJA is in the close proximity to places of religious interest: such as Kataragama, Kirinda and Tissamaharamaya. The Airport is directly connected to the Southern Expressway network.



Figure 02: Main tourism zones of Sri Lanka

MRIA is just 27 km (approximately 20 minutes by land transportation) from the Hambantota International seaport which is strategically located deep-water, multipurpose port on Sri Lanka’s southern coast, just 10 nautical miles from major East-West shipping routes.

3. AIRPORT INFRASTRUCTURE

3.1 Operational Capability/Aerodrome

- One million passengers per annum
- 30,000 aircraft movement per annum
- 45,000 metric tons of cargo per annum
- 10 aircraft parking bays with underground fuel hydrants
- 02 aerobridges
- Runway Code 4F, Length 3,500M Width 75 meters (including 7.5 m Shoulders from both side), Code C taxiway, width 25m including 5 m shoulders, length 650m and Code F taxiway, width 60m including 17.5m shoulders, length 370m.
- 45-meter height control tower

Refer attached Aeronautical Information Publication (AIP) – Annex “B”

3.2 Passenger Terminal

State of art passenger terminal of over 10,000 sq. m. provides 560 two-way passenger handling capacity. The terminal has a segregated departure and arrival passenger routes and consist of check-in facilities with inline baggage screening. Emigration and Immigration facilities with passport control. The Terminal also consist of a CIP and VIP lounge and business class lounge in the transit area.

The Terminal consist of two contact Boarding gates and three remote gates of which one gate is for domestic passenger handling. There is also approximately 6,000 sq.m. promenade located at center part of the terminal dividing departures, arrivals and transits areas. This promenade consists of water garden, paved area for recreation, seating and relaxing area and area to serve food and beverages for the passengers and visitors.



Figure 03: MRIA Airside



Figure 04: Passenger Terminal Building



Figure 05: Promenade area

3.3 Cargo processing Terminal

The Cargo Terminal consist of the following;

- Annual handling capacity: 45,000 metric tones
- Modern three-storied cargo terminal with advanced facilities
- Dedicated administration building for regulatory authorities
- The Cargo Terminal consists of five sections namely, Export Cargo, Transit Cargo, Import Cargo, office and Quarantine section.
- Two temperature-controlled cool rooms (100+ m³ each, dual ranges)
- Secure vaults for high-value cargo (gems, jewelry, etc.)
- Comprehensive quarantine services: customs, plant, and animal inspections for both exports and imports
- Streamlined cargo processing with modern amenities
- Integrated regulatory and security services under one roof
- Warehouse facility with a total area of 5,000 sq. meters, equipped to meet the following requirements:
 - General cargo storage racks
 - Temperature controlled facilities with two ranges (Cold and Freezer)
 - Dedicated area for storing dangerous goods
 - Live Animal Holding area
 - P.O. Mail storage section
 - Secure storage for valuable and vulnerable cargo
 - Certified weighing scales, including a weighbridge



Figure 06: Cargo Facility Complex



3.4 Air Navigation Services

State of art Air Traffic Control Tower 45m in height is constructed at the highest point of the airport with the required Air Navigation and Communication Systems. Metrological services also establish 24 x 7.



Figure 07: Air Traffic Control Tower



Figure 08: Air Traffic Control Tower

3.5 Fire and Rescue Services

Airport Fire and Rescue Services are established with the primary objective of saving lives in the event of an aircraft accident or incident occurring at or within the aerodrome.

The standard vehicles and equipment provided at MRIA meet the ICAO Category 10 requirements and achieve a response time of **not more than 2 minutes**, and in any case **not exceeding 3 minutes**. Responsibilities are carried out in liaison with the **Chief Airport Fire Officer** at MRIA.

KEY DUTIES AND RESPONSIBILITIES

- Stand by in fire vehicles during all aircraft landings and take-offs, in readiness to respond **immediately** to any emergency.
- Carry out fire prevention and inspection duties in the main terminal, ancillary buildings, and all airport facilities.
- Provide ambulance services when required.
- Conduct fire prevention awareness programmes for both internal and external agencies.
- **Fire Vehicles, Extinguishing Agent available**

Fire Vehicle	Water (Ltrs.)	Foam (Ltrs.)	Monitor Discharge L/P/M	DCP (Kg)
Rosenbauer CRASH 17	12000	1500	6000	225
Rosenbauer CRASH 17	12000	1500	6000	225
Rosenbauer Barracuda CRASH 50	10000	1200	4500	-

- **Non Fire Vehicles**
 - Ambulance - 02
 - Equipment Vehicle - 01
 - Command Vehicle - 01
- **Staff Deployment**

Fire & Rescue Services has deployed operational Fire Staff in 24 hrs. roster duty and each shift with 20 nos. of Fire Staff.
- **Other Fire Services (Revenue able)**
 - Water Canon
 - Refueling Standby
 - Fuel spillage
 - Training Programme



Figure 09: Fire and Rescue Services MRIA

3.6 Utility and other Ancillary Facilities

Potable water, Power, Aviation fuel supply and Telecommunication services are already established at MRIA.

The prospective proponents with the intention of the establishing their business ventures who intend to establish their business ventures at a remote proximity to the airfield shall be required to make arrangements to obtain electricity, water, and telecommunication services from the National Grid, including the disposal of garbage and wastewater.

- Potable water - 300m³ on elevated tower and 200m³ in ground sump
- Two independent power lines from National Grid.
- 4000KVA power already established with 2000 kVA Standby Power
- Telecommunication – Available
- Aviation fuel - 03-Million-liter fuel storage facility established by the Ceylon Petroleum Corporation (CPC)
- Waste water disposal - 200m³ sewerage treatment plant
- Solid waste - 200m³solid waste treatment per day

4. OPPORTUNITIES FOR INVESTMENTS

Building on its remarkable recovery and record-breaking performance in 2025, Mattala Rajapaksa International Airport (MRIA) is poised to become a premier aviation and non-aviation industrial hub. This growth underscores renewed global confidence and MRIA's emerging role as Sri Lanka's "Southern Gateway." The airport's strategic proximity to high-demand major tourist destinations in the Island accessible not only boosts local economies through increased visitor influx but also positions MRIA as a catalyst for cultural exchange and eco-friendly growth in southern Sri Lanka.

MRIA's recent connectivity surge, featuring diverse international legacy and charter carriers. This highlights the airport's expanding network across Europe, the Middle East, South Asia, and Central Asia. MRIA also demonstrates its potential to attract Maintenance, Repair, and Overhaul (MRO) operators, cargo handlers, and logistics firms, leveraging its underutilized infrastructure for year-round efficiency. As a future hub, MRIA offers investors opportunities in cargo development capitalizing on regional trade routes and non-aviation sectors like industrial parks, given its vast land reserves and modern facilities.

To cater to the broader Asian region and beyond, while attracting prospective business from emerging markets, MRIA's location enables efficient ferry flight ranges to key destinations, as detailed below.

