



*International Civil Aviation Organization*

**The Thirteenth Meeting of the FANS Implementation Team for the Bay of Bengal (FIT-BOB/13) and the Fifth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/5)**

Bangkok, Thailand, 07 – 11 February 2011

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**Agenda Item 3: Operational Issues**

**OPERATIONAL TRIALS ON REDUCED HORIZONTAL SEPARATION MINIMA  
IN COLOMBO FIR**

(Presented by Sri Lanka)

**SUMMARY**

This paper provides a general plan in supporting the introduction and trial operations of BOB-RHS in Colombo FIR.

**1. INTRODUCTION**

1.1 Sri Lanka is confidently considered to bring into effect the longitudinal spacing of 50NM along major transit routes through Colombo FIR in Phase 1 and Phase 2 of the project.

**2. DISCUSSION**

2.1 Sri Lanka is compliant and ready for implementation of the reduced longitudinal separation of 50NM along the route segment between ESPAP & KAT on P762, for Phase 1.

2.2 The VHF and Radar Coverage of Colombo FIR Chart is at the Attachment.

2.3 Sri Lanka has an operational CNS/ATM work station capable of providing and receiving ADSC/CPDLC data on P762 within Colombo FIR.

2.4 This facility will be more reliable with the modernization of the existing Colombo ACC/FIC with a new fully integrated ATM system, which is expected to take place soon.

2.5 Other pre-requisite i.e. VHF communication and the Radar Coverage are supplementary:

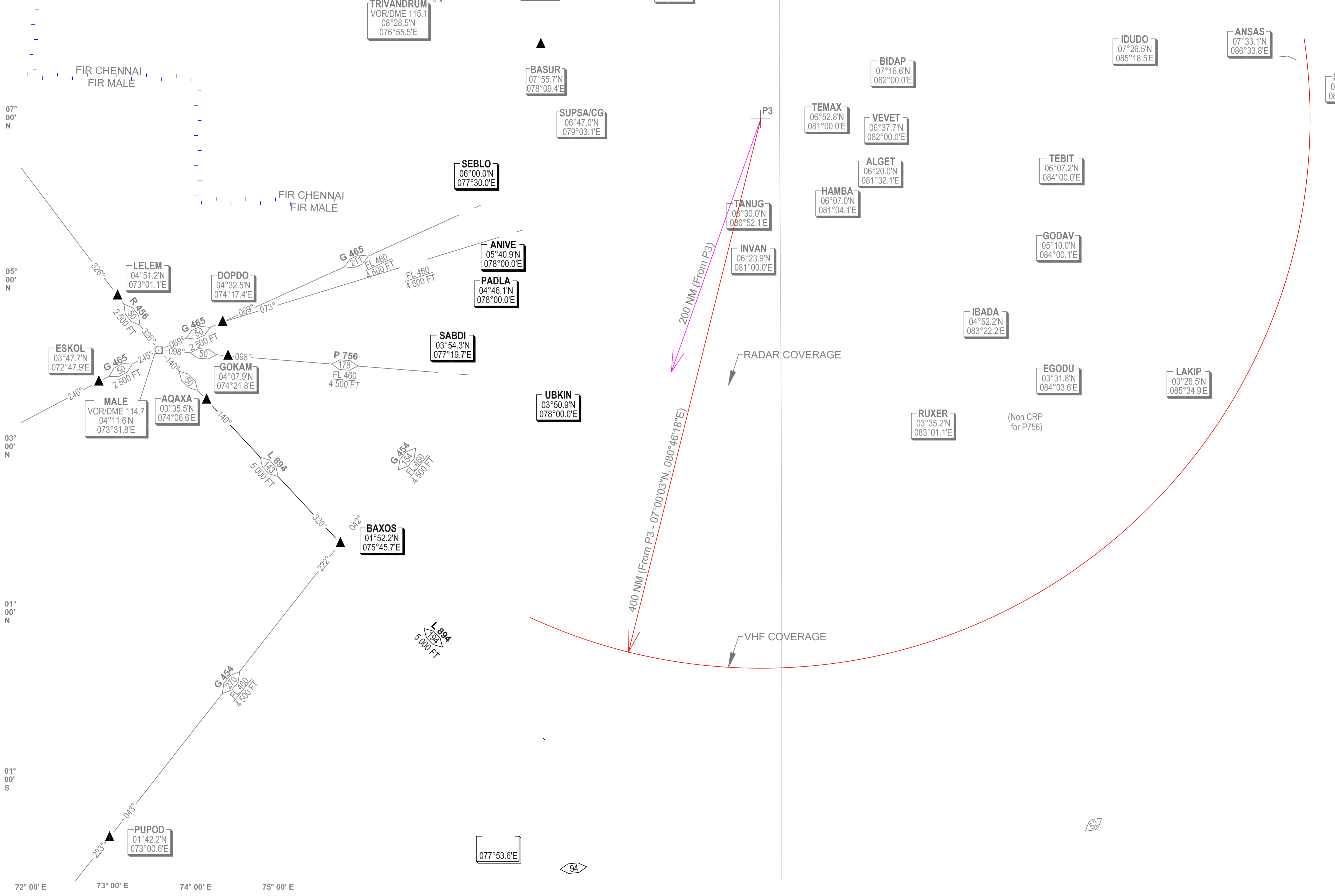
- a) We have very reliable VHF coverage (from point P3 – Pidurutalagala Mountain – nearly 400NM) within which Colombo – Chennai FIR boundaries – DUGOS lies.
- b) Our MSSR (Radar data) is capable of monitoring traffic on P762 except for a small portion of flight from DUGOS to entering radar coverage. This portion of P762 is covered VHF communication.

