



ICAO

*International Civil Aviation Organization*

**Tenth Meeting of the Air Traffic Management Sub-Group  
(ATM/SG/10) of APANPIRG**

Video Teleconference, 17 – 21 October 2022

---

**Agenda Item 5: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)**

**APPLICATION OF STANDARD ATC SEPARATION WITHIN COLOMBO FIR**

(Presented by Sri Lanka)

**SUMMARY**

This paper presents the initiatives taken by the Airport & Aviation Service (Sri Lanka) (Pvt) Ltd under the regulatory guidance of the Civil Aviation Authority of Sri Lanka for the application of ATC Separation Minima within Colombo Flight Information Region in compliance with seamless ANS separation standards for the provision of harmonized and consistent air traffic services within Asia/Pacific Region. These initiatives include, application of 50NM longitudinal Separation within Colombo oceanic airspace and application of 5NM and 3NM surveillance-based separations within category S and T airspaces respectively.

**1. INTRODUCTION**

1.1 Twenty Fifth Meeting of the Communications/ Navigation and Surveillance Sub-group (CNS SG/25) of APANPIRG conducted in October 2021 discussed the efficiency of ATC spacing between aircraft, applied by the States of the Asia/ Pacific Region. Identifying the gap between the standard ATC separation minima and the current practice applied within the Colombo FIR, the Civil Aviation Authority of Sri Lanka in collaboration with Airport & Aviation Service (Sri Lanka) (Pvt) Ltd took initiatives to align with the seamless ANS separation standards to improve the efficiency of Air Traffic Management and also to enhance the capacity of Colombo FIR.

**2. DISCUSSION**

Application of 50NM longitudinal separation within Category R airspace

2.1 Colombo oceanic airspace (category R) from FL 245 to FL 460 is declared as RNP 10 airspace. The ANS Division of the AASL conducted a safety assessment to address the change of implementing 50NM longitudinal separation between aircraft within Colombo RNP 10 airspace. The Civil Aviation Authority of Sri Lanka evaluated the safety study and granted approval for the proposed change.

2.2 As required by the safety assessment, specific ATC instructions with regards to the application of 50NM longitudinal separation minima have been issued for the Controllers attached to the Colombo Area Control Centre. Controller Training that included Theory and ATC simulator modules have been completed at the Airport & Aviation training academy. The Operations Manual has been amended incorporating the procedure for the 50NM separation application.

2.3 The Colombo Area Control centre worked closely with the adjacent Area Control Centres, viz. Melbourne, Jakarta, Chennai and Male in order to amend the Letter of Agreements in handing/ taking over traffic with 50NM spacing between aircraft at the FIR boundary points. Except for Maldives all other Letter of Agreements were amended for the handover and acceptance of aircraft with 50NM separation at the FIR boundary. The trial operations commenced with notification through a NOTAM and is currently in progress.

Application of 30NM surveillance separation at TOC within Category S airspace

2.4 Based on the overlapping surveillance coverage, with India and Maldives 30NM separation at TOC points within Category S airspace has been agreed upon and trial operations continues.

Application of 5NM surveillance separation (enroute) within Category S airspace

2.5 Based on the exclusive ADS – B (FL290 – FL460) and multi sensor surveillance airspace (below FL290) trial operations are in progress for the application of standard 5NM surveillance separation within the Category S airspace within Colombo FIR.

Application of 3NM surveillance separation within Category T airspace

2.6 Change management process for the implementation of 3NM surveillance separation at the multi sensor category T airspace of Colombo FIR is expected to commence upon the commissioning of state of art new ATM system presently being installed at the approach control centre – BIA.

2.7 The Safety Management System continuously monitors the Hazard identification process for any new hazards identified with the application of these changes. The progress of the action plans and risk mitigation actions are being regularly monitored via the regular oversight activities of the Authority.

2.8 At the end of the trial operations, implementation of standard separation minima across the Colombo FIR will be notified through publications in the AIP.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper.

.....