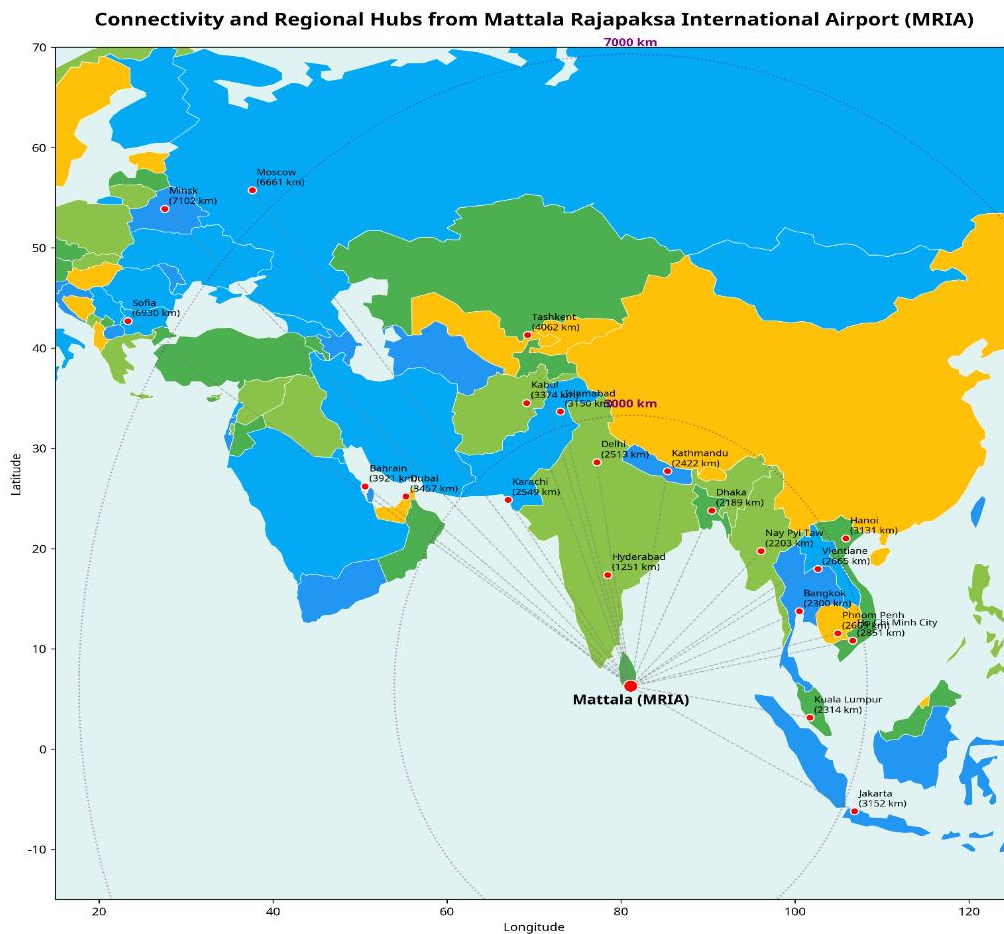


Figure 10: Regional Connectivity from MRIA

Aircraft maintenance costs across Asia have increased significantly since 2019 due to labour shortages, inflation and limited hangar capacity. This creates an opportunity for Sri Lanka to position MRIA as a competitive and cost efficient regional aircraft maintenance location. Global aviation forecasts indicate strong growth in aircraft maintenance demand by 2035 for heavy aircraft base maintenance and wide-body aircraft servicing.

Airlines across South Asia, ASEAN and the Middle-East are experiencing a shortage of heavy maintenance hangar slots and are often required to schedule maintenance several months in advance.

Mattala offers extensive land availability and infrastructure suitable for hangars, aircraft parking and aviation support facilities. Its low air traffic congestion allows efficient aircraft movements and flexible maintenance scheduling offering faster turnaround capability.

Aviation Maintenance Skills & Human Capital Advantage

The country already possesses a strong foundation for aviation technical training through institutions certified by the CAASL. The establishment of a major MRO facility at Mattala Rajapaksa International Airport (MRIA) would enable expansion of training in aircraft maintenance engineering, avionics and internationally recognized certification programmes supporting the development of a pipeline of aircraft maintenance personnel. Competitive labour costs and experience with international aviation safety standards further enhance this potential.

4.1 Exclusive Exotic Tourism Destinations

Sri Lanka’s Southern, South-Eastern, and Uva regions continue to record strong growth in tourism, driven by their unique combination of wildlife, heritage, adventure, and beach experiences. Mattala Rajapaksa International Airport (MRIA), strategically located at the crossroads of these high-value tourism zones, is well positioned to serve as the primary international gateway to this entire belt. With direct access to some of the country’s most sought-after destinations, MRIA can significantly enhance visitor experience through reduced travel times, improved connectivity, and the potential development of a specialized tourism-focused airport hub. As tourism demand expands, MRIA offers investors opportunities across aviation services, hospitality, retail, logistics, destination management, and sustainable tourism development.

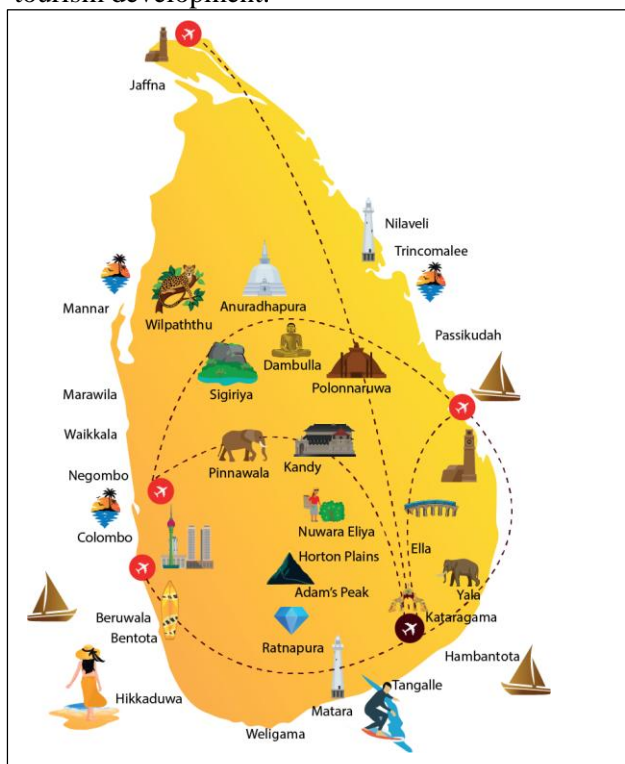


Figure 11: MRIA Connectivity to the Major Tourist Destinations

Southern Province

The Southern Province is one of Sri Lanka's most dynamic tourism regions, offering a strong mix of coastal leisure, wildlife tourism, cultural heritage, and sustainable tourism experiences. Destinations such as Hambantota, Tangalle, Mirissa, Weligama, and Galle attract a broad range of leisure travelers, eco-tourists, and wellness seekers.

Hambantota plays a strategic role due to its proximity to Yala National Park, Bundala Biosphere Reserve, and other wildlife-rich landscapes, positioning it as a hub for safari and nature-based tourism. Tangalle further enhances the province's appeal with its tranquil beaches, rich biodiversity, and cultural landmarks including the Kalametiya Bird Sanctuary, turtle nesting sites, and the Mulkirigala Rock Temple. Complementing coastal tourism, agro-tourism in the Southern Province supports rural livelihoods, income diversification, and sustainable tourism value chains.

