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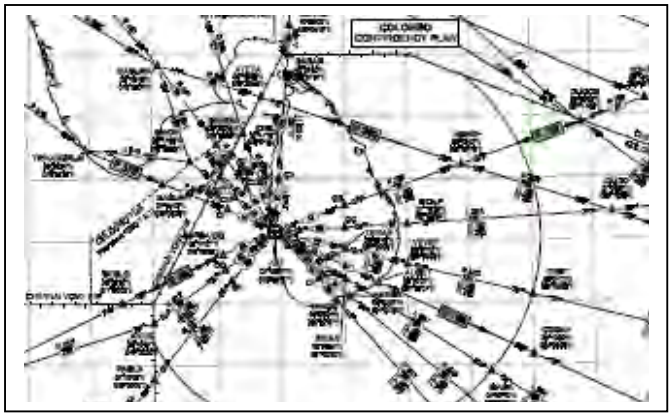
AIR TRAFFIC MANAGEMENT (ATM)

CONTINGENCY PLAN
FOR
AIR TRAFFIC SERVICES IN COLOMBO FIR



(01 March 2011)

PREPARED BY

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APPROVED BY

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FOREWORD

This is the first edition of the Air Traffic Management (ATM) Contingency Plan for Air Traffic Services (ATS) of the Colombo Flight Information Region (FIR). The Contingency Plan will come into effect with the approval and authority of the Director General of Civil Aviation, Sri Lanka.

This Contingency Plan provides the contingency arrangements to be introduced to permit international flights to transit the Colombo FIR without disruption, in the event of a natural disaster, man made disaster or any other event which makes the air traffic and supporting services normally undertaken by the Colombo Area Control Centre (ACC) are partially or totally unavailable.

Sri Lanka has only one Area Control Centre to control Air Traffic within the Colombo FIR. This Centre is responsible for the provision of Air Traffic Services for air traffic operating within Colombo FIR except within a circle of 60 NM radius centered Bandaranaike International Airport Colombo, Katunayake up to FL150. As such, in an event that the ACC becomes inoperable, and ATS becomes unavailable, the time span taken to restore normal level of service could vary. During this interim period, flight operations in the Colombo FIR would be restricted to a degree.

This Contingency Plan has been developed and in close co-operation and collaboration with the civil aviation authorities responsible for the adjacent FIRs and implemented with the knowledge of the representatives of the users of the airspace. The Sri Lankan military authorities also have been consulted and the requirement of the Plan and the associated contingency procedures thereto has been concurred.

The Contingency Plan will be activated by promulgation of a NOTAM issued by the Colombo International NOTAM Office as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by a Designated Authority, on behalf of and as authorized by the DGCA. It is expected that the civil aviation authorities concerned and the airline operators will fully cooperate to implement the Plan as soon as possible.

This Contingency Plan has been prepared in coordination with the International Civil Aviation Organization (ICAO) to meet the requirements in ICAO Annex 11 ─ *Air Traffic Services* to the Convention to provide for the safe and orderly continuation of international flights through Colombo FIR.

Any proposed amendments to this plan shall be forwarded to:

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Civil Aviation Authority of Sri Lanka
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Sri Lanka.
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Email: sldgca@caa.lk

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Airport & Aviation Services (S.L.) Ltd.
Bandaranaike International Airport Colombo,
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Email: chairman@airport.lk

RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Entered	Entered By	Paragraph/ Reference

ABBREVIATIONS

AASL - Airport and Aviation Services (Sri Lanka) Limited

AOC - Airline Operators Committee

AOCG - ATM Operational Contingency Group

ARCC - Aeronautical Rescue Coordination Centre

ATM - Air Traffic Management

ATS - Air Traffic Services

BIAC - Bandaranaike International Airport Colombo

CAASL - Civil Aviation Authority of Sri Lanka

CCC - Central Coordinating Committee

OCA - Operational Coordination Agreement(s)

SLAF - Sri Lanka Air Force

AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN FOR AIR TRAFFIC SERVICES FOR INTERNATIONAL FLIGHTS TO TRANSIT COLOMBO FIR

This Contingency Plan is effective from day/month/year/time(UTC).

1. OBJECTIVE

1.1 The Air Traffic Management (ATM) Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Colombo FIR in accordance with ICAO Annex 11 ─ *Air Traffic Services*, Chapter 2, paragraph 2.30. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Colombo FIR.

