

**ENR 2.2 OTHER REGULATED AIRSPACES****1 DELEGATED AIRSPACE.**

In pursuance of the recommendation 5/10 of the Third Asia Pacific Regional Air navigation Meeting, India and Sri Lanka have arranged, by bilateral agreement to delegate responsibility to Sri Lanka for providing air traffic services to all aircraft at or above FL100 within an area of Chennai FIR adjacent to North Western boundary of Colombo FIR.

**1.1 THE AREA INVOLVED IN THE DELEGATED ATS RESPONSIBILITY**

→ 1.1.1 The area involved is depicted on the area Chart. (page ENR 2.1-7).

1.1.2 In this part of the Chennai FIR, Colombo ACC will provide ATS to all aircraft at or above FL100. Procedures and communications will be as if the airspace were an integral part of the Colombo FIR. This area is bounded by the following coordinates:

060000N 0770000E, 070000N  
0770000E, 090000N0793000E and  
060000N 0780000E.

**2 AIR DEFENCE IDENTIFICATION ZONE (ADIZ).**

An Air Defence Identification Zone (ADIZ) has been established as detailed below:

**2.1 LATERAL AND VERTICAL LIMITS:****Lateral limits:**

The territory and the territorial waters (12 NM from the coast line ) of Sri Lanka.

**Vertical limits:**

- a) Ground to upper limit of Sri Lanka airspace except **Ruhunu Open Skies Area** \*.
- b) From 3000ft above the Mean sea Level to the upper limit of Sri Lanka airspace within **Ruhunu Open Skies Area**\*

**\* Ruhunu Open Skies Area:**

An area bounded by the line joining the geographical locations Kaluthara, Neboda, Elpitiya, Akuressa, Panamurre, Balangoda, Kirigalpotta Mountain Peak, Haputale, Hali Ela, Lunugala, Kirinda, Point A ( 2NM to the sea at Kirinda ) and the line parallel to the coastline from Point A to Point B (2NM to the sea at Kalutara) and the line joining Point B and kalutara. (see page ENR 2.2-7).

**2.2 TIME OF ACTIVITY OF ADIZ.**

2.2.1 ADIZ is active 24hrs subject to any notification made by the DGCA to the contrary, in case of any national emergency.

**2.3 PROCEDURES, RESTRICTIONS AND LIMITATIONS APPLICABLE WITHIN ADIZ.**

2.3.1 Following procedures, restrictions and limitations are applicable to the accessibility to the ADIZ :

- a) No flight or aircraft shall operate within, into or out of ADIZ without valid Air Defence Clearance (ADC). Any aircraft flying without a valid ADC Number is liable for interception by the Sri Lanka Air force under the interception procedure published in the Part 2, ENR 1.12.
- b) For all flights described in paragraph 2.3.2 c) below, the tower controller shall coordinate with the Air defence Command and Control Centre and obtain an ADC number for the particular flight. The ADC number shall be passed to the pilot with the start-up clearance.
- c) For all flights described in paragraph 2.3.2 e) below, the Area Controller at the Area Control centre shall coordinate with the Air Defence Command and Control Centre and obtain an ADC number.

The ADC number shall be passed to the pilot before entering the ADIZ.

from the Area Control Centre, 15 minutes before entering the ADIZ.

2.3.2 The pilots or aircraft operating in ADIZ shall operate subject to the following requirements, conditions or limitations:

a) Except local flights operated within an airspace of 5NM radius centred an aerodrome of departure and vertical limit of 1000ft AGL, all other flights intended to operate within, into or out of ADIZ shall have a valid ADC number.

b) All flights described in paragraphs 2.3.3 and sub paragraph e) of this paragraph that are approved by the Director General of Civil Aviation shall be given an ADC number. The responsibility of obtaining an ADC number through respective ATC centres before the departure from an aerodrome situated within the ADIZ or before entering the ADIZ lies with the pilot-in-command of the aircraft. In case of an aircraft departing from a water aerodrome or a helicopter departing from a location other than an established aerodrome and if the pilot-in-command of such aircraft is unable to contact the respective ATC centre when on ground, such aircraft may depart and shall remain within 5NM radius below 1000ft AGL until ADC number is obtained.

c) The pilot of any aircraft departing from the airfields situated within the ADIZ shall advise the Control Tower at least 5 minutes before the start-up.

d) An ADC number is valid for the entire flight until it reaches its destination. Once the ADC number is issued, the flight can depart 30 minutes prior to the estimated off block time. If the flight is delayed more than one hour (01 Hr) from the Flight Planned Off Block Time, a fresh ADC number should be obtained.

e) The pilot of any flight entering an ADIZ shall obtain an ADC number

2.4 **FLIGHT PLANS REQUIREMENTS WITHIN ADIZ.**

Except local flights operated within an airspace of 5NM radius centred at an aerodrome of departure and vertical limit of 1000ft, all other flights departing from an aerodrome situated within the ADIZ and intended to operate within or out of the ADIZ shall file a flight Plan at least one hour before the intended time of departure, unless otherwise authorized by the air traffic control.