South-Eastern & Eastern Province

The South-Eastern and Eastern regions present a distinctive tourism proposition built around pristine beaches, marine tourism, adventure experiences, wildlife, and cultural attractions. Arugam Bay, a globally renowned surfing destination, attracts international surf enthusiasts, while Passikudah, known for its calm, shallow waters and expansive beaches, is ideal for family tourism, luxury resorts, and water-based leisure activities. Trincomalee, with its natural harbor, beaches, and marine biodiversity, further strengthens the region's appeal.

These destinations offer strong potential for sustainable tourism development, particularly in resort hospitality, marine tourism, and experiential travel. Enhanced connectivity through MRIA can support charter flights, seasonal international services, and niche tourism segments, positioning the South-Eastern and Eastern regions as high-value growth areas.

Uva Province

The Uva Province, especially Ella and its surrounding highlands, has emerged as one of Sri Lanka's most iconic tourism destinations. Renowned for its dramatic landscapes, waterfalls, hiking trails, and scenic viewpoints, the region attracts adventure travelers, eco-tourists, and digital nomads.

Ruhunu Ring & MRIA



Southern Sri Lanka's Integrated Tourism Gateway

Ruhunu Ring is an integrated tourism circuit of Southern Sri Lanka that connects nature & wildlife, culture & heritage, adventure, turtle trail, Sri Lankan cuisine, and wellness within one compact region.

From pristine coastlines and national parks to ancient cities, hill landscapes, and living communities, it offers visitors a complete and authentic Sri Lankan experience without long internal travel.

The province offers strong potential for eco-tourism, soft adventure tourism, and wellness-oriented developments. Improved accessibility via MRIA reduces travel times, supports increased visitor flows, and enables more diversified tourism offerings across the highlands.

MRIA provides direct access to the country’s most iconic destinations, including Bentota, Galle, Hambantota, Ella and Arugumbay within short driving distances.

Its strategic location supports efficient tourist dispersal, reduced congestion in Colombo, and sustainable regional tourism growth, making MRIA the natural airport hub for the Ruhunu Ring.

- **Nature & Wildlife**
National parks, coastal ecosystems, birdlife, and rich biodiversity.
- **Culture & Lifestyle**
Ancient kingdoms, village life, crafts, rituals, and living traditions.
- **Adventure & Sports**
Surfing, hiking, safaris, diving, and outdoor experiences.
- **Culinary**
Southern spices, seafood, traditional recipes, and local produce.
- **Wellness**
Ayurveda, nature-based healing, yoga, and slow living.

Availability of Hotels

The availability of hotels district-wise overview of star-class hotels in the Southern Province and Uva Province of Sri Lanka, (Matara, Monaragala, Hambantota, and Galle) is shown in Table 1.1.

Table 1.1: Distribution of rooms of all accommodation establishments by districts –Southern Province and Uva Province of Sri Lanka (Matara, Monaragala, Hambantota, and Galle)

District	Boutique Hotels	Bungalows	Boutique Villas	Camping Sites	Eco Lodges	Guest Houses	Heritage Bungalows	Hotel Classified
Galle	292	1,288	144	–	–	3,680	9	2,518
Hambantota	163	247	27	11	–	872	–	691
Matara	62	424	7	–	20	1,678	–	235
Moneragala	–	48	–	77	–	598	–	58
Badulla	14	342	–	3	–	833	–	–

District	Heritage Home	Hostels	Home Stay Units	Rented Apartments	Rented Homes	Tourist Apartments	Tourist Hotels	Other	Grand Total
Galle	1	23	474	44	11	25	1,507	5	10,021
Hambantota	–	–	93	–	–	–	508	8	2,620
Matara	91	204	19	9	–	327	–	5	3,081
Moneragala	–	–	20	–	–	–	150	–	951
Badulla	–	–	742	3	–	–	271	–	2,208

Table 1.2: Distribution of Rooms 2025

District	Number of Rooms 2025
Galle	10,021
Matara	3,081
Hambantota	2,620
Monaragala	951
Badulla	2,208
Total	18,881

Source: SLTDA, 2025

Table 1.3: Distribution of Rooms of Classified Hotels 2025

District	Number of Rooms 2025
Galle	2,518
Matara	235
Hambantota	691
Monaragala	58
Badulla	–
Total	3,502

Source: SLTDA, 2025

Growth Opportunities for International Tourism Development

In 2025, MRIA recorded an impressive 140,614 international passengers, marking a milestone in the airport's operational performance. The sustained growth over the past three years highlights a stable upward trajectory and renewed confidence in the airport's international operations.

Compared to 2018, which previously held the record for the highest passenger movement of 10.88 million and 2.33 million international tourist arrivals in Sri Lanka, with MRIA contributing 2,894 passengers, 2025 set a new historic benchmark, with the airport recording 140,614 international passenger movements and 703 flight movements when the country welcomed a record-breaking total of 2,362,521 tourists in 2025.

The sustained growth over the past three years highlights a stable upward trajectory and renewed confidence in the airport's international operations. The data suggests that the "Southern-Gateway" is finally realizing its potential as a stabilized and growing contributor to Sri Lanka's international aviation sector.

4.2 Strategic regional cargo and logistics hub

With the available capacity & facilities, the airport is capable of handling up to 45,000 tons of freight annually. The airport has untapped potential to link with the established industrial export zones in proximity to the airport to facilitate the processing and immediate export of agricultural, horticultural, and fisheries products. Further, multimodal Connectivity as it is located near the Hambantota International Port, allows for integrated sea-air cargo transshipment, a major selling point for regional logistics. The 3,500-meter runway designed to handle the world's largest cargo aircraft will also be key strategic factor to facilitate freighters.

Mattala Rajapaksa International Airport (MRIA) possesses several unique strategic advantages which position it as a strong candidate for the development of Sri Lanka's cargo industry:

Proximity to Key Perishable Product Catchment Areas:

MRIA is geographically close to major agricultural and fisheries production regions.

- Banana and fruit cultivation zones in Embilipitiya and Udawalawa.
- Marine fish harvest from the Eastern coastline.

These sectors together contribute nearly 30% of Sri Lanka's total export cargo, creating strong potential for dedicated perishable cargo operations.

Access to Southern Apparel Manufacturing Zones:

MRIA is located within reach of a rapidly expanding apparel manufacturing belt in the Southern Province.

Since the apparel sector represents almost 80% of Sri Lanka's total exports, MRIA can become an alternative export gateway for this dominant industry, easing congestion at BIA and improving logistics efficiency for southern exporters.

Opportunities Arising from the Proposed New Industrial Park and Logistics Zones:

The EOI has allocated:

- 77.5 hectares for an Industrial Park (Manufacturing, Processing, Packaging, Warehousing).
- 41 hectares for Logistics Services.

This creates a favorable ecosystem for Free Port operations such as Value Addition, Light Manufacturing, Assembly, Packaging, and Re-Export activities.

4.3 Maintenance, Repair and Overhaul (MRO) Operations

Mattala Rajapaksa International Airport (MRIA) possesses several strategic advantages that position it well to attract aircraft Maintenance, Repair and Overhaul (MRO) operators and develop into a specialized aviation services hub in the region.