1.2 This Contingency Plan does not address arrangements for arriving and departing international traffic to and from airports in Sri Lanka and domestic traffic within the territory of Sri Lanka.

2. STATES AND FIRS AFFECTED

2.1 In the event that the Director General of Civil Aviation (DGCA) activates this Contingency Plan, the Civil Aviation Authorities of the adjacent FIRs will be notified in accordance with the Operational Coordination Agreements (OCAs) established between the States concerned. The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are as follows:

a) Australia

Melbourne FIR
Melbourne ACC

b) India

Chennai FIR
Chennai ACC
Trivandrum ACC

c) Indonesia

Jakarta FIR
Jakarta ACC

d) Maldives

Male FIR
Male ACC

2.2 The contact details of the Civil Aviation Authorities and organizations concerned are contained in **Appendix 1A.** These details should be kept up to date and relevant information shall be provided to the DGCA by the focal point identified in the Operational Coordination Agreement (OCA) as soon as practicable**.**

3. MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The contingency measures set out in this Plan are applicable in cases of sudden interruptions in ATS caused by natural occurrences or other circumstances, which, in one way or another, may impair or totally disrupt the provision of ATS and/or of the related support services in the Colombo FIR.

3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly manner through the Colombo FIR.

Central Coordinating Committee (CCC)

3.3 As soon as practicable in advance of, or after a contingency event has occurred, the DGCA shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

1) Ministry of Aviation – Sri Lanka

2) Ministry of Defense – Sri Lanka

3) Civil Aviation Authority of Sri Lanka

4) Airport & Aviation Services (SL) Ltd.

5) Sri Lanka Air Force

6) Representative from AOC – Sri Lanka.

7) Department of Meteorology – Sri Lanka

8) Other participants as required

3.4 The CCC shall oversee the conduct of the Contingency Plan and in the event that the Colombo ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Colombo ACC at the Approach Control Centre, Bandaranaike International Airport Colombo (BIAC) and the restoration of ATS. The terms of reference for the CCC will be determined by the DGCA.

3.5 Contact details of the members of the CCC are provided in **Appendix 1B**.

ATM Operational Contingency Group

3.6 The ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements and coordinate operational ATS activities, 24 hours a day, throughout the contingency period. The Terms of Reference of the AOCG will be determined by the CCC. The AOCG will include specialized personnel from the following disciplines:

- Air Traffic Services (ATS) - AASL
- Aeronautical Telecommunication (COM) - AASL
- Aeronautical Meteorology (MET) - Department of Meteorology
- Aeronautical Information Services (AIS) - AASL
- Electronics Engineering Department - AASL

(AASL – Airport & Aviation Services (S. L.) Ltd.)

The mission of the AOCG shall include the following:

i) Review and update of the Contingency Plan as required;

ii) Keep up to date at all times of the contingency situation;

iii) Organize contingency teams in each of the specialized areas;

iv) Update the ICAO Asia and Pacific Regional Office, airline operators and the IATA Regional Office through DGCA;

v) Exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;

vi) Notify the designated organizations in Sri Lanka of the contingency situation sufficiently in advance and/or as soon as possible; and

vii) Take necessary action to issue NOTAMs according to the corresponding contingency situation, this Contingency Plan or as otherwise needed (example NOTAMS are provided in **Appendix 1C**). If the situation is foreseeable sufficiently in advance, a NOTAM will be issued 48 hours in advance.

4. CONTINGENCY ROUTE STRUCTURE

4.1 In the event of disruption of the Air Traffic Services provided by Colombo ACC, contingency routes will be introduced to ensure safety of flights and to facilitate limited flight operations commensurate with the prevailing conditions. Limited number of existing ATS routes will be used as contingency routes and a flight level assignment scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced Air Traffic Services. The contingency route structure for international flights is detailed in **Appendix 1D.**

Additional contingency routes could be introduced by the AOCG in co-ordination with the participating adjacent FIRs/ACCs as and when circumstances such as bad weather etc require.

4.2 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient Air Traffic Services restored. A decision to curtail or restart domestic operations will be made by the CCC.

4.3 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, medivac, humanitarian flights, etc), shall be afforded priority in accordance with this Plan.

4.4 International aircraft operators affected by the suspension of all operations from the Bandaranaike International Airport Colombo (BIAC) will be notified by the Airport & Aviation Services (S. L.) Ltd. (AASL) which is the ATS service provider in Sri Lanka, when operations may be resumed, and flight planning information will be made available pertaining to BIAC Colombo.