2.6 We have already planned to start a controller training programme based on 50NM longitudinal separation. The first training course will be commencing on 21<sup>st</sup> February 2011 along with the Area Controller Refresher Course for Area Controllers at Civil Aviation Training Centre in Colombo.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the operational plan and make comments as necessary on Sri Lanka's commitment to Phase 1.

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07° 00' N  
 05° 00' N  
 03° 00' N  
 01° 00' N  
 01° 00' S  
 72° 00' E  
 73° 00' E  
 74° 00' E  
 75° 00' E

TRIVANDRUM  
 VOR/DME 115.1  
 08°28.5'N  
 076°55.5'E

BASUR  
 07°55.7'N  
 078°09.4'E

SUPSA/CG  
 06°47.0'N  
 079°03.1'E

BIDAP  
 07°16.6'N  
 082°00.0'E

IDUDO  
 07°26.5'N  
 085°18.5'E

ANSAS  
 07°33.1'N  
 086°33.8'E

SULTAN  
 07°38.0'N  
 088°01.0'E

SEBLO  
 06°00.0'N  
 077°30.0'E

ANIVE  
 05°40.9'N  
 078°00.0'E

PADLA  
 04°46.1'N  
 078°00.0'E

SABDI  
 03°54.3'N  
 077°19.7'E

UBKIN  
 03°50.9'N  
 078°00.0'E

TANUG  
 06°30.0'N  
 080°52.1'E

INVAN  
 06°23.9'N  
 081°00.0'E

TEMAX  
 06°52.8'N  
 081°00.0'E

VEVET  
 06°37.7'N  
 082°00.0'E

ALGET  
 06°20.0'N  
 081°32.1'E

HAMBA  
 06°07.0'N  
 081°04.1'E

TEBIT  
 06°07.2'N  
 084°00.0'E

GODAV  
 05°10.0'N  
 084°00.1'E

IBADA  
 04°52.2'N  
 083°22.2'E

EGODU  
 03°31.8'N  
 084°03.6'E

LAKIP  
 03°26.5'N  
 085°34.9'E

RUXER  
 03°35.2'N  
 083°01.1'E

(Non CRP  
 for P756)

LELEM  
 04°51.2'N  
 073°01.1'E

DOPDO  
 04°32.5'N  
 074°17.4'E

ESKOL  
 03°47.7'N  
 072°47.9'E

MALE  
 VOR/DME 114.7  
 04°11.6'N  
 073°31.8'E

AQAXA  
 03°35.5'N  
 074°06.6'E

GOKAM  
 04°07.9'N  
 074°21.8'E

BAXOS  
 01°52.2'N  
 075°45.7'E

PUPOD  
 01°42.2'N  
 073°00.6'E

077°53.6'E

94

200 NM (From P3)

400 NM (From P3 - 07°00'03"N, 080°46'18"E)

RADAR COVERAGE

VHF COVERAGE

FIR CHENNAI  
 FIR MALE

FIR CHENNAI  
 FIR MALE

326°

250 FT

250 FT

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