4.3.1 Availability of Land and Infrastructure

MRIA has significant contiguous land availability both airside and landside operations, enabling the development of large-scale MRO facilities, including two bay or four bay Hangars, Workshops, Component Repair Units, Paint Facilities, and Storage Areas. MRJA offers flexibility for phased expansion and co-location of related aviation services.

4.3.2 Low Congestion and Operational Flexibility

The airport allows unrestricted air traffic movements flexible maintenance schedules, and 24/7 operations. This is particularly attractive to MRO operators seeking shorter aircraft ground times and efficient slot availability.

4.3.3 Cost Competitiveness

Operating costs at MRJA including landing, parking, hangar rentals, and utilities are comparatively low. Combined with Sri Lanka's relatively competitive labor costs, MRJA offers MRO operators the opportunity to significantly reduce maintenance expenditure.

4.3.4 Strategic Geographic Location

MRIA is strategically located along major East-West aviation routes and within close proximity to South Asia, the Middle East, and Southeast Asia. This makes it well suited to serve Indian carriers, Middle Eastern low-cost airlines, and regional operators seeking cost-effective MRO alternatives.

4.3.5 Attraction of Narrow-Body and LCC Fleets

The rapid expansion of narrow-body aircraft fleets driven by Low-cost carriers in India, the Middle East and Asia has created demand for dedicated narrow-body MRO facilities. MRJA can be positioned as a specialized hub for A320 and B737 family maintenance, where infrastructure requirements are lower and turnaround times are critical.

4.3.6 Opportunity for Free Port and Duty-Free Operations

MRIA's designated Free Port and investment zone framework can support duty-free import of aircraft parts, tools, and consumables, reducing inventory costs and improving supply-chain efficiency for MRO operators.

MRIA's unconstrained capacity, land availability, cost advantages, and strategic location presents a compelling case for the development of an MRO hub. With focused policy support and proactive investor engagement, MRJA invites established MRO operators and position Sri Lanka as a competitive aviation maintenance destination in the regional market.

5. SCOPE OF THE EOI

The calling of EOI consists of the following two segments.

- A. Airside/Aerodrome Operations (Civil Airport Operations within the inner perimeter)
- B. Landside Operations (within the outer and inner perimeter operations)

Note : Refer the land layout plan – Annex “A”

A. Airside/Aerodrome Operations (Civil Airport Operations within the Aerodrome)

The Aerodrome Operations will be offered to Proponents on a ‘**Management Contract**’ Model. The Proponents shall be guaranteed with Open Sky regime at MRIA including 5th and 7th Freedom Rights.

Lease of Lands & Revenue Share - AASL intends to lease the Passenger Terminal Building, Cargo Terminal Building, Apron, Runway, Taxiways within the inner perimeter inclusive of the ancillary business facilities within the terminal building. The prospective Proponents shall be required to pay the Lease rental for the area leased excluding for the buildings and areas that will be utilized by AASL for “**Mandatory**” **Aeronautical Services retained with AASL** i.e. –

- Aviation Security Services
- Search Rescue and Fire Fighting Services
- Air Navigation Services
- Aeronautical Information Services
- Aeronautical Communication Services
- Aeronautical Aids for Communication, Navigation or Surveillance.

The Proponents are required to propose a monthly lease rental and revenue sharing mechanism between the parties.

The Operational cost shall be the responsibility of the Proponents from the commencement of the Contract/Agreement.

There shall be a fee levied on the Proponent for the provision of the “Mandatory” Aeronautical Services retained with AASL which shall be revised considering the operational expenditure.

Lease period shall be 30 years with provisions for extension.

(a) Employees of AASL currently at MRIA

- Employees serving at the “**Mandatory**” **Aeronautical Services retained with AASL** shall continue serving under the management of AASL.
- The Proponents may offer employment to the current employees of AASL at the employees’ consent considering the terms and conditions of employment.
- The Proponents, when recruiting employees for MRIA Operations, shall adhere to all applicable laws and regulations of Sri Lanka, including but not limited to labour and employment. The Proponents shall also ensure that recruitment prioritizes, suitably qualified Sri Lankan nationals, in compliance with relevant legal and regulatory frameworks.

(b) Aerodrome License Renewal and Regulatory Compliance

Aerodrome License Renewal, Regulatory Compliance, and Safety Management Accountability.

- **Retention of Aerodrome and Proponent's Responsibilities**

- AASL as the Licensed Aerodrome Operator and as a counterpart of the State Safety Programme (SSP) will retain full and non-delegable responsibility for maintaining the Aerodrome License issued by the CAASL.

- AASL will remain the primary accountable entity for ensuring that all operations conducted under the management contract conform to the regulatory requirements of CAASL, ICAO Annex 14, and other relevant directives issued by CAASL.

- **Establishment of Monitoring and Supervisory Cluster**

- AASL will establish a Monitoring and Supervisory Satellite Administration Cluster with the participation of the Proponent to strengthen compliance assurance at MRIA.

- This Cluster will function as a dedicated oversight and compliance unit, responsible for continuous monitoring, verification, and reporting of the Proponent's adherence to operational, safety requirements as per CAASL and ICAO regulations.

- **Safety Management System (SMS) Responsibilities and Accountabilities**

- AASL will continue to be responsible for the overall effectiveness of the Aerodrome Safety Management System (SMS), as per ICAO Annex 19 and relevant directives issued by CAASL.

- **Capital Investments and Infrastructure Compliance**

- The Management Contract will explicitly recognize that infrastructure improvements and capital investments may be necessary to ensure continued compliance with CAASL safety and certification standards.

- While AASL will retain regulatory accountability, the Proponent shall commit capital and operational resources to meet the standards specified more fully under the Management Contract.

(c) Ground-Handling & Airline Catering - The Proponents shall be granted authority to provide Ground Handling and Airline Catering Services within the provisions established under the regulatory guidelines issued through Extraordinary Gazette Notifications with necessary CAASL permits/licenses.

(d) Fuel Services – The Ceylon Petroleum Corporation (CPC) is currently appointed as the fuel service provider at MRIA, necessary infrastructure has already been setup in order to cater for Aviation fuel requirement at MRIA and the Proponents may negotiate operational terms with CPC.