4.5 International aircraft operators may elect to avoid Colombo FIR and route through Chennai FIR (North of Colombo FIR) or Melbourne FIR (South of Colombo FIR) for traffic from East to West and West to East. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned.

5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS and provision of flight information services (FIS)

5.1 During the contingency critical period, Air Traffic Services including Air Traffic Control Service may not be available due to non availability of facilities. In such cases, a NOTAM will be issued providing the relevant information, including an expected date and time of resumption of service. The contingency plan provides for limited flight information and alerting services to be provided by adjacent ACCs.

5.2 During the contingency period within Colombo FIR, FIS and flight monitoring will be provided by the designated ATS authorities in the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in **Appendix 1E**.

5.3 The primary means of communication will be by VHF or HF radio except for aircraft operating Automatic Dependent Surveillance (ADS) and controller/pilot data link communication (CPDLC) systems. When CPDLC has been authorized for use by the relevant ATS authority, this will become the primary means of communication with HF as secondary. In the case of ADS automatic position reporting, this replaces voice position reporting and CPDLC or HF will become the secondary means. Details of the communication requirements are provided in **Appendix 1F.**

ATS Responsibilities

5.4 During the early stages of a contingency event, ATC may be overloaded and tactical action taken to reroute aircraft on alternative routes not included in this Plan.

5.5 In the event that ATS cannot be provided in the Colombo FIR a NOTAM shall be issued indicating the following:

a) Date and time of the beginning of the contingency measures;

b) Airspace available for landing and overflying traffic and airspace to be avoided;

c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APPROACH, TOWER and FIS), including an expected date of restoration of services if available;

d) Information on the provisions made for alternative services;

e) Any changes to the ATS contingency routes contained in this Plan;

f) Any special procedures to be followed by neighboring ATS units not covered by this Plan;

g) Any special procedures to be followed by pilots; and

h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.6 In the event that the Colombo International NOTAM Office is unable to issue NOTAMs, the (alternate) International NOTAM Office at Maldives and/or Chennai will take action to issue the NOTAMs regarding the closure of airspace upon notification by the DGCA or its designated authority, e.g. the ICAO Asia and Pacific Regional Office.

Aircraft Separation

5.7 Aircraft separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).

5.8 The longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique in light of developments and as authorized by the DGCA by the appropriate Operational Coordinating Agreement (OCA).

5.9 The route structure provides for lateral separation of 100 NM and in cases where this is less, and for crossing routes, the conventional standard minimum vertical separation will be applied.

Flight level restrictions

5.10 Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Aircraft position reporting

5.11 Pilots will continue to make routine position reports in line with normal ATC reporting procedures.

VFR operations

5.12 VFR flights shall not be operated in the Colombo FIR if there are extensive disruptions to ATC facilities, except in special cases such as State aircraft, Medivac flights, and any other essential flights authorized by the DGCA.

Procedures for ATS Units

5.13 The ATS units providing Air Traffic Services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the OCA. These procedures include the following:

a) the Colombo ACC on determining that ATS may be reduced due to a contingency event, will inform pilots by the controller responsible of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event that it is necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and if time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication;

b) during the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by airline operators to the Colombo ACC via the AFTN using normal procedures;

Note: Depending on the phase of emergency and circumstances, the NOF of adjacent ATS authorities may be used to issue Sri Lankan NOTAMs.

c) on notification by DGCA, Sri Lanka, the ATS authorities operating the ACCs of the adjacent FIRs, viz. Melbourne, Chennai, Indonesia and Maldives will activate the contingency procedures in accordance with their respective OCAs;

d) the adjacent ACC responsible for aircraft entering for transit of the Colombo FIR must communicate, not less than 30 minutes before, the estimated time over the transfer of communication point given for each route in Appendix 1D.

e) the ACC responsible for aircraft entering the Colombo FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while overflying the Colombo FIR;

f) the ACC responsible will not authorize any change in flight level or speed (MACH number, if applicable) later than 10 minutes before the aircraft enters the Colombo FIR,

g) the ACC responsible prior to aircraft entering the Colombo FIR will inform aircraft that they must communicate with the next (downstream) ATC unit 10 minutes before the estimated time over the transfer of communication point given for each route in Appendix 1D.; and

h) Airline Operators may also choose to avoid the Colombo airspace, and the controlling authorities of the FIRs concerned will provide alternative contingency routes as appropriate and these will be published by NOTAM.

