

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. GENERAL

1.1 ATS airspace is classified and designated in accordance with the following:

Class A

Only IFR flights are permitted, all flights are subjected to Air Traffic Control Service and are separated from each other.

Class B (Not used in Colombo FIR)

IFR and VFR flights are permitted; all flights are subjected to Air Traffic Control Service and are separated from each other.

Class C

IFR and VFR flights are permitted, all flights are subjected to Air Traffic Control Service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D

IFR and VFR flights are permitted and all flights are subjected to Air Traffic Control Service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.

Class E

IFR and VFR flights are permitted. IFR flights are subject to Air Traffic Control Service and are separated from other IFR flights. All flights receive traffic information as far as practicable.

Class F (Not used in Colombo FIR)

IFR and VFR flights are permitted, all participating IFR flights receive an Air Traffic Advisory Service and all flights receive flight information service if requested.

Class G

IFR and VFR flights are permitted and receive Flight Information Service if requested.

2. REQUIREMENTS FOR FLIGHTS

2.1 The requirements for flights within each class of airspace are as shown in the table on pages **ENR 1.4-3** and **ENR 1.4-5**.

3. ATS CLASSIFICATION WITHIN COLOMBO FIR

3.1 Within the Colombo FIR, the airspace is divided into 5 classes in accordance with the para 2.4 of ICAO Annex 11 as shown in the table below.

| Airspace | Vertical Limits | Classification |
|---|----------------------------|----------------|
| Colombo FIR (including TMA and all ATS routes) | FL460 FL245 | A |
| Colombo TMA (excluding CTAs and CTRs) | FL245 10000FT ALT | C |
| Colombo CTA - Colombo TMA within 50NM of KATUNAYAKE/Bandaranaike Intl. , RATMALANA/Colombo Intl. Airport Ratmalana and MATTALA/Mattala Rajapaksa Intl. airports.(sectorized). | FL245 LOWER LIMITS | |
| Colombo CTR - KATUNAYAKE/Bandaranaike Intl. and RATMALANA/Colombo Intl. Airport Ratmalana joint Control Zone. | 4000FT ALT GND | |
| Mattala CTR - (Remark: Wirawila CTR also merged into Mattala CTR) | 4000FT ALT GND | D |
| All other CTRs | UPPER LIMIT LOWER LIMIT | |
| Anuradhapura CTA | 9500FT ALT 2000FT ALT | |
| Jaffna CTA | 10000FT ALT 3000FT ALT | |
| All ATS route segments outside Colombo TMA. | FL245 LOWER LIMITS | E |
| Colombo TMA excluding CTAs and CTRs. | 10000FT ALT 2500FT ALT | |
| Colombo FIR other than the airspace classified under Classes A,C,D and E | | G |

| ENR 1.4 ATS AIRSPACE CLASSIFICATION | | | | | | | | |
|-------------------------------------|----------------|------------------------------|--|---|--------------------------------------|---------------------------------|---------------|--|
| Class | Type of flight | Separation Provided | Service Provided | VMC Visibility and Distance from Cloud Minima(*) | Speed Limitation (*) | Radio Communication Requirement | ATC Clearance | |
| A | IFR only | All aircraft | Air traffic control service | Not Applicable | Not Applicable | Continuous two-way | Yes | |
| | IFR | IFR from IFR IFR from VFR | Air traffic control service | Not Applicable | Not Applicable | Continuous two-way | Yes | |
| C | VFR | VFR from IFR | 1) Air traffic control service for separation from IFR. 2) VFR/VFR traffic information (and traffic avoidance advice on request). | 8KM at and above 3050M (10000FT) AMSL 5KM below 3050M (10000 FT) AMSL 1500M Horizontal; 300M vertical distance from cloud | 250KT IAS below 3050M (10000FT) AMSL | Continuous two-way | Yes | |
| | IFR | IFR from IFR | Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request) | Not Applicable | 250KT IAS below 3050m (10000FT) AMSL | Continuous two-way | Yes | |
| D | VFR | Nil | Traffic information between VFR and IFR flights (and traffic avoidance advice on request) | 8KM at and above 3050M (10000FT) AMSL 5KM below 3050M (10000 FT) AMSL 1500M horizontal; 300M vertical distance from cloud | 250KT IAS below 3050M (10000FT) AMSL | Continuous two-way | Yes | |
| | IFR | IFR from IFR | Air traffic control service and traffic information about VFR flights as far as practical | Not applicable | 250KT IAS below 3050M (10000FT) AMSL | Continuous two-way | Yes | |
| E | VFR | Nil | Traffic information as far as practical | 8KM at and above 3050M (10000FT) AMSL 5KM below 3050M (10000 FT) AMSL 1500M horizontal; 300M vertical distance from cloud | 250KT IAS below 3050M (10000FT) AMSL | No | No | |
| | IFR | IFR from IFR | Air traffic control service and traffic information about VFR flights as far as practical | Not applicable | 250KT IAS below 3050M (10000FT) AMSL | Continuous two-way | Yes | |



| ENR 1.4 ATS AIRSPACE CLASSIFICATION | | | | | | | |
|-------------------------------------|----------------|---------------------|----------------------------|--|---|---------------------------------|---------------|
| Class | Type of flight | Separation Provided | Service Provided | VMC Visibility and Distance from Cloud Minima(*) | Speed Limitation (*) | Radio Communication Requirement | ATC Clearance |
| G | IFR | Nil | Flight Information Service | Not Applicable | 250KT IAS below 3050M 10000FT) AMSL | Continuous two-way | No |
| | VFR | Nil | Flight Information Service | 8KM at and above 3050M (10000 FT) AMSL 5KM below 3050M (10000FT) AMSL 1500M horizontal; 300M vertical distance from cloud At and below 900M AMSL or 300M above terrain whichever is higher 5KM(**), clear of cloud and in sight of ground or water. | 250KT IAS below 3050M 10000FT) AMSL | No | No |

(*) When the height of the transition altitude is lower than 3050m (10000FT) AMSL, FL 100 should be used in lieu of 10000FT

(**) When so prescribed by the appropriate ATS authority:

a). Lower flight visibility to 1500m may be permitted for flights operating:

- 1). At speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid Collision; or
- 2). In circumstances in which the probability of encounters with other traffic would normally be low, e. g. in areas of low traffic volume and for aerial work at low levels;

b). Helicopters may be permitted to operate in less than 1500m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision

