ENR 1.7 ALTIMETER SETTING PROCEDURES

1 INTRODUCTION

1.1 The Altimeter setting procedures in use generally conform to those contained in ICAO DOC 8168-OPS/611 Vol. 1 without exception.

1.2 Transition Altitude (TA) is given on Instrument Approach Charts.

1.3 QNH and temperature information for the use in determining adequate terrain clearance are provided in MET broadcast and is available on request from ATS units. QNH values are given in whole Hpa.

2 BASIC ALTIMETER SETTING PROCEDURES

2.1 General

2.1.1 A common Transition Altitude 11000FT (3350M) is established for KATUNAYAKE / Bandaranaike Intl, Airport Colombo (VCBI), MATTALA/Mattala Rajapaksa Intl. (VCRI) , Ratmalana / Colombo Intl. Airport Ratmalana (VCCC) and KANKESANTURAI / Jaffna Intl. Airport (VCCJ).

2.1.2 A Transition level (TL) of FL 130 is established while maintaining a minimum thickness of 1000ft of transition layer.

2.1.3 Vertical position of an aircraft is expressed in terms of;

a). Altitudes, when at or below the Transition Altitude or when descending through the Transition Layer, and

b). Flight Levels, when at or above the Transition Level or when ascending through the Transition Layer.

2.1.4 Flight level zero is located at the Atmospheric Pressure Level of 1013.2 Hpa (29.92inc). Consecutive flight levels are separated by a pressure interval corresponding to 500ft in the standard atmosphere.

2.1.5 Note:

Example of the relationship between flight levels and Altimeter Indication is given in the following table, the metric equivalents being approximate;

Flight Level Number	Altimeter Indication	
	Feet	Metres
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

2.2 Take-off and climb

2.2.1. Current QNH Altimeter setting is made available to aircraft in taxi clearance before take-off if it differs from the previous broadcast in ATIS.

2.2.2. Vertical position of aircraft during climb is given reference to;

a) Altitudes, until reaching the Transition Altitude; and

b) Flight Level, when above the Transition Altitude

2.3 Vertical separation – En-route

2.3.1 Vertical separation enroute is assessed in terms of;

a). Altitudes, when at and below the Transition Altitude; and

b). Flight Levels, when above the Transition Altitude.

2.3.2 All en-route flights should be conducted in accordance with the Semi-circular system of cruising levels corresponding to the magnetic tracks and shown in the following table as will provide the required terrain clearances.

2.4 Approach and landing

2.4.1. Current QNH Altimeter setting is made available in approach clearance and in the landing clearance if it differs from the previous QNH broadcast in the ATIS.

2.4.2. A QFE Altimeter setting will be made available on request but reports to ATC should be made on the QNH value.

TRACK											
From 000° to 179°						From 180° to 359°					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
FL	Altitude		FL	Altitude		FL	Altitude		FL	Altitude	
	Metres	Feet		Metres	Feet		Metres	Feet		Metres	Feet
	--	--		--	--		--	--		--	--
	300	1000		--	--		600	2000		--	--
	900	3000		1050	3500		1200	4000		1350	4500
	1500	5000		1700	5500		1850	6000		2000	6500
	2150	7000		2300	7500		2450	8000		2600	8500
	2750	9000		2900	9500		3050	10000		3200	10500
	3350	11000		3500	11500		3650	12000		3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	20500
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	275	8400	27500	280	8550	28000	285	8700	28500
290	8850	29000				300	9150	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	35000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000									

Note : Some of the lower levels in the above table may not be usable due to terrain clearance requirements.

2.4.3 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which positioning is controlled by reference to altitudes.

2.5 Missed Approach

2.5.1 The relevant portions of paragraphs 2.1.2, 2.2 and 2.4 shall be applied in the event of missed approach.

3. DESCRIPTION OF ALTIMETER SETTING REGION

3.1 There is a single altimeter pressure setting which covers the entire Colombo FIR.

4 PROCEDURES APPLICABLE TO OPERATORS, INCLUDING PILOTS.

4.1 **Flight Planning**

4.1.1 The levels at which a flight is to be conducted shall be specified in a flight plan:

a) in terms of flight level(s) if the flight is to be conducted at or above the transition level; and

b) in terms of altitude(s) if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

4.1.2 The flight level(s) selected for a flight plan;

a). ensure adequate terrain clearance at points along the route to be flown.

b). satisfy air traffic services requirements; and

c). be compatible with the application of the semi-circular cruising levels rule.

Note: i). Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

ii). Flight levels are specified in the flight plan by number, and not in the term of feet or meters as in case of altitudes.