- (e) **Statutory Agencies** - The Proponents shall provide adequate space and facilities within the terminal for statutory agencies related to the airport's operation but not limited to,
- Sri Lanka Customs
 - Department of Immigration & Emigration
 - Ministry of Defence and Sri Lanka Police
 - National Dangerous Drugs Control Board (Sri Lanka Narcotics Bureau)
 - National Plant Quarantine Service and Animal Quarantine
 - Ministry of Health
- (f) **Wildlife Control & Perimeter Fencing** – AASL shall be responsible for wildlife management within the outer perimeter and for the maintenance and control of both the outer electrical fence and the outer perimeter fence. The Proponent shall be responsible for the maintenance and the repairs of the aerodrome (inner perimeter) fencing, with an approximate total length of 10.73 km, ensuring full compliance with applicable standards, specifications, and regulatory requirements issued by the Ministry of Defense.
- (g) **Outer Perimeter Security** – Security for the outer perimeter shall be provided by the Sri Lanka Air Force in line with the National Civil Aviation Security Programme 2019.
- (h) **Insurance** – Proponent shall be responsible for insuring their respective operational areas. Airspace-related accident insurance will be arranged by AASL.
- (i) **Commercial and airport operations** - The Proponent shall have full autonomy over commercial operations, subject to national laws of Sri Lanka and security vetting. The Proponent may sublet commercial space (e.g. Duty Free/Non-Duty Free shops, restaurants and other service counters at the Passenger Terminal Building, car park, MRO facilities/ Hangars, Cargo Terminal) within the inner perimeter under the provisions of the Management Contract. All subleases will expire concurrently with the 30-year primary lease.
- (j) **Slot coordination and scheduling** - The Proponents shall have authority to work with airlines for slot coordination and scheduling subject to the final approval of the CAASL.
- (k) **Use by Military and Authorized Aircraft**
The following aircraft will use MRIA facilities free of Landing and Parking charges as per the relevant Gazette Notification:
- Local / Foreign military or government aircraft approved by the Ministry of Defense
 - Specialized survey or surveillance aircraft approved by the Ministry of Defense
- (l) **Additional Operational Provisions**
- **Alternate Aerodrome:** MRIA will continue to serve as an alternate for BIA and vice versa.
 - **Landing/Parking Charges:** Any revision to the currently applicable charges shall be approved by CAASL through AASL.
 - **Embarkation Fee Policy:** Any revision to the currently applicable fee shall be approved by the Treasury.
 - **Disabled Aircraft Removal from the aerodrome:** Responsibility of the Proponent.
 - **Airport Emergencies:** Managed by AASL in concurrence with the Proponent through the CAASL approved Emergency Response Program (ERP).
 - **Importation of Equipment:** Proponents shall be responsible for importation; any duty

exemptions fall under purview of the Treasury.

- Tax Policy - All taxes and duties imposed by the Government of Sri Lanka shall be complied by the Proponents including tax payment and submission of returns with regard to the operation of MRIA.
- The access points of MRIA (main gates and other gates) shall be under the responsibility of Aviation Security Service.
- Applicable Law shall be Laws of Sri Lanka.

B. Landside Operations (within the outer and inner perimeter operations)

The Landside Operations will be offered to Proponents on Agreements entered into with AASL for separate commercial ventures on Build, Operate, Transfer basis for a period of 30 years with provisions for extension subject to the approval of the relevant authorities upon satisfactory performance of the Proponent(s). The Proponents are invited to propose the establishment of the below mentioned commercial ventures within the required area specified or as per the request of Proponent.

(a) A total of 238 Hectares approximately: will be allocated for landside commercial ventures, as follows:

	Category	Area Extent (Ha.)
01	Maintenance, Repair, and Overhaul (MRO)/MRO support Services	27
02	Flying Schools/Aerospace Engineering Schools	17
03	Logistics Services (Warehousing, Freight Forwarding, Courier Services and Transportation)	19 + 22= 41
04	Resort Hotels & Hospitality Services including Branded Shopping Outlets/Spa &Therapy	30
05	Industrial Parks (Manufacturing, Packaging, Warehousing)	14 +9.5 +54 = 77.5
06	Aircraft spares manufacturing/storage services/Aircraft Disassembly Facilities	
07	Renewable energy industry (Solar Panels)	
08	Fixed Base Operation (General Aviation)	29
09	Extended Parking/Storage of Aircraft	
10	ECO Tourism	16.5
11	Proponents can submit proposals for any other Aviation related or non-related businesses ventures for the consideration of the Cabinet Appointed Negotiation Committee (CANC) within the demarcated 238 Ha.	

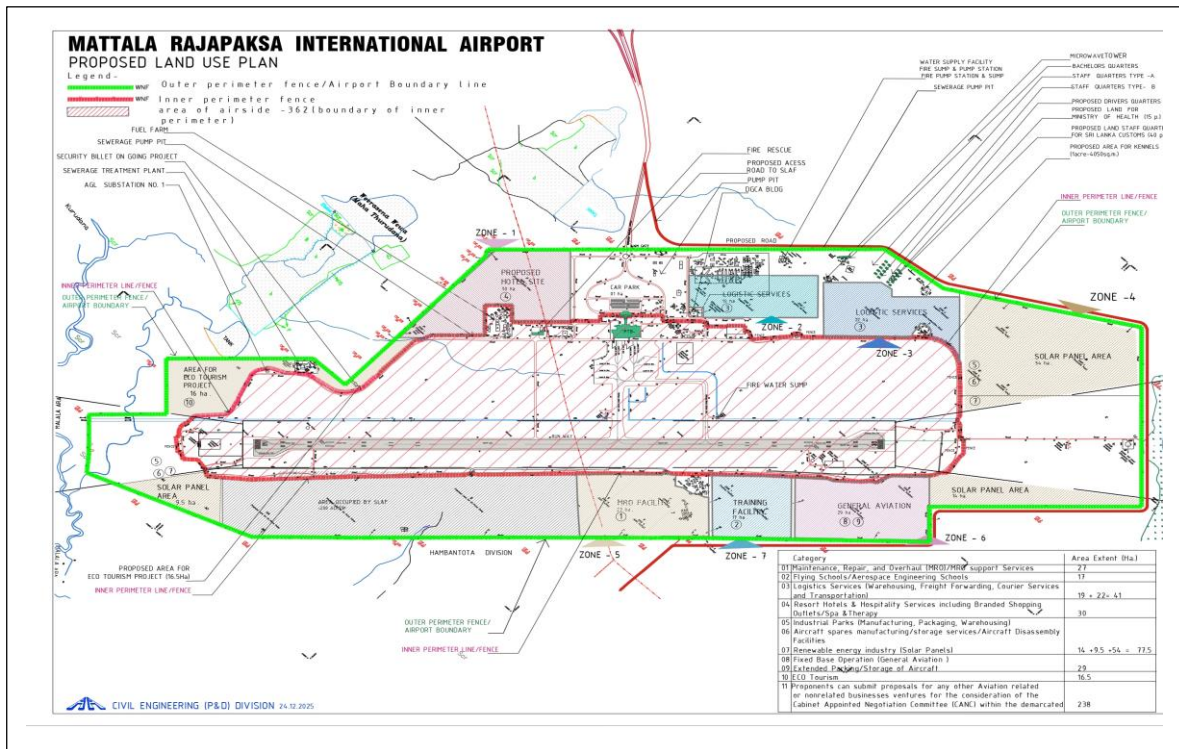


Figure 12: Proposed Land Use Plan (Annex “A”)

The Proponents may submit proposals for above business ventures on areas amalgamated or lesser areas under each category of their choice of business within the demarcated 238 Hectares for the consideration of the Cabinet Appointed Negotiation Committee (CANC). The Proponents are invited to submit their proposals on lease rentals for the consideration of the CANC for further evaluation.

The Proponent is required to propose a monthly lease rental and revenue sharing mechanism between the parties.

(b) Investment Models

Shall follow a Build-Operate-Transfer (BOT) model depending on project scope and investor preference.

6. SUBMISSION OF PROPOSALS

6.1 The proponents shall;

Submit a complete set of the original proposal and 01 additional copy, 01 soft copy (electronic version) in English language only. The proposal shall be completed in indelible ink and each page shall be signed by the Proponent or by a nominee of the Proponent duly authorized with a Power of Attorney registered in Sri Lanka or a resolution duly passed by the Board of Directors of the Proponent.