Transition to contingency scheme

5.14 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route. Familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by a State (s) via NOTAM or AIP is required.

5.15 In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

5.16 ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. Air Traffic Controllers should be alert to respond to any request by aircraft and react commensurate with safety.

Review of OCAs

5.17 The ATS providers concerned should review the effectiveness of current coordination requirements and procedures in light of contingency operations or short notice of airspace closure, and make any necessary adjustments to the Contingency Plan and OCAs.

6 PILOTS AND OPERATOR PROCEDURES

Filing of flight plans

6.1 Flight planning requirements for the Colombo FIR are to be followed in respect to normal flight planning requirements contained in the Colombo Aeronautical Information Publication (AIP) and as detailed at **Appendix 1G.**

Over flight approval

6.2 Aircraft operators must obtain normal over flying approval as usual from the DGCA, Sri Lanka prior to operating flights through the Colombo FIR.

Pilot operating procedure

6.3 Aircraft overflying the Colombo FIR shall follow the following procedures:

a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Appendix 1D**;

b) flights are required to file a flight plan using the Contingency Routes specified in **Appendix 1D**, according to their point of departure and destination;

c) pilots are required to maintain a continuous watch on the specified contingency frequency as specified in **Appendix 1F** and transmit in English, position information and estimates in line with normal ATC position reporting procedures;

d) Pilots are required to maintain during their entire flight time within Colombo FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Colombo FIR, and under no circumstances change this level and Mach number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;

e) aircraft are required to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Colombo FIR or as otherwise instructed by the ATC unit in accordance with the OCA with Sri Lanka

f) pilots are required to include in their last position report prior to entering the Colombo FIR, the estimated time over the entry point of the Colombo FIR and the estimated time of arrival over the relevant exit point of the Colombo FIR;

g) pilots are required to contact the next adjacent ACC as soon as possible, and at the latest, ten (10) minutes before the estimated time of arrival over the relevant exit point of Colombo FIR;

h) whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Colombo FIR, pilots are to climb or descend well to the right of the centerline of the contingency

i) route, and if deviating outside the Colombo FIR, to inform immediately the ACC responsible for that airspace. Pilots are to make

j) blind broadcast on 121.5 MHz of the relevant emergency level change message (comprising the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);

k) pilots are required to maintain a high level of alertness' when operating in the contingency airspace and to take appropriate action to ensure safety of flights..

Interception of civil aircraft

6.4 Pilots need to be aware that in light of current circumstances, a contingency routing requiring aircraft to operate off normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international interception procedures contained in ICAO Annex 2 *–Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

6.5 The Sri Lankan military authority in the interest of national security may intercept civil aircraft over the territory of Sri Lanka in the event that a flight may not be known to and identified by the military authority. In such cases, the ICAO intercept procedures contained in Sri Lanka AIP and ICAO Annex 2, (reproduced in Appendix 1H) will be followed by the military authority, and pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

6.6 If circumstances lead to the closure of the Sri Lankan airspace and no contingency routes are available through the Colombo FIR, aircraft will be required to route around the Sri Lankan airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of Sri Lankan airspace.

6.7 Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

7. COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

7.1 When operating within the contingency airspace of the Colombo FIR, pilots should use normal radio communication procedures where Air Traffic Services are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.

7.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of no communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions on the specified contingency frequency.

Communication frequencies

7.3 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Colombo FIR is detailed at **Appendix 1F.**

8. AERONAUTICAL SUPPORT SERVICES

Aeronautical Information Services (AIS)

8.1 A "NOTAM contingency plan" will be developed to ensure continuation of the NOTAM service for the Colombo FIR in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the Air Traffic Services. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any Contingency phase.

8.2 NOTAM services will be provided by neighboring AIS authorities in accordance with OCAs.

Meteorological Services (MET)

8.3 The Department of Meteorology is the designated meteorological authority in Sri Lanka. Department of Meteorology is also the provider of meteorological services for the international and domestic air navigation. In order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3, Meteorological Service for International Air Navigation and the ASIA/PAC Air Navigation Plan – Doc 9673, Department of Meteorology should ensure regular provision of the following products and services:

a) Aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI should be provided for all international aerodromes listed in the AOP Table of ASIA/PAC Basic ANP and FASID Table MET 1A

b) Terminal aerodrome forecast - TAF as per the requirements indicated in FASID Table MET 1A;

c) SIGMET for the Colombo FIR – should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B – VCCC.

d) Information for the ATS units (TWR, APP, ACC) as agreed between the meteorological authority and the ATS units concerned;

e) Flight briefing and documentation as per Annex 3, Chapter 9.