2.5 **DEVIATION FROM FLIGHT PLANS AND ATC CLEARANCES AND INSTRUCTIONS.**

Except in an emergency which demands priority of the safety of aircraft and its occupants,

a) No pilot operating within ADIZ may deviate from the provisions of an ATC clearance or ATC instruction.

b) No pilot operating within ADIZ may deviate from the filed IFR/VFR flight plan when operating an aircraft in uncontrolled airspace unless that pilot notifies an appropriate ATS Unit before deviating.

2.6 **POSITION REPORTS.**

No pilot may operate an aircraft in such a manner penetrating ADIZ unless:

a) That pilot reports to the appropriate ATS Unit before penetration;

the time, position and altitude at which the aircraft passed the last reporting point before penetration and the estimated time of arrival over the next appropriate reporting point along the flight route.

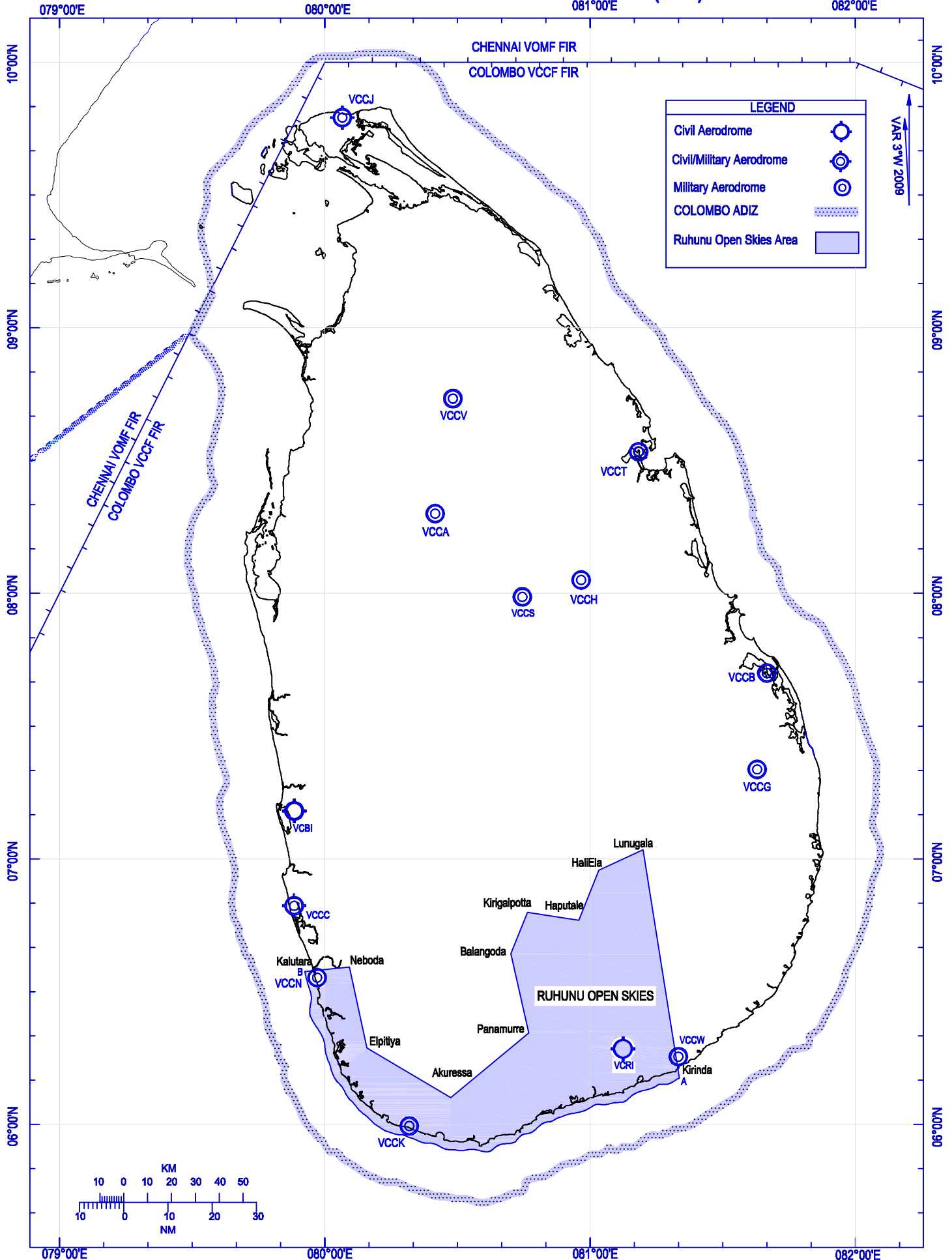
b) If there is no appropriate reporting point along the flight route that pilot reports not less than 15 minutes before penetration, the estimated time, position and altitude at which he will penetrate or,

- c) If the point of departure is within the ADIZ or so closed to the ADIZ boundary that it prevents his complying with paragraph a) or b) above that pilot has reported to an appropriate ATS unit immediately after taking off, the time of departure, altitude and estimated time of arrival over the first reporting point along the flight route.

→ 2.7 **ARRIVAL OR COMPLETION  
NOTICE WITHIN ADIZ.**

The pilot- in-command of an aircraft for which a flight plan has been filed to operate within an ADIZ shall inform the appropriate ATS unit of its arrival.

**COLOMBO AIR DEFENCE IDENTIFICATION ZONE (ADIZ)**



Changes : New INFO Introduced.