The proposal shall be free from any erasures and alterations, except those resulting from instructions or addenda issued by the Project Committee/CANC, or for correcting minor typographical errors. Corrections shall be initialed by the person (or persons) signing the proposal.

The Expression of Interest (EOI) shall be either sent by registered post or hand delivered in a sealed form or submitted electronically to the address of the Chairman, CANC or the email address provided below, not later than **2.00 p.m. (GMT in Sri Lanka – 05:30) on 9th June 2026.**

**Chairman
Cabinet Appointed Negotiation Committee (CANC)
Ministry of Ports & Civil Aviation
No. 19, Chaithya Road
Colombo 01.**

Email address to submit EOI : avprocbids@gmail.com

The proposal shall be accompanied by all forms and documents required by this calling for Expression of Interest. The complete proposal shall be submitted with the proposed category of operations, confirmed areas, required period along with the following:

- a) **Proponent** - If the Proponent is a Company, Company Profile, Certificate of Incorporation, Information on its Shareholders and Directors, and the Share Capital of the company. If the Proponent is a Joint Venture (JV) or a Consortium, a certified copy of the JV Agreement or the Consortium Agreement shall be provided. In the JV Agreement or the Consortium Agreement the liabilities and responsibilities of the parties and the expertise/experience relevant to the proposed investment shall be clearly specified. For evaluation purposes, the submission of a duly signed Memorandum of Understanding (MOU) describing the partner's responsibilities and liabilities shall be acceptable.
- b) **Operational Plan/Construction Plan and Time Plan for the implementation** – The Proponent shall submit an Operational Plan/Construction Plan to conclude the establishment of business/completion of constructions and commence operations after signing the contract with AASL.
- c) **Value of total investment** – A letter from the bankers confirming its financial status. The Proponent shall submit the investment applicable for the total tenure of 30 years and the composition of Capital involved in the project (Percentage of Equity Capital).

- d) **Business Plan** – Each Proponent shall submit a Business Plan. The Business Plan shall be provided in a descriptive, quantitative and financial manner relevant to the projected development of the business. The descriptive elements, the quantitative elements and the financial calculations shall be consistent and coherent (Ex: the proponent shall submit the strategies of attracting airlines / passengers / cargo / deliverables to MRIA including segments of tourists, tonnage of cargo, number of aircraft, details of services and projected future plans and forecasts, etc.).
- e) **Commercial Terms** - The Proponents are requested to offer a monthly lease rental and a revenue share relevant to the intended category of business at MRIA. The figures mentioned in the Form No. 05 – Commercial Terms, shall not be considered for final evaluation.

6.2 Enquiries/Clarifications concerning the EOI and the Supporting Documentation

The prospective Proponents requiring any enquiries/clarifications on the Proposal Documents may notify the CANC in writing to the email addresses: secretary@portmin.gov.lk, before the Pre-Proposal briefing and the relevant clarifications will be given at the Pre-Proposal briefing.

6.3 Due Diligence

Information is based on current market understanding and that bidders are expected to carry out their own due diligence before submitting the EOI.

6.4 Amendments of the EOI Documents

At any time, prior to the deadline given for submission of bids, the CANC may amend the EOI documents by issuing an Addendum. The Addendum shall form an integral part of the EOI document and Addendum shall be communicated to all Proponents who had obtained the Proposal documents. The Proponents should acknowledge the receipt of the Addendum.

6.5 Currency of the Proposal

Currency of the Proposal and all payments under the proposal shall be in United States Dollar (USD) or any other currency accepted by the Central Bank of Sri Lanka.

6.6 Proposal Guarantee

The Proponents submitting its proposals shall furnish a Proposal Guarantee to the value of **500.00 USD** in the form of a Bank Draft or Bank Guarantee issued by a reputed licensed Commercial Bank or a licensed specialized bank operating in Sri Lanka and approved by the Central Bank of Sri Lanka or an International Bank confirmed by a Bank licensed to conduct business in Sri Lanka as approved by the Central Bank of Sri Lanka, or in the form of a Cash Deposit made to the Finance Division of Airport & Aviation Services (Sri Lanka) (Private) Limited, Bandaranaike International Airport, Katunayake. The Bank Draft or Bank Guarantee shall be valid for a period of **150 days** from the closing date of the EOI (from 09th June 2026 to 5th November 2026, inclusive of both days). A specimen is provided with the EOI document marked as Form No. 06.

In the event of the Proponents are selected, the Proposal Guarantee shall be returned upon conclusion of the calling of EOI. The Proposal Guarantee will be forfeited if the Proponent has withdrawn the proposal after the proposals are opened by the Proposal Opening Committee.

6.7 Costs of submission of proposals

The Proponent shall bear all costs associated with the preparation and submission of its proposal, and AASL will in no case be responsible or liable for any related costs.

6.8 Opening of EOI

The Proposal Opening Committee/CANC will open proposals. All Proponents or their duly authorized representatives are permitted to be present at the opening of the proposals.

6.9 Responsiveness

Prior to the detailed evaluation of proposals, the CANC will determine whether each Proposal meets the criteria by considering whether the proposals:

- a. Have been submitted in one original, one copy and one soft copy. Any Proponent submitting a proposal via email shall only submit in the form of a soft copy.
- b. Have been properly signed.
- c. Are accompanied by the required securities; and
- d. Include all the documents requested in the EOI; and
- e. Provide any clarification and/or substantiate on that the CANC may require to determine responsiveness.

A substantially responsive Proposals shall conform to all the terms, conditions and specifications of the EOI without material deviation or reservation. A material deviation or reservation is:

- (a) Which affect the scope.
- Or,
- (b) Which is inconsistent with the EOI and the supporting documentation.

The Proposals which are substantially responsive shall be evaluated in accordance with the criteria given below.

6.10 Evaluation Criteria for Proposals

The evaluation of the proposals will be made giving due consideration to the information provided under the following areas:

- a) Operational terms
- b) Commercial terms
- c) Investment Plan.
- d) Business Plan.
- e) Proof of experience in the relevant field.

The Proposals submitted by the Proponents under this EOI shall be evaluated in line with the terms and conditions stipulated in the EOI document and shall be shortlisted. The responsive proposals shall be eligible for calling of RFP.

6.11 Rejection of Proposals and Waiver

The CANC expressly reserves the right to at any time reject any Proposal or waive any irregularities in a Proposal submitted by a Proponent.

6.12 Applicable Permits

AASL shall provide to the Proponent, all reasonable assistance in relation to identification and obtaining of applicable Permits.

6.13 Mortgage of Lease Hold Rights

The selected Proponent(s) shall not be allowed to mortgage the lease hold rights of the land for the procurement of any financial assistance required for the project.

6.14 Utilities

AASL shall coordinate and extend all reasonable assistance to obtain utility services from respective parties/authorities.

6.15 The purpose of calling EOI is to identify prospective proponents for different business ventures and qualify them to participate at a process of Request for Proposal (RFP).