8.4 It is expected that the Sri Lanka MET Services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the Colombo FIR be withdrawn, timely MET information may not be immediately available to pilots in flight. Alternative means of obtaining up to date MET information concerning the Colombo FIR will be provided to the extent possible through the adjacent ATS authorities. In addition, alternative means of OPMET information transmission to the regional OPMET data bank, Bombay and both WAFCs (London and Washington), which offers available contingency for the global dissemination of OPMET information will be attempted, e.g. making use of the communication networks of communication service providers (ARINC and SITA).

9. SEARCH AND RESCUE

Notification and Coordination

9.1 ACCs involved in this Contingency Plan are required to assist as necessary to ensure that the proper Search and Rescue (SAR) services are provided with the information necessary to support downed aircraft or aircraft with an in-flight emergency in respect to the Colombo FIR.

9.2 The SAR authority responsible for the Colombo FIR is the Colombo Aeronautical Rescue Coordination Centre (ARCC)

Tel	94-11-2611572, 94-11-2625555
Fax	94-11-2635106
AFTN	VCCCYCYX, VCCCZGZX

9.3 Each ACC shall assist as necessary for the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Colombo FIR.

9.4 The CCC will take appropriate steps to ensure that SAR information is made available to the Colombo ARCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

APPENDIX 1C

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM ……. DUE TO DISRUPTION OF ATS IN THE COLOMBO FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available Limited ATS

NOTAM ……. DUE TO ANTICIPATE DISRUPTION OF ATS IN THE COLOMBO FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAM ……DUE TO DISRUPTION OF ATS IN COLOMBO FIR ALL ACT ARE ADVISED THAT THE SRI LANKAN INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY COLOMBO FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICKLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY SRI LANKAN AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAM …….. OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE COLOMBO FIR.

……..

INTERNATIONAL ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT OF THE COLOMBO FIR WHEN NO ATS AVAILABLE IN COLOMBO AIRSPACE

VHF Air to AIR Frequency 123.45 MHZ

Contingency Routes Colombo (CRC)	ATS Route	Direction	FL Assignment	Transfer Point	Radio Contact stations/ACCs	COM (Frequency Details in Appendix X)
CRC-1	**M300** TOPIN – IDUDO IDUDO - ATETA	Two-way	320, 340 410	IDUDU	 Jakarta Trivandrum	HF, VHF HF, VHF
CRC-2	**G465-P762** SEBLO-KAT KAT-DUGOS	Two-way	280 290, 370	KAT	 Male Chennai	HF, VHF HF, ADS, CPDLC
CRC-3	**P570-M766** BASUR-GODAV GODAV-SELSU	East bound (One-way)	410, 310	GODAV	 Trivandrum Jakarta	HF, VHF HF
CRC-4	**P756** UBKIN-RUXER RUXER-NISOK	Two-way	340 370	RUXER	 Male Jakarta	HF, VHF HF,VHF
CRC-5	**P627** KADAP-GUTOX GUTOX-NIXUL	Two-way	280 290, 390	GUTOX	 Melbourne Jakarta	HF, ADS, CPDLC HF, VHF
CRC-6	**L774** ELATI-KETIV	Two-way	280, 340, 400 290, 370,	KETIV	 Melbourne	HF HF, ADS, CPDLC

COLOMBO CONTINGENCY PLAN

VAR 3°W 2009

NOT TO SCALE

CA -	08°00'19"N 079°56'32"E
CB -	07°34'24"N 081°00'00"E
CC -	07°13'30"N 081°00'00"E
CE -	06°44'31"N 080°43'19"E
CF -	06°24'31"N 080°35'25"E
CI -	07°30'49"N 079°07'26"E
CJ -	07°51'19"N 079°25'56"E
CK -	07°57'25"N 079°39'08"E
CL -	06°28'49"N 080°38'37"E
CM -	07°42'43"N 079°14'32"E
CN -	06°21'43"N 079°11'32"E
C0 -	06°32'26"N 079°05'05"E

CRP - Compulsory ATS Reporting Point
MRP - ATS/MET Reporting Point

Note 1: In the event that the Colombo ACC is out of service and no ATS available for the Colombo FIR, flight information service will be delegated to the designated ATS authority specified above, . FIS will be provided by the adjacent ACCs in accordance with the LOAs with Indonesia and Melbourne.