



International Civil Aviation Organization

The Combined Meetings of the Fifth FANS Implementation Team – Bay of Bengal (FIT-BOB/5), the Second FANS Implementation Team – South East Asia (FIT-SEA/2), the First Air Traffic Flow Management Task Force (ATFM/TF/1) and ADS/CPDLC Seminar

Bangkok, Thailand, 18 - 22 April 2005

Agenda Item 3: Review Operational Trial Performance

**SRI LANKA – STATUS OF ADS/CPDLC EQUIPAGE AND PARTICIPATION
IN THE BOB OPERATIONAL TRIALS OF ADS/CPDLC**

(Presented by Sri Lanka)

1. Introduction

1.1 Sri Lanka has procured and installed ADS/CPDLC equipment in early 2001 and commenced trial operations on 15th June 2001 within Colombo FIR. With limited Air Lines willing to (and capable of) logon, the trials were conducted on voluntary basis as stated in AIC A02/02 issued by the Director General of Civil Aviation. Since then, the trials were conducted until mid 2003. Though the related AIC continued to be current, due to reduced staffing situations, local instruction had been issued in late 2003, to restrict the services as per the daily staff situations at the discretion of the watch supervisor.

1.2 Currently, the system is not operational due to an equipment mal-function which is expected to be fully restored by mid May 2005.

1.3 ADS/CPDLC trials are expected to re-start from 1st June 2005.

2. Discussion

2.1 Action would be taken continue the collection of data. At the Area Control Centre, a task force has been formulated to review local procedures to re-start trials, follow up with ICAO regional directives and facilitate smooth functioning of trials as soon as the services restored.

2.2 Following basic guidelines have been issued to re-start the trials.

1. ADS/CPDLC trials will re-start on or around 1st June 2005
2. Services will be available from 0300 Hrs -1500 Hrs UTC and continued with aircraft logon ADS/CPDLC prior to 1500 UTC until it leaves the FIR
3. Area Controller shall be responsible to all traffic beyond Radar coverage. He will apply procedural separation within the area not covered by Radar.
4. Within the Radar coverage, Area Radar Controller will provide Radar Services.
5. Until 30th September, all ADS/CPDLC logon aircraft shall send position reports on CPDLC. After a review of performance, action will be taken to continue operation based on ADS reports and aircraft will be required to CPDLC contact at logon and logout.

6. Non ADS/CPDLC aircraft will have to use HF as the primary mode of communication beyond extended VHF coverage.

2.3 After three months operational review, ADS/CPDLC trial transfer agreements between Colombo, Chennai and Melbourne FIRs will have to be worked out to ensure seamless operation between the FIRs.

3. **Action by the meeting**

1. Note the current situation with regard to ADS/CPDLC trials in Colombo FIRs
2. India/Australia to coordinate the drafting of trial transfer procedures between Colombo and their respective FIRs.

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