7. QUALIFICATIONS & ELIGIBILITY OF THE PROPONENTS

7.1 The Proponent should possess the under mentioned specific qualifications

- a. The Proponent should be a duly registered company with the Registrar of Companies of the country of origin. A copy of the certificate issued by the relevant authority for registration shall be attached to the Proposal.
- b. The prospective proponent shall possess financial capability to perform the proposed operation to the standards specified by AASL throughout the contract period without any interruption, disruption or premature termination of the contract. Such financial capability should be supported by a letter from the bankers confirming its financial status. The Proponent shall submit the investment applicable for the total tenure of 30 years and the composition of Capital involved in the project (Percentage of Equity Capital).
- c. In proposing to invest within the Airside, the Proponent shall have a minimum of immediate past five (05) years of proven business experience in operating the relevant aviation services at least at any one International Airport with a passenger capacity of 01 Million per annum.
- d. In proposing to invest within the Landside, the Proponent shall have a minimum of immediate past three (03) years of proven business experience in operating the relevant non- aviation services.

7.2 The following persons/Firms for the award of the operation shall not be considered.

- (i) Who are in the Company/State Defaulting Contractors list.
- (ii) Who is having unresolved disputes with AASL.
- (iii) Who are in arrears in any payment owing to AASL.
- (iv) Who have failed to perform diligently any previous contract with AASL.
- (v) Who are not sanctioned by any foreign nation.

7.3 Notice:

Whenever it is required or permitted that a notice, demand or request be given or served by either party to or on the other, such Notice will be in writing and will be considered as validly given or sufficiently communicated if delivered by hand personally, forwarded by Registered mail or sent by fax as follows;

**Chairman
Cabinet Appointed Negotiation Committee (CANC)
Ministry of Ports & Civil Aviation
No. 19, Chaithya Road
Colombo 01.**

To the Proponent:

At its registered address forwarded by the Proponent.

Any notice delivered by hand personally shall be deemed to have been validly and effectively given on the day of such delivering if delivered before 4.00 p.m. on a Business Day (“Business Day” means any day of the week other than Saturday, Sunday, Public Holiday or a statutory holiday) or on the next Business Day if delivered on a non-Business Day or after 4.00 p.m. on the previous Business day.

Any Notice sent by registered mail (except during a postal disruption or threatened postal disruption) shall be deemed to have been validly and effectively given on the 03rd Business Day following the date of mailing. Any Notice sent by facsimile shall be deemed to have been validly and effectively given on the day it was sent if sent before 4.00 p.m. on a Business Day or on the next Business Day if sent on a non-Business Day or after 4.00 p.m. on the previous Business Day. Such addresses may be changed from time to time by either the CANC or the Proponent giving notice as above provided.

7.4 Governing Law and Dispute Resolution

This EOI process shall be governed by the Laws of Sri Lanka and all parties submitting a proposal hereto shall abide by the Laws of Sri Lanka.

All disputes and differences of any kind whatsoever which may arise between the Company and the Proponent in connection with or arising out of these presents shall be referred to a competent court of jurisdiction in Sri Lanka to be resolved through litigation.

7.5 Authorizations

The Proponent shall be a single company/corporate entity or a consortium of two or more Companies/Corporate entities.

- a. In case of a single company/corporate entity, the proposal shall be submitted on the company letter head of the Proponent. The Proposal shall be signed by either representative Director(s) or an executive officer duly empowered by a Board Resolution or a Power of Attorney.
- b. In case of a Consortium/JV, the Proposal shall be signed by a representative partner (Lead Partner) duly authorized by the JV.

7.6 EOI Errors or Omissions

If a Proponent believes there is any ambiguity, conflict, discrepancy, omission or error in this EOI, such Proponent should immediately notify the CANC of such error and request clarification of or modification to this document. Such notice shall be given prior to the final date for submission of proposals.

Modifications or clarifications of this EOI, when appropriate, will be sent to all Shortlisted Proponents.

7.7 Public Announcements

No public announcements or news releases pertaining to any investments or detail hereto shall be made by any Proponent without the prior written consent of AASL. The Proponents are hereby notified that generally AASL will not grant permission for public announcements or news releases and will limit the use of AASL's name by any Proponent for reference only.

Encl:

8. FORMS FOR SUBMISSION OF PROPOSALS

The proposals should be made on the following Forms specified in this document (i.e. Form 01–06).

- Form No. 01 – Letter of Application
- Form No. 02 – Evidence of Constitution of Applicant
- Form No. 03 – General information of Applicant
- Form No. 04 – Previous and Current Experience Regarding Intended Business/ Investment
- Form No. 05 – Commercial Terms
- Form No. 06 – Format for Proposal Guarantee

8.1 FORM NO.01

LETTER OF APPLICATION

(Please use Company-printed letterhead to prepare this letter)

Date :.....

To:.....

EXPRESSION OF INTEREST (EOI)

**Investments to Utilize Resources of Mattala Rajapaksa International Airport (MRIA),
Hambantota, Sri Lanka**

- 1) Being duly authorized to represent and act on behalf of(herein after referred to as 'the Applicant'), and have reviewed and fully understood all of the information provided in the document "EOI – Investment to utilize Resources of MRJA", I/We hereby submit our proposal for the Investments to Utilize Resources of Mattala Rajapaksa International Airport (MRIA), Hambantota, Sri Lanka.

We are submitting the proposal as a Registered Company / Joint Venture / Consortium / Individual * (*Delete whichever is inapplicable).

Name of Entity:
Please provide the following information in case of either a Joint Venture or a Consortium
(Country of Home Office)
Partner(1): (Leading Company):
Partner(2):
Partner(3):
Partner(4):

- 2) We confirm that the CANC/PC/AASL or their official representatives are hereby authorized to conduct any inquiries or investigation to verify the statements, documents, and information submitted in connection with this Application and to seek clarification from our bankers and clients regarding any financial and technical aspects.

- 3) The authorized representatives of the CANC/PC/AASL may contact the following persons for further information:-

Name of contact person (1):		
Position:		
Organization:		
Telephone & Fax:	Tel:	Fax:
E-mail:		
Name of contact person (2)		
Position:		
Organization:		
Telephone & Fax:	Tel:	Fax:
E-mail		

- 4) This application is made with the full understanding that:
- The submission of any false or misleading information shall provide sufficient grounds for outright disqualification of the Applicant.
 - CANC reserves the right to amend the scope and / or terms of this EOI, reject or accept any application nor cancel the EOI process in the best interest of the company.
 - CANC or its authorized representatives shall not be liable for any such actions.
- 5) The undersigned official representative acts in the name of and on the account of the Applicant and declares that the signatory has been granted with the authority to represent, bind, act on behalf of the Applicant and to provide all further information that may be required.
- 6) We understand that you are not bound to accept or reject any or all Proposals or to accept any part of the EOI or to annul the EOI process in the best interest of AASL without assigning any reasons thereof.
- 7) The undersigned declares that the statements made and information provided in this duly completed Application, are complete, true and correct in every detail and I hold myself liable for any false statement or intentional misrepresentation made herein.

Authorized Signatory 01

Signature :.....
 Name :.....
 Position :.....
 Date :.....
 Company :.....

Company Stamp

Authorized Signatory 02

Signature :.....
 Name :.....
 Position :.....
 Date :.....
 Company :.....

Company Stamp

EVIDENCE OF CONSTITUTION OF APPLICANT

Name of Applicant:

The Applicant shall insert and mark as Form No. 2, relevant official documents to provide evidence of the following aspects of the Applicant's constitution. All submitted documents shall be endorsed either "Certified Original" or "Certified True Copy" by an Authorized Person of the Applicant. Documents shall be provided in evidence of the following:

- (a) The Applicant's legal status;
- (b) The Applicant's principal place of business;
- (c) The Applicant's place and date of incorporation;
- (d) Joint Venture/Consortium Agreement, MOU signed between the partners and duly certified.

In the case of Joint Ventures/Consortiums, the documents referred from "a" to "c" above shall be included in this Form No. 2, for each partner of the Joint Venture/Consortium.

8.3 FORM NO.03

GENERAL INFORMATION OF APPLICANT

Name of Applicant:	
---------------------------	--

(A separate Form is to be completed for each partner in the case of Joint Venture/Consortium.
All relevant supporting documents in connection with following details should be submitted)

1	Name of Company				
	Company Registration No.				
2	Scope of Participation (in the Joint Venture/ Consortium)				
3	Date of Incorporation of the Company				
	Date of Joint Venture/Consortium Agreement, MOU signed between the partners				
4	Business Specialization (with credentials)				
5	Address and Telephone of Head Office				
6	Paid-up Capital				Original Currency: USD (Exchange rate as of the date of application submission)
7	List of Principal Shareholders and their Nationality				
8	Place of Branch Offices				
9	Directors				
	Name	Nationality	Position	Years working In the Firm	Years of experience

Authorized Signatory 01

Authorized Signatory 02

Signature :.....

Signature :.....

Name :.....

Name :.....

Position :.....

Position :.....

Date :.....

Date :.....

Company :.....

Company :.....

Company Stamp

Company Stamp

8.4 FORM NO.04

**PREVIOUS & CURRENT EXPERIENCE REGARDING INTENDED
BUSINESS/ INVESTMENT**

(Please use Company-printed letterhead to prepare this form)

Note: Please complete on each sheet for each partner of the Consortium/Joint Venture.

Please complete on each sheet for each project.

Please include all projects that will show the Company' stability to be a partner in a Joint Venture/Consortium to undertake the proposed project.

1. Name of Project and country
2. Description of the Project
3. Project period
4. Client
5. Role of your Company: (eg. Equity Partner, Lead Partner of Consortium, etc.,)
6. Total investment of the Project and your Company's financial commitment: (explain)
7. Present status of the Project
8. Your current operational role and future commitments
9. Full-time professional staff of your company presently committed to the Project.

CATEGORY	NO. OF FULL-TIME STAFF

Present annual turnover from the project (in equivalent US Dollars):.....

Authorized Signatory 01

Authorized Signatory02

Signature:
 Name:
 Position:.....
 Date:.....
 Company:.....

Signature :.....
 Name :.....
 Position :.....
 Date :.....
 Company :.....

Company Stamp

Company Stamp

COMMERCIAL TERMS

1. Airside Operation:

I. Monthly Lease Rental & Proposed Increment:

Year of contract	Monthly Lease Rental	Proposed Increment
1 st Year		
2 nd Year		
.....		
30 th Year		

II. Revenue Share & Proposed Increment

Year of contract	Revenue Share	Expected Turnover Per Annum (USD)	Revenue share Parentage
1 st Year			
2 nd Year			
.....			
.....			
30 th Year			

*Note: The Proponents are requested to submit proposal for the revenue share percentage with suitable increment. The figures/offers of the Proponents submitted at the EOI stage shall not be considered for final evaluation.

2. Landside operation:

- I. Category of Operation:**
- II. Extent of Land Required:**
- III. Selection of Land Plot on the Map:**
- IV. Monthly Lease Rental & Proposed Increment:**

Year of contract	Monthly Lease Rental	Proposed Increment
1 st Year		
2 nd Year		
.....		
30 th Year		

V. Revenue Share & Proposed Increment

Year of contract	Revenue Share	Expected Turnover Per Annum (USD)	Revenue share Parentage
1 st Year			
2 nd Year			
.....			
.....			
30 th Year			

*Note: The Proponents are requested to submit proposal for the revenue share percentage with suitable increment. The figures/offers of the Proponents submitted at the EOI stage shall not be considered for final evaluation.

All the above payments are subject to applicable taxes, as may be imposed by the GOSL/Local Authorities unless there are some specific exemptions, by the relevant Authorities.

Authorized Signatory 01

Signature :.....
Name :.....
Position :.....
Date :.....
Company :.....

Company Stamp

Authorized Signatory 02

Signature :.....
Name :.....
Position :.....
Date :.....
Company :.....

Company Stamp

8.6 FORM NO.06

FORMAT FOR PROPOSAL GUARANTEE

EXPRESSION OF INTEREST FOR INVESTMENTS TO UTILIZE RESOURCES OF MATTALA RAJAPAKSA INTERNATIONAL AIRPORT (MRIA), HAMBANTOTA, SRI LANKA

Format of Proposal Guarantee

By this security we (hereinafter called "the Investor") and we (Name of Bank) whose registered office is at (here in after called "the Surety") are held and firmly bound unto (Herein after called "the Authority") in the sum of for the payment of which sum the Investor and the Surety bind themselves their successors and assigns jointly and severally by these presents.

Whereas the Authority has invited proposals and other persons to submit proposals as per the calling of Request for Proposals at MRIA (herein after called "the Investment") and to submit the same for the consideration of the Authority, and to submit to the authority a proposal (herein after called "the Proposal") in accordance with such invitation, the Security shall provide security to the Authority that the Investor will honor certain obligations to be undertaken by him in the proposal in accordance with the following conditions:

Now the Conditions of this Security are:

- a) That it shall remain in full force and effect until the earliest of
 - (i) (date), being 150 days from (submission date), the date stipulated by the Authority for the submission of proposals, or any prolongation of such date above notified to the Authority by the Investor and the Surety in writing.
 - (ii) In the event of acceptance of the proposal by the Authority, the date upon which the Investor provides a performance security to the Authority in accordance with the terms of the contract thereby made between them, or
 - (iii) In the event of acceptance by the Authority of a proposal from another Shortlisted Proponent, the date upon which such other Proponent provides the relevant performance security.
- b) Subject to this Security being in full force and effect, the Surety shall pay the full amount specified in this Security upon receipt of first written demand from the Authority stating that
 - (i) The Proponent has withdrawn the proposal during the validity of this Security, or
 - (ii) The Proponent has failed to provide a performance security to the Authority in accordance with the terms of the contract between them upon acceptance of the proposal.

No alteration in the terms of the proposal, nor any forbearance or forgiveness in or in respect of any matter or thing concerning the proposal on the part of the Authority, nor any objection from the Investor shall in any way release the Surety from any liability under this Security.

The benefit of this Security shall not be assignable by the Authority and upon its ceasing to be in full force and effect the Authority shall return the same to the Investor.

This Security shall be governed by the laws of Sri Lanka. Is executed as a Deed this () day of () 20 ().

For and on behalf of the Proponent.....

For and on behalf of the Surety.....

Signed by.....

Signed by.....

In the capacity of.....

In the capacity of.....

And by.....

And by.....

In the capacity of.....

In the capacity of.....

Seal (where applicable)

Seal (